

Metropolitan Planning Commission



Staff Reports

August 24, 2017



Metro Planning Commission Meeting 8/24/2017

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.



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017



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, and July 27, 2017, Planning Commission meetings. A public hearing was held and closed on July 27, 2017.

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.

History

This application was presented at the July 27th 2017, Metro Planning Commission meeting. The MPC deferred this case to August 24th, 2017, to allow sufficient time for an applicant-led neighborhood meeting with additional community discussion. The meeting was held on August 17, 2017, and approximately 20 people attended. The public hearing will remain closed at the August 24, 2017 MPC meeting.



Metro Planning Commission Meeting 8/24/2017



Proposed Site Plan



Metro Planning Commission Meeting 8/24/2017

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.

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



Metro Planning Commission Meeting 8/24/2017

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 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



Metro Planning Commission Meeting 8/24/2017

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.

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.



Metro Planning Commission Meeting 8/24/2017

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- 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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 19 Elementary 14 Middle 15 High

Projected student generation proposed SP-MR district: 64 Elementary 28 Middle 23 High

The proposed SP zoning is expected to generate 115 total students, 67 more than the existing RS5 zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? 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



Metro Planning Commission Meeting 8/24/2017

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.
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:
 - a) 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.
 - b) 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.
 - c) 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:
 - d) A change in the building material
 - e) A horizontal undulation in the building façade
 - f) A porch, stoop, or balcony
 - g) 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.
 - h) Porches shall provide a minimum of six feet of depth.
 - i) Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
 - j) 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.



Metro Planning Commission Meeting 8/24/2017

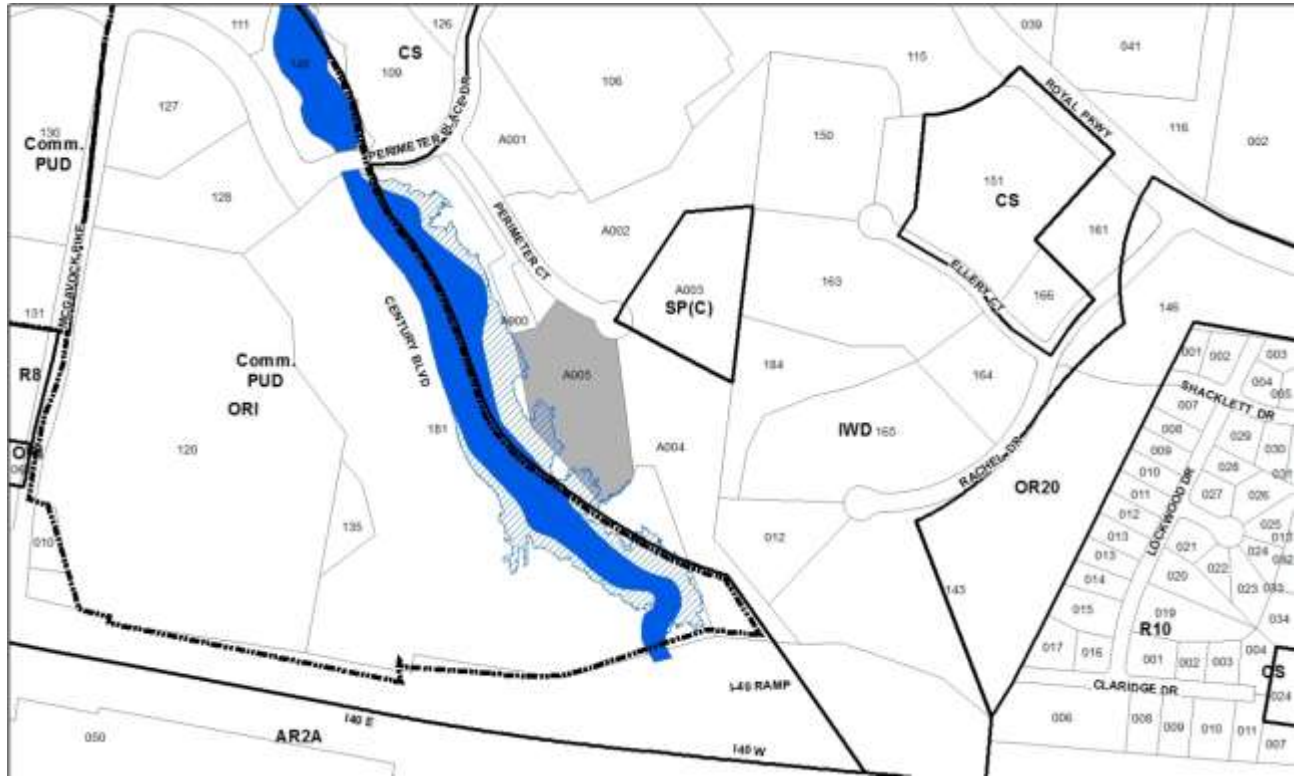
15. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing 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.
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 8/24/2017



2017SP-065-001
THE PRESERVE: HOLIDAY INN
Map 107-04-0-A, Part of Parcel(s) 005
14, Donelson – Hermitage – Old Hickory
15 (Jeff Syracuse)



Project No. Specific Plan 2017SP-065-001
Project Name The Preserve: Holiday Inn
Council District 15 - Syracuse
School District 4 - Shephard
Requested by Minal Patel, applicant; Corporate Investors Partnership V, LLC, owner.

Deferrals This item was deferred at the August 10, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the September 14, 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

Preliminary SP to permit a 6-story hotel.

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan-Commercial (SP-C) zoning on a portion of property located at Perimeter Court (unnumbered), approximately 420 feet south of Perimeter Place Drive, (3.61 acres), to permit a 6-story hotel.

Existing Zoning

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

Proposed Zoning

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

CRITICAL PLANNING GOALS

- Preserves environmental features

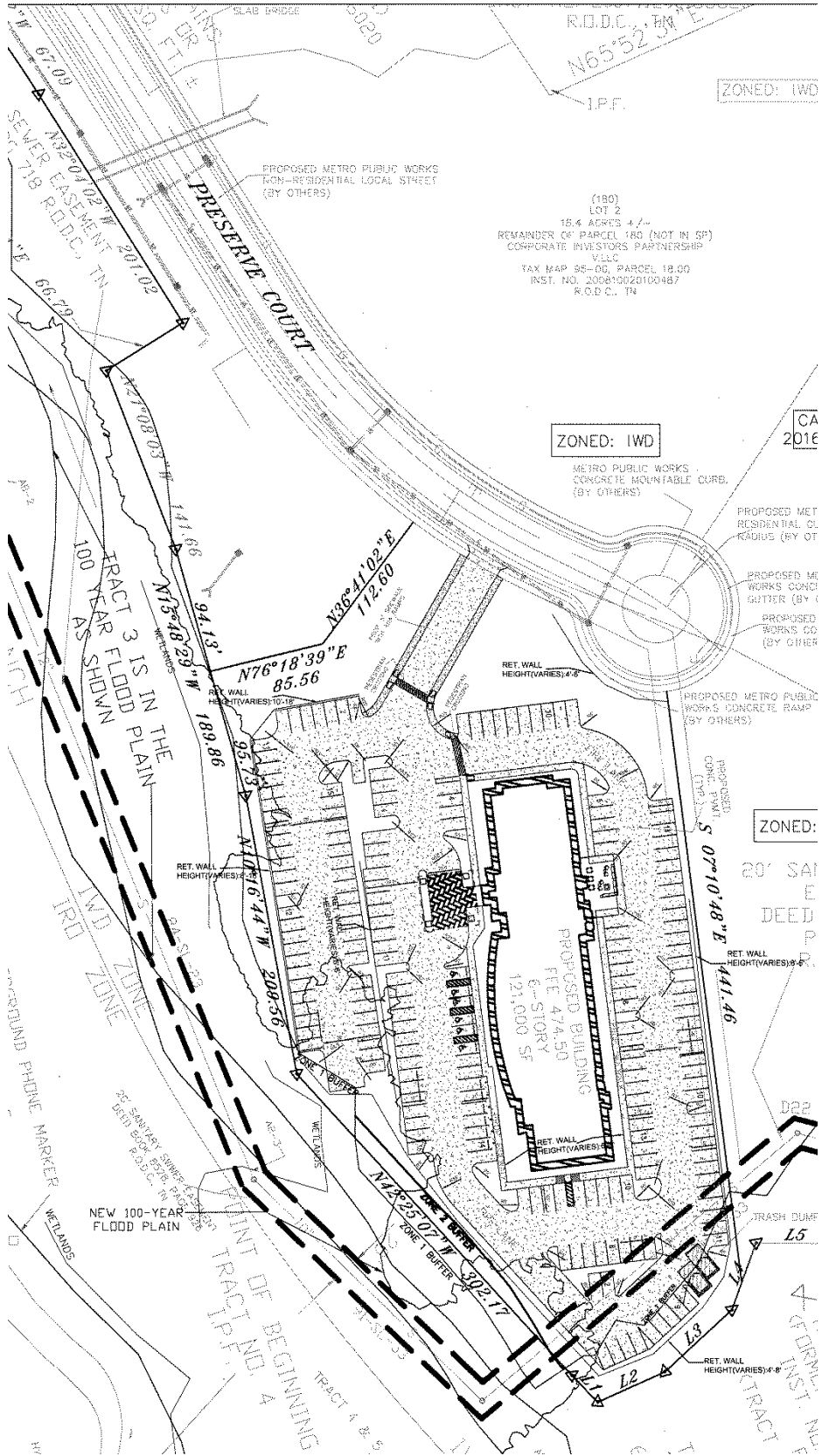
The proposed plan minimizes impacts on sensitive environmental features by properly working within the confines of the site to avoid steep slopes. Furthermore dense vegetation that is located on the steep slope will be preserved.

DONELSON – HERMITAGE-OLD HICKORY COMMUNITY PLAN

D Employment Center (D EC) is intended to preserve, create, and enhance concentrations of employment that are often in a campus-like setting. A mixture of office, commercial, and even light industrial uses are present, but are not necessarily vertically mixed. Complementary uses are also present and are encouraged as secondary and supportive to the primary function of D Employment



Metro Planning Commission Meeting 8/24/2017



Proposed Site Plan



Metro Planning Commission Meeting 8/24/2017

Center areas as places of intense economic activity featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium to high density residential are appropriate secondary and supportive uses within the D Employment Center Area. These uses may also be found in mixed use areas close to the D Employment Center area. In general, secondary and supportive uses do not occupy more than about quarter of the land in any given D Employment Center area in order to protect its primary function of providing intense concentrations of jobs.

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?

Yes, the plan is consistent with the District Employment Center Policy. The policy supports commercial uses, including hotels, as they contribute to an active employment center. The site includes steep slopes along the northern property line and floodplain and stormwater buffer along the southern property line. The location of the proposed hotel minimizes the impact to sensitive environmental features located along the southern property line. The steep slopes on the property are an isolated natural feature of the land. The proposed disturbance of the CO policy area will not result in a negative impact to a larger area of natural landform, ridgeline, or environmental system. The proposed plan provides pedestrian connectivity within the site and external to the site.

PLAN DETAILS

The entire parcel is 3.61 acres in size and is located on Perimeter Court, south of Perimeter Place Drive. The properties surrounding the site are commercially and industrially zoned and include commercial and distribution uses.

Site Plan

The plan proposes a 6-story hotel, with a maximum of 192 rooms. The proposed hotel building is located along the southern side of Perimeter Court. The parcel has Conservation Policy and steep slopes along the northern and southern property lines. By locating the proposed building and parking in the middle of the property, the plan preserves the sensitive environmental features of the site.

The building height is limited to a maximum of 90 feet in 6 stories. The plan proposes 203 surface parking spaces, meeting the Metro Zoning Code parking requirements.

Access is from Perimeter Court to the private drive for the proposed hotel. The plan proposes a five foot wide sidewalk along the driveway to Perimeter Court. Perimeter Court has not been constructed yet, however right-of-way has been dedicated and the improvements, including a sidewalk, have been bonded. A five foot sidewalk and four foot planting strip will be installed along Perimeter Court to provide a connection to Perimeter Place Drive.



Metro Planning Commission Meeting 8/24/2017

ANALYSIS

The plan is consistent with the land use policy and preserves the sensitive environmental features of the site. The plan proposes a hotel option within the area, which is supported by the D Employment Center Policy. The proposed sidewalks will create a walkable site and provide an important connection to Perimeter Place Drive, creating a pedestrian-orientated environment also supported by the D Employment Center.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Two Fire Dept Access points are required per the 2012 IFC Appendix DS 104 for commercial buildings exceeding 30' or 3 stories. Fire Code issues for the structures will be addressed at permit application review.

STORMWATER RECOMMENDATION

Returned for corrections

- Cite the correct map and parcel identification number to plans.
- Provide the FEMA Note / Information to plans (use 2017 maps).
- Show Undisturbed Buffers (top of bank, floodway, zone 1, and zone 2 buffers) or provide variance.
- Add Buffer Note to plans:
(The buffer along waterways will be an area where the surface is left in a natural state, and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 - Regulations.)
- Add Preliminary Note to plans:
Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.
- Add C/D Note to plans:
(Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP).)
- Provide a Water Quality Concept (LID is required or a waiver is required).

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they should be shown on the plans per the MCSP and MPW standards and specifications. Sidewalks are to be located within ROW.



Metro Planning Commission Meeting 8/24/2017

- Preserve Ct is to be built and accepted by Metro Government prior to issuance of building permit.
- Comply with MPW Traffic Engineer.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A TIS is required prior to final SP approval.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	3.61	0.8	125,801 SF	448	94	70

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	3.61		192 Bedrooms	1713	120	117

Traffic changes between maximum:

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1,265	+26	+47

METRO SCHOOL BOARD REPORT

The Metro School Board report was not prepared because the proposed zone change would not generate students.

STAFF RECOMMENDATION

Staff recommends deferral to the September 14, 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. Land uses shall be limited to a hotel with a maximum of 192 rooms.
2. The maximum height of the building is limited to a maximum of 6 stories in 90 feet measured to the roofline.
3. A 5 foot sidewalk and a 4 foot planting strip shall be installed along the driveway.
4. Pedestrian connections shall be included from the driveway extending to the parking lot and building
5. Preserve Court is to be built and accepted by Metro Government prior to issuance of building permit.
6. Comply with MPW Traffic Engineer.
7. A TIS is required prior to final site plan approval.
8. With the final site plan, a plat shall be submitted to revise the lot lines of Lot 5 to reflect the area included within the SP. The remainder of Lot 5 shall be platted as open space.



Metro Planning Commission Meeting 8/24/2017

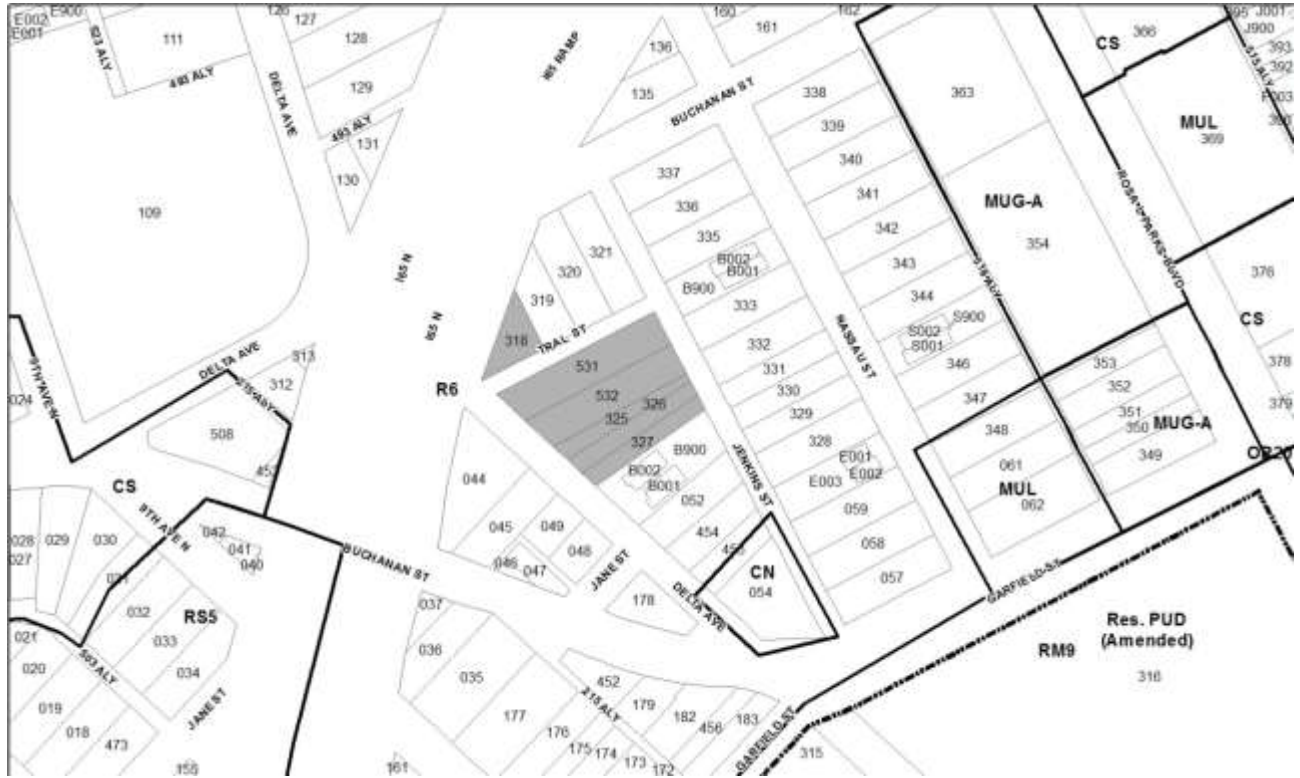
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the ORI-A zoning district as of the date of the applicable request or application.
10. There shall be no pole or billboard signs, changeable LED, video signs or similar signs allowing automatic changeable messages. All other signs shall meet the ORI zoning requirements.
11. 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.
12. 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.
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. 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.
15. Add the following note to the plan: The final site plan shall depict a minimum 5 foot clear path of travel for pedestrian ways, including public sidewalks, and the location of all existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017



2017SP-067-001

DELTA AVENUE TOWNHOMES

Map 081-08, Parcel(s) 318, 325-327, 531-532

08, North Nashville

19 (Freddie O'Connell)



Project No. Specific Plan 2017SP-067-001
Project Name Delta Avenue Townhomes
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Barge Cauthen and Associates, applicant; 1720 Delta, LLC and Metro Government, owners.

Deferrals This item was deferred at the August 10, 2017, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

A request to rezone from R6 to SP-R to permit up to 18 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning on properties located at 1716, 1718, 1720 and 1722 Delta Avenue and Tral Street (unnumbered), at the northeast and southeast corners of Tral Street and Delta Avenue (0.84 acres), to permit up to 18 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre. *R6 would permit a maximum of 6 lots with 2 duplex lot and 4 single family lots for a total of 8 units.*

Proposed Zoning

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

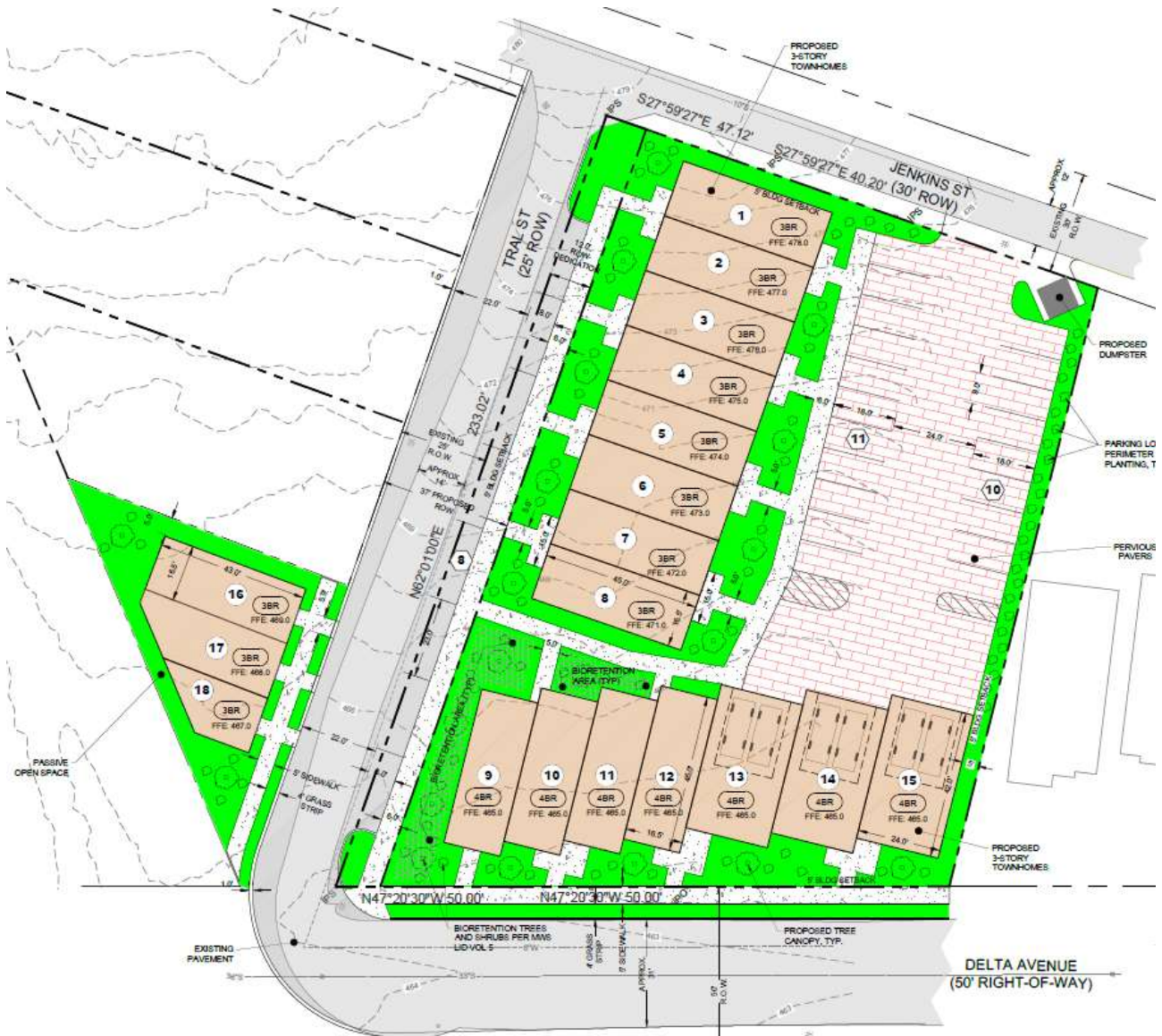
CRITICAL PLANNING GOALS

- Supports a Variety of Transportation Choices
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices

The proposal meets several critical planning goals based on its location and design. This site is located in an area that is served by adequate infrastructure. Development in areas with adequate infrastructure is more appropriate than development not served with adequate infrastructure such as roads, water and sewer, because it does not burden Metro with the cost of maintaining new infrastructure. Bus service is present along Garfield Street approximately 300 feet to the southeast of the site. Increased intensity through infill development makes bus service and similar transit services more feasible because it generates additional ridership. A new sidewalk along Delta Avenue Street will improve pedestrian circulation.



Metro Planning Commission Meeting 8/24/2017



Proposed Site Plan



Metro Planning Commission Meeting 8/24/2017

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.

The land use policy for this site was amended from T4 Urban Neighborhood Maintenance to T4 Urban Neighborhood Evolving by the Metro Planning Commission on Thursday, August 10, 2017.

Consistent with Policy?

Yes. The policy supports residential uses, including multi-family residential at this location. The plan provides an urban form by placing the buildings along Garfield Street and 6th Avenue North and providing a private drive from the alley to access the buildings. The proposed multi-family residential units provide that mixture of housing types in a strategic location within North Nashville. The policy for this site was recently from T4 Urban Neighborhood Maintenance to T4 Urban Neighborhood Evolving. A staff-led community meeting was held on Wednesday, July 26, 2017, with property owners, the area Councilmember, and nine people in attendance.

PLAN DETAILS

This site is located at the northeast and southeast corners of Tral Street and Delta Avenue, in north Nashville. The site consists of six existing parcels located at 1716, 1718, 1720 and 1722 Delta Avenue. All parcels are currently vacant.

Site Plan

The proposed SP includes 18 multi-family dwelling units. Seven attached units will front Delta Avenue and eight attached units will front Tral Street. Three attached units will also front Tral Street, in a separate structure, located on the western side of Tral Street.

Jenkins Street will provide one vehicular access point to the proposed dwelling units. Three units fronting Delta Avenue will contain two-car garages. Surface parking will be provided to the east the behind the units fronting Tral Street and Delta Avenue. A total of 21 surface parking spaces are provided on-site. Parking for the units on the western side of Tral Street will be provided by the on street parking and the surface parking provided across Tral Street. The surface parking lots meet the 220 lineal distance requirements of the zoning code. An "A" type landscape buffer will be installed along the eastern property line to buffer the existing structures to the east of the site. Additional landscaping will be placed within the SP.

Garfield Street is a collector street that provides circulation within and between neighborhoods in North Nashville. This SP includes a five foot sidewalk and a four foot planting street along Delta Avenue, which meets the requirements for a local road. Tral Street does not currently meet the required pavement width for a local street and is required to be improved with the conditions of this SP. On-street parking will be installed along Tral Street adjacent to a 6 foot wide sidewalk. A five foot sidewalk is required along the western frontage of Tral Street in front of units 16, 17 and 18. All units will have a pedestrian connection to the proposed sidewalks.



Metro Planning Commission Meeting 8/24/2017

A public park is located within a half mile to the east at the intersection of Hume Street and Garfield Street. An existing sidewalk network along Garfield Street will provide a safe path of travel for pedestrians to access the park.

Preliminary elevations are included with the site plan, shown below. Architectural standards are included on the plan and elevations will be provided with the final site plan. The standards include that buildings 1-5 shall have porches on the courtyard side, as well as the standard façade requirements. The proposed residential units shall have a maximum height limitation of 45 feet measured to roofline.



DELTA AVENUE ELEVATION

Proposed Elevations – Delta Avenue

ANALYSIS

The SP is consistent with the T4 Neighborhood Evolving policy and meets several critical planning goals. The proposed plan is consistent with policy as it will provide a range of housing choice within the neighborhood and improve pedestrian connectivity to the surrounding sidewalk network. The SP will also improve the surround street network and vehicular circulation by improving Tral Street to meet the local street standards. Tral Street currently functions as an alley which limits the connectivity of the surrounding street network. The eighteen multifamily residential units will provide a well-designed development along the Delta Avenue as the elevations provided with the site incorporate appropriate design standards identified by the T4 Neighborhood Evolving Policy.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES

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.



Metro Planning Commission Meeting 8/24/2017

STORMWATER RECOMMENDATION

Approve

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 any MPW Traffic Engineer comments.
- Indicate the location of recycling dumpster(s) onsite.
- Indicate the dedication of ROW in front of lots 16, 17, and 18. Dedication shall be to the back of sidewalk.
- Extend the proposed sidewalk along Tral Street north, to the intersection of Jenkins Street.
- It appears unit 13 does not have clear vehicular access. Revise such that the resident does not have to drive over the proposed on-site sidewalk to access their garage.

TRAFFIC AND PARKING RECOMMENDATION

Approve

- Provide on-site parking for units 16-18 if feasible with final sp plan.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.84	7.26 D	7 U	67	6	8

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.84		18 U	221	12	27

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+9 U	154	6	19

METRO SCHOOL BOARD REPORT

Projected student generation existing **R6** district: **3** Elementary **0** Middle **0** High

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

The proposed zone change would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Chon High School. This information is based upon data from the school board last updated November 2016.



Metro Planning Commission Meeting 8/24/2017

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? We are planning on building one workforce-level unit
2. If so, how many and what is the percentage of the entire development? One unit, which is 5.5%.
3. How will you enforce the affordability requirements? Probably a 5 year covenant maintaining workforce pricing.
4. Have any structures been demolished in the last 12 months? No

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the proposed SP is consistent with the T4 Neighborhood Evolving policy and meets several critical planning goals.

CONDITIONS

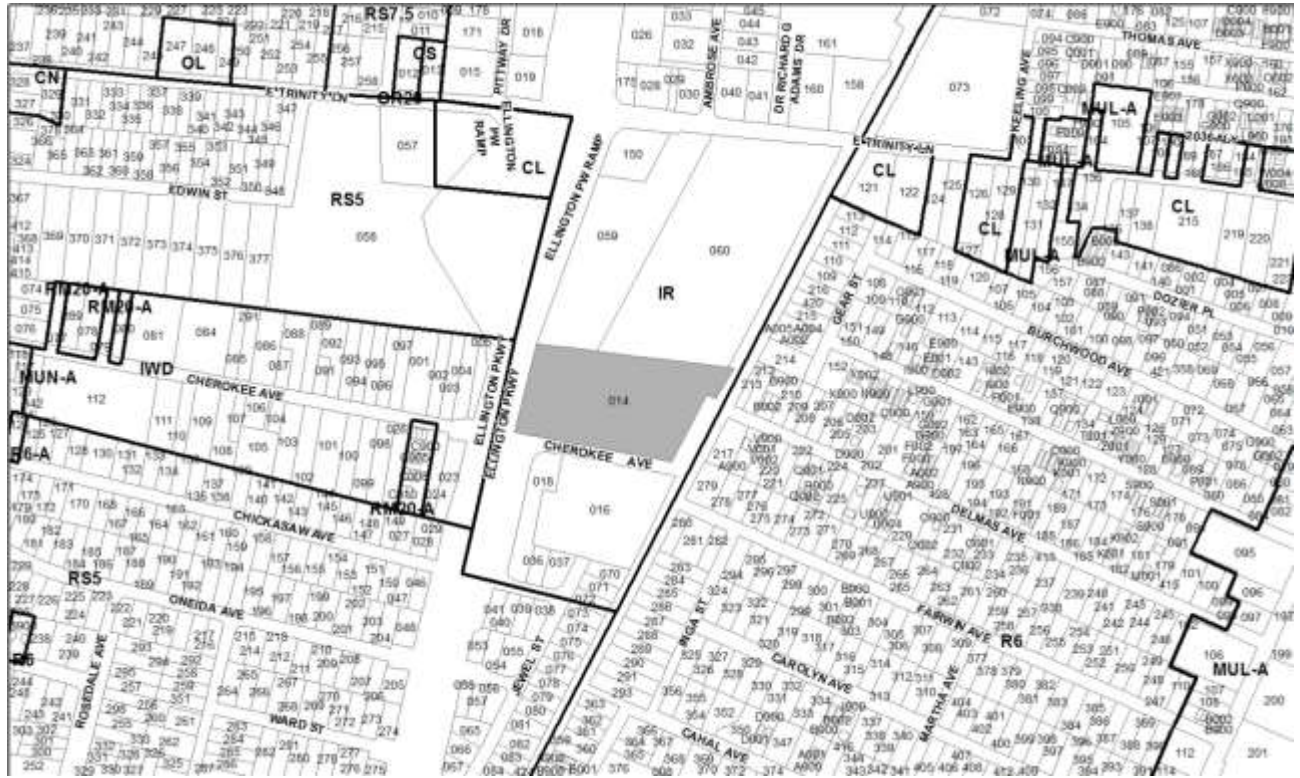
1. Uses within this SP shall be limited to a maximum of 18 multi-family residential units.
2. An A-3 Landscape buffer shall be provided along the eastern property line.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. The final site plan shall include architectural elevations for all units fronting a public street.
5. Comply with all conditions of Public Works and Traffic and Parking.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017



2017SP-071-001
CHEROKEE AVENUE MASTER PLAN
Map 072-09, Parcel(s) 014
05, East Nashville
05 (Scott Davis)



Project No.	Specific Plan 2017SP-071-001
Project Name	Cherokee Avenue Master Plan
Council District	05 – S. Davis
School District	5 - Buggs
Requested by	Hawkins Partners, Inc., applicant; William H. Hawkins, owner.
Deferrals	This item was deferred at the August 10, 2017, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the September 14, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change to permit a commercial and multi-family residential development.

Preliminary SP

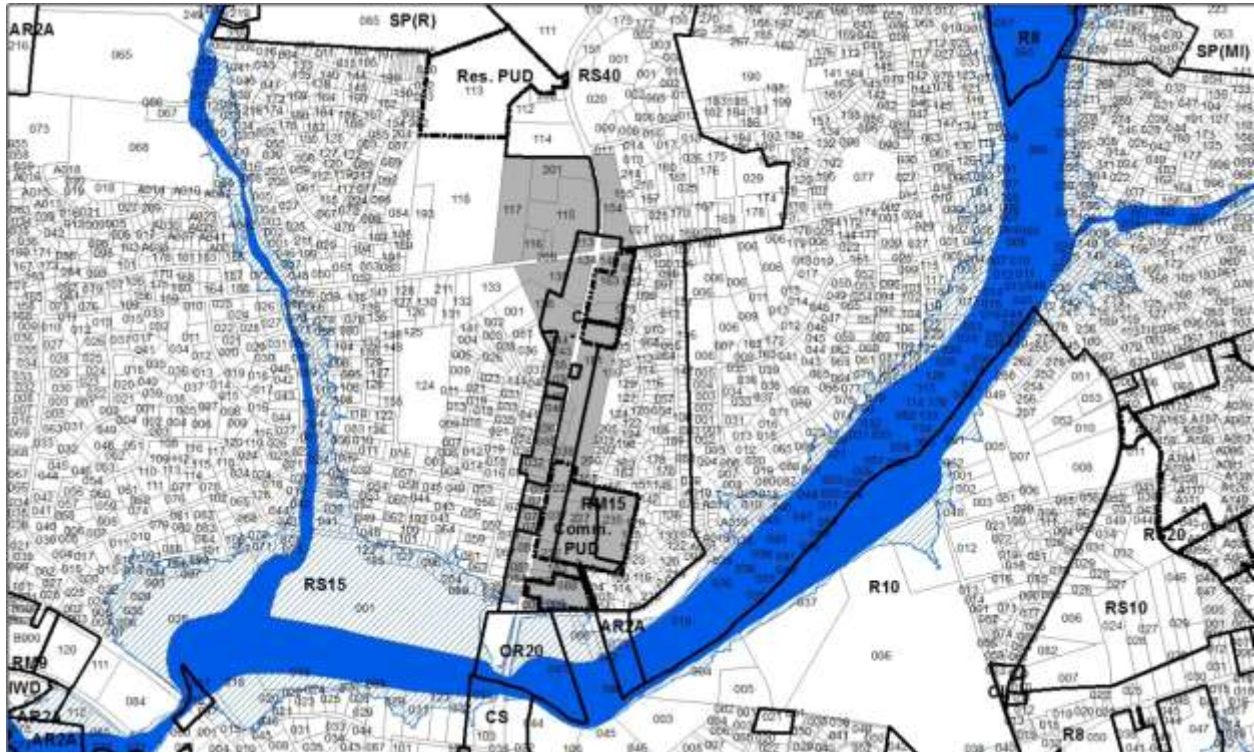
A request to rezone from Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 905 Cherokee Avenue, west of the terminus of Delmas Avenue (5.94 acres), to permit up to 166 multi-family residential units and commercial space.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting 8/24/2017



2017UD-004-001

CLARKSVILLE PIKE UDO AT FAIRVIEW CENTER

Various Maps, Various Parcel(s)

03, Bordeaux – Whites Creek

01 (Nick Leonardo)



Project No. Urban Design Overlay 2017UD-004-001
Project Name Clarksville Pike at Fairview Center
Council Bill No. BL2017-845
Council District 01 – Leonardo
School District 1 – Gentry
Requested by Councilmember Nick Leonardo, applicant; various owners.

Deferrals This item was deferred at the August 10, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Saliki
Staff Recommendation *Approve with a substitute ordinance.*

APPLICANT REQUEST
Establish an Urban Design Overlay District

Urban Design Overlay

A request to apply an Urban Design Overlay to establish building design, site design, and signage standards on various properties located along Clarksville Pike, zoned Commercial Limited (CL), Commercial Service (CS), Mixed Use Limited (MUL), Multi-Family Residential (RM15), Single-Family Residential (RS15), Single-Family Residential (RS40), Single-Family Residential (RS7.5), Shopping Center Neighborhood (SCN) and within Planned Unit Development (PUD) Overlay Districts (112.8 acres).

Existing Zoning

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

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

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

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

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

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.

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.



Metro Planning Commission Meeting 8/24/2017

Shopping Center Neighborhood (SCN) is intended for a limited range of retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

Planned Unit Development (PUD) district 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.

Proposed Overlay Zoning

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code. Application of this special overlay district shall be limited to areas requiring specialized design standards either to maintain and reinforce an established form or character of development or to achieve a specific design objective for new development.

CRITICAL PLANNING GOALS

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

The proposed UDO meets several critical planning goals. The UDO area is identified as a Tier One Center and Clarksville Pike is a Priority Corridor in NashvilleNext. The UDO site design standards require walkways that provide a direct connection from the public sidewalk to the building entrance in order to better access existing and future transit along Clarksville Pike.

The UDO proposes building types (residential, mixed-use or nonresidential, and civic) which provide an opportunity for development that fills in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure reduces the service constraints placed on Metro's resources. The infill development opportunities of the UDO also increase the number of potential housing units, which in turn could support subsequent retail and commercial development.

The site design standards of the UDO encourage walkable development through the placement of building entrances near pedestrian paths, the construction of ground signage that relates to pedestrian height, and the use of landscaping to provide safe separation between walkways and road pavement or parking areas. It also requires new buildings to be located within a build-to zone close the back of the sidewalk, enhancing the character of the built environment with buildings directly oriented to the street.



Metro Planning Commission Meeting 8/24/2017

BORDEAUX-WHITES CREEK COMMUNITY PLAN

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

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

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

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

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 UDO implements the vision of NashvilleNext for the Clarksville Pike area, which is identified as a Tier One center and a Priority Corridor. The centers included on the



Metro Planning Commission Meeting 8/24/2017

NashvilleNext Growth and Preservation Map build on existing commercial center areas, encouraging them to evolve into active, mixed-use places serving as a neighborhood or community gathering place. The proposed UDO will ensure that future development is consistent in physical form to contribute to a complete pedestrian friendly built environment while accommodating a mix of uses and multiple modes of transportation such as future mass-transit, automobiles, and pedestrians.

PURPOSE OF UDO

The intent of the Clarksville Pike UDO at Fairview Center is to provide a design-based regulatory framework that ensures a consistent development pattern and a harmonious streetscape along Clarksville Pike. This includes a clear emphasis on a high quality and pedestrian-oriented design standards.

Councilmember Leonardo hosted three community meetings in January through March 2017 to discuss a potential Urban Design Overlay and how development issues along Clarksville Pike could be addressed with a UDO. The Councilmember will also hold a community meeting on August 21, 2017, to discuss the proposed UDO design standards. Planning staff attended all the community meetings and gave presentations on the process and application of the proposed UDO. The meetings were well attended and community members were generally in support of establishing the UDO.

PROPOSED UDO DETAILS

The UDO contains a regulating plan and standards to regulate building design, site design, and signage.

Regulating Plan

The regulating plan is the guiding map for the implementation of the UDO. The regulating plan contains three sub-districts and two street types that govern the development standards for each property. In order to enhance the unique character of each sub-district, specific standards have been developed by proposed building types (residential, mixed-use or non-residential, and civic). The sub-districts range from an intense mixed-use corridor to a suburban residential corridor to a transitional residential neighborhood.





Metro Planning Commission Meeting 8/24/2017

Building Design

The UDO includes building design standards for orientation, placement, and architecture. For building orientation, street types are used as an urban design and organizing tool to determine frontage type and active use requirements. The UDO requires active uses and principal frontages along primary streets, including Clarksville Pike. Building placement and architectural standards are organized by building type. Build-to zones and setbacks determine building placement, with most buildings types required to be built within 20 feet of the back of sidewalk. Architectural standards are provided for massing, glazing, materials, and canopies/awnings. For example, non-residential buildings would be required 40 percent glazing on the ground floor of their principal frontages.

Site Design

The UDO includes site design standards for access and parking, and landscaping and screening. Access and parking standards are provided for the location of parking, parking structures, interior sidewalks, vehicular drop-offs and drive-through lanes to minimize conflicts between pedestrians and vehicles. Landscaping and screening standards are provided for surface parking lots, and service and utility areas to improve aesthetics of the site. The landscaping section includes requirements for perimeter landscaping of the site and along the public right of way. The planting requirements will create consistency along Clarksville Pike while improving aesthetics of surface parking and providing shade trees for pedestrians on sidewalks.

Signage

The UDO includes standards for signage to manage visual clutter. Sign types permitted include building signs (awning, canopy, projecting, shingle, wall, and window) and ground signs (monument) which are compatible with a walkable street frontage.

Compliance

Triggers for compliance are as follows:

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

Signage Compliance:

- New sign permit.
- Replacement of a sign panel only requires the individual panel to be in compliance.

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

Overlapping Zoning Districts

If a property is zoned Specific Plan (SP) or Planned Unit Development (PUD) Overlay, then all standards contained with the SP or PUD shall apply, and the Clarksville Pike UDO at Fairview Center standards would apply for any standard not addressed in the SP or PUD zoning.

Modifications

Any standard within the UDO may be modified, insofar as the intent of the standard is being met, the modification does not diminish the urban design quality for the neighborhood as a whole, and the modification does not impede or burden existing or future development of adjacent properties.



Metro Planning Commission Meeting 8/24/2017

- Minor modifications – deviations of 20 percent or less for numerical standards, or minor deviations in non-numerical standards – may be approved by Planning staff or the Planning Commission.
- Major modifications – deviations of greater than 20 percent for numerical standards or major deviations in non-numerical standards – may be approved by the Planning Commission.

The modification process is consistent with the standards in other adopted Urban Design Overlays, and the Planning Commission memo (approved April 21, 2017) updating the review process for UDOs.

ANALYSIS

The Clarksville Pike UDO at Fairview Center is on a segment of the Clarksville Pike corridor that extends from West Hamilton Avenue to Kings Lane. The area consists of 52 parcels (112.8 acres) and is primarily suburban with a mix of uses. The UDO standards create a framework for development that is consistent in physical form in order to contribute to a cohesive built environment while accommodating a mix of uses allowed under the base zoning, and various modes of transportation, such as bus, and automobiles, and future mass-transit.

The building types established (Residential One- & Two-Family, Residential Multifamily, Mixed-Use or Non-Residential, and Civic) encourage an appropriate mix of compatible uses consistent with the scale and character of the corridor. These building types in conjunction with the requirement for ground floor active use/ground floor parking garage liner promote pedestrian-generating activities along the streets.

The following access standards minimize pedestrian/vehicular conflicts, improve connectivity and encourage a balance of transportation options:

- The location of parking areas, vehicular drop-offs, and drive-through lanes
- Cross access and joint access provisions
- Pedestrian walkways that provide a direct connection from the public sidewalk to the building entrance in order to better access existing transit along Clarksville Pike

The proposed UDO standards encourage a high quality (function and aesthetic) built environment with harmonious streetscapes and pedestrian friendly elements.

The following UDO standards promote a high quality built environment:

- Requirement for durable and high finish materials on building street frontages and for materials to wrap the building corner
- Parking structures designed with façade treatments/cladding
- Screening of surface parking lots, and service and utility areas from the street frontage
- Signage integrated into the overall building design

The following UDO standards promote a harmonious streetscape and pedestrian friendly environment:

- Primary pedestrian entrances facing the street
- Active ground floor use requirement for habitable space occupied by retail, office, residential, institutional or recreational uses, specifically excluding parking and mechanical spaces



Metro Planning Commission Meeting 8/24/2017

- Glazing requirements for building street frontages
- Build-to zones and setbacks which place buildings closer to the street
- Perimeter landscaping for surface parking lots

WATER SERVICES

Approve with conditions

- Approved on the condition all standards contained within this document allow for adequate space to operate and maintain water and sanitary sewer infrastructure.

STORMWATER

N/A

FIRE MARSHAL

N/A

STAFF RECOMMENDATION

Staff recommends approval with a substitute ordinance. The Clarksville Pike Urban Design Overlay at Fairview Center will result in an improved built and pedestrian environment through its regulating plan, building design, site design, and signage standards. The proposed UDO and design standards are also consistent with the policies and goals outlined in the general and community plan for a community that balances the preservation of established neighborhoods while accommodating more intense growth along the Clarksville Pike Corridor.



Metro Planning Commission Meeting 8/24/2017



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.

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

Staff Reviewer Birkeland
Staff Recommendation *Disapprove.*

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).

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. *The Metro Codes Department has confirmed that 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 property requested for rezoning is located in the interior of a T4 Urban Neighborhood Maintenance policy area. 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.



Metro Planning Commission Meeting 8/24/2017

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 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 and the location in the interior of the neighborhood. 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 if within a certain distance of a corridor. 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 a detached accessory dwelling unit, 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.



Metro Planning Commission Meeting 8/24/2017



2017Z-084PR-001

Map 082-03, Parcel(s) 033-034

5, East Nashville

5 (Scott Davis)



Project No. Zone Change 2017Z-084PR-001
Council District 05 – S. Davis
School District 5 – Buggs
Requested by Daniel Robinson, applicant and owner

Deferrals This item was deferred at the August 10, 2017, Planning Commission meeting. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Zone change from SP-R to RM20-A.

Zone Change

A request to rezone from Specific Plan – Residential (SP-R) to Multi-Family Residential – Alternative (RM20-A) zoning on properties located at 1104 and 1108 Joseph Avenue, approximately 105 feet north of Evanston Avenue (0.47 acres).

Existing Zoning

Specific Plan-Residential 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

Multi-Family Residential – Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 9 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 nine units on this site. 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 on a local street 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.



Metro Planning Commission Meeting 8/24/2017

ANALYSIS

The site consists of two parcels totaling 0.47 acres located mid-block along Joseph Avenue, north of Evanston Avenue. The northern parcel is currently developed as a duplex. The other lot contains an existing single-family dwelling. The existing SP-R zoning allows single-family residential units as well as detached accessory dwelling units (DADUs), if the lot meets certain criteria for size and the presence of an improved alley. Both properties are eligible for a detached accessory dwelling unit.

The neighborhood consists of primarily single-family units with some two-family residential units along Joseph Avenue, including the duplex existing on one of the subject properties. The proposed zoning would permit up to nine multi-family dwelling units on the site, which is inconsistent with the existing development pattern of the neighborhood and the goals of the T4 NM policy to maintain the general character of the area. Although the site abuts multi-family and commercial uses to the rear, those uses have frontage along Dickerson Pike and are located in an area of T4 Urban Mixed Use Corridor policy, which supports a mix of uses and more intense development.

Multi-family units as requested in the rezoning may be appropriate along a major corridor in Neighborhood Maintenance policy. Bus service does not exist along Joseph Avenue, which is a local road. The closest bus stop is located along Dickerson Pike approximately 500 feet from this site. The zoning proposal attempts to allow multi-family residential units mid-block within a neighborhood. The existing zoning, which would permit DADUs on the site, is more appropriate given the T4 NM policy, as it provides flexibility for property owners and an opportunity to incorporate diverse housing choices into the neighborhood while remaining consistent with the existing character and mix of one and two-family dwellings.

FIRE DEPARTMENT RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.47		4 U	39	3	5

*Based on two-family lot

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.47		9 U	67	6	7



Metro Planning Commission Meeting 8/24/2017

Traffic changes between maximum: SP-R and RM20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+5 U	+28	+3	+2

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units?
2. If so, how many and what is the percentage of the entire development?
3. How will you enforce the affordability requirements?
4. Have any structures been demolished in the last 12 months?

The applicant did not provide any information regarding affordable or workforce housing.

STAFF RECOMMENDATION

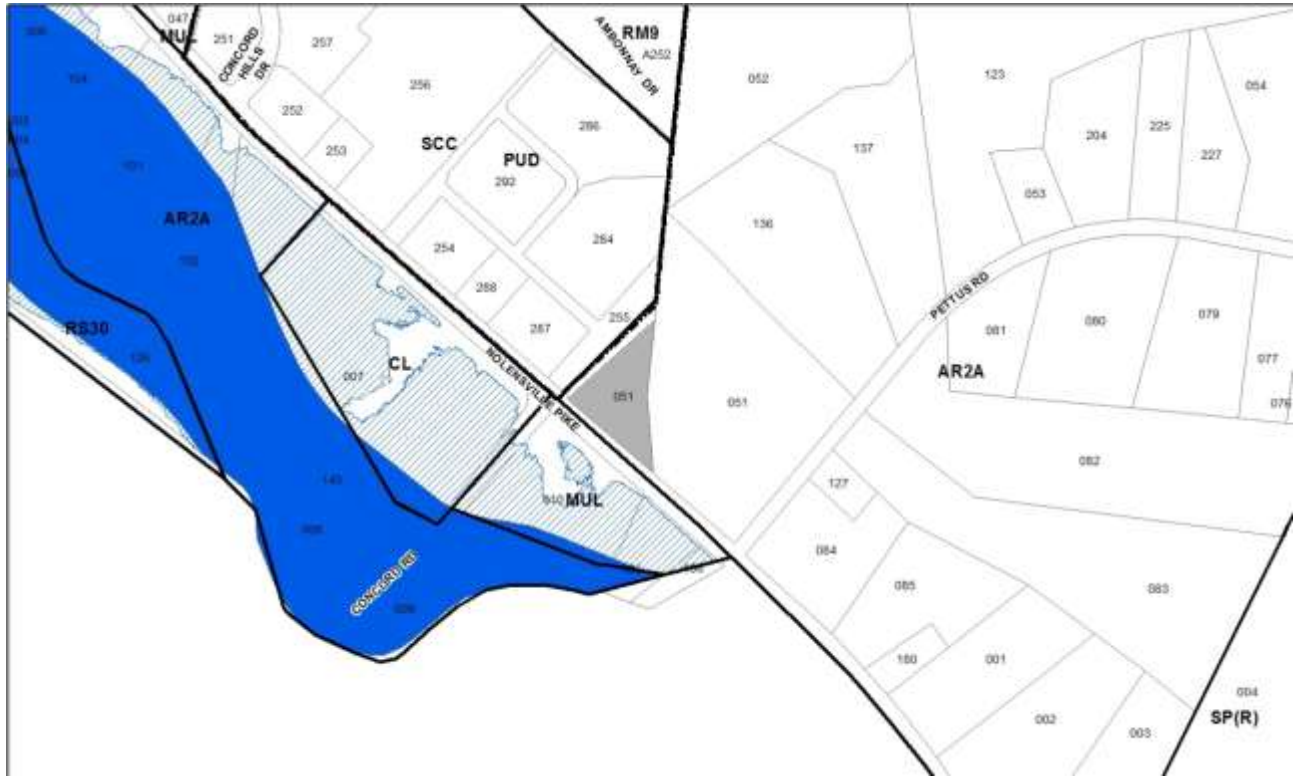
Staff recommends disapproval.



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017



2017Z-085PR-001

Map 181, Parcel(s) 051

12, Southeast

31 (Fabian Bedne)



Project No.
Council District
School District
Requested by

Zone Change 2017Z-085PR-001
31 – Bedne
2 – Brannon
Greg Edney, applicant; H & J Realty, owner.

Deferrals

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

Staff Reviewer
Staff Recommendation

Hill
Defer to the September 28, 2017, Planning Commission meeting.

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).

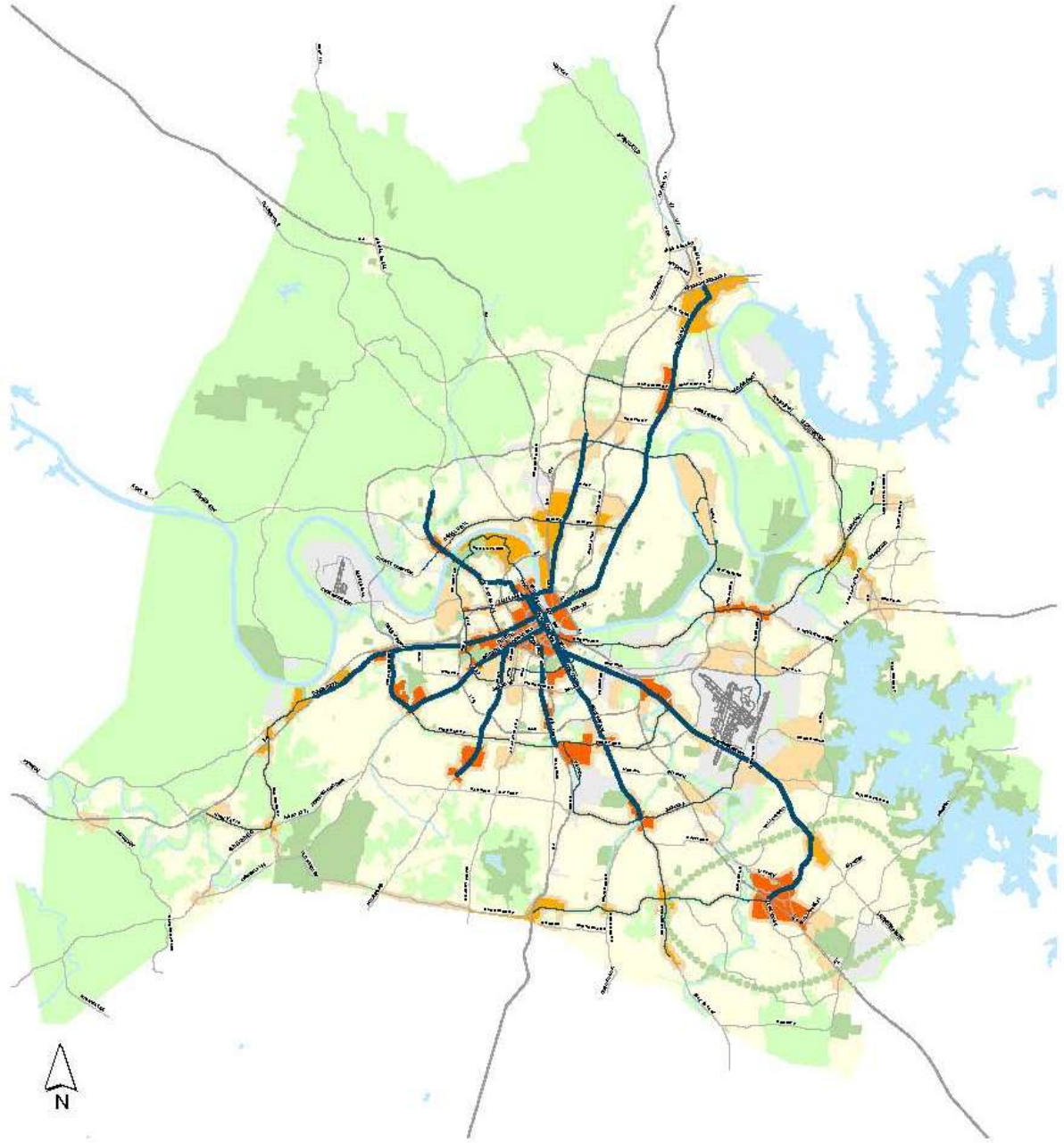
STAFF RECOMMENDATION

Staff recommends deferral to the September 28, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting 8/24/2017

NASHVILLENEXT GROWTH AND PRESERVATION CONCEPT MAP



- | | | | |
|----------------|----------------------|-----------------------|--|
| Centers | Green network | Neighborhood | High capacity transit corridors |
| ● Tier One | ● Open space anchor | ● Transition | — Immediate need |
| ● Tier Two | ● Missing an anchor | ● Special impact area | — Long-term need |
| ● Tier Three | | | ← Regional connection |

2017CP-000-001
NASHVILLENEXT UPDATE 2017
Countywide



Project No.	2017CP-000-001
Project Name	NashvilleNext, a General Plan for Nashville/Davidson County, Update 2017
Council District	Countywide
School District	Countywide
Requested by	Metro Planning Commission
Staff Reviewer	McCaig
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

A request to amend the NashvilleNext Plan 2015 by adopting the NashvilleNext Plan 2017 Update.

NashvilleNext Update

A request to amend *NashvilleNext, the General Plan for Nashville and Davidson County* and its component parts to include updates, referred to as Update 2017. The NashvilleNext Plan includes: Volume I, Vision, Trends and Strategy; Volume II, Elements of the Plan; Volume III, Communities, including the Community Character Manual and the 14 community plans; Volume IV, Actions; and Volume V, Access Nashville 2040, including the Major and Collector Street Plan. NashvilleNext encompasses the entire Metropolitan Nashville/Davidson County area. This amendment is requested by the Metro Planning Commission, applicant, as part of routine updating of the NashvilleNext Plan.

BACKGROUND

NashvilleNext was adopted on June 22, 2015, with the exception of 11 deferred areas in Whites Creek. The Commission adopted policies for the deferred areas on May 26, 2016.

Since June, 2016, other Metro Departments have created several additional master plans, building on the work done and conversations held during the NashvilleNext process. The Metro Transit Authority completed *nMotion*, the new transit strategic plan in September, 2016. The Metro Parks and Recreation Department completed *Plan to Play: the Parks and Greenways Master Plan* in March, 2017. Also in spring 2017, several Metro Departments, led by Metro Public Works, completed *WalknBike*, a strategic plan dedicated to improving walking and biking.

Staff presented the NashvilleNext Annual Report 2016, which highlighted implementation efforts, to the Planning Commission on December 10, 2016 and shared it with the Mayor's Office, Metro Departments, and the public.

POWERS AND ROLE OF THE PLAN

The General Plan is authorized by State law "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development, and identify areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities when the planning commission has determined the services are necessary in order for development to occur" (Tenn. Code Ann. § 13-4-203).



Metro Planning Commission Meeting 8/24/2017

The Metro Charter gives the Metro Planning Commission the power to “Make, amend and add to the master or general plan for the physical development of the entire metropolitan government area,” (Metro Nashville Charter, chapter 5, sec. 11.504 (c)).

STRUCTURE OF NASHVILLENEXT

The overall structure of NashvilleNext is proposed to remain the same, with the exception of incorporating the three plans listed above into Volume V: Access Nashville. The NashvilleNext Plan includes the following Plans, Components, and Elements.

- A. Volume I: Vision, Trends and Strategy
- B. Volume II: Elements of the Plan
 - Land Use, Transportation & Infrastructure
 - Arts, Culture and Creativity
 - Economic & Workforce Development
 - Education & Youth
 - Health, Livability & the Built Environment
 - Housing
 - Natural Resources & Hazard Adaption
- C. Volume III: Communities
 - Community Character Manual
 - Community Plans
 1. Antioch-Priest Lake Community Plan
 2. Bellevue Community Plan
 3. Bordeaux-Whites Creek Community Plan
 4. Donelson-Hermitage-Old Hickory Community Plan
 5. Downtown Community Plan
 6. East Nashville Community Plan
 7. Green Hills-Midtown Community Plan
 8. Joelton Community Plan
 9. Madison Community Plan
 10. North Nashville Community Plan
 11. Parkwood-Union Hill Community Plan
 12. South Nashville Community Plan
 13. Southeast Community Plan
 14. West Nashville Community Plan
- D. Volume IV: Action Plan
- E. Volume V: Access Nashville 2040
 - Implementing Complete Streets: Major and Collector Street Plan

COMMUNITY PARTICIPATION

Several rounds of Planning Department emails have been sent over the past few months regarding the update, including to participants in the NashvilleNext process (5,128 stakeholders).

Earlier this year, brief presentations were made to the Planning Commission regarding nMotion, Plan to Play, and WalknBike, and the Commission would have the opportunity to adopt these three plans as part of the NashvilleNext Update 2017.



Metro Planning Commission Meeting 8/24/2017

Staff facilitated two community open houses on July 10 and July 24. Attendees had the opportunity to ask questions and to discuss materials with planners between 3 pm and 7 pm on both days. Approximately 40 stakeholders attended July 10 and 30 attended on July 24. Staff sent email meeting notices to those on the Planning Department's lists regarding the open houses. In addition, staff mailed a separate open house notice to property owners in three areas in South Nashville where land use policy is proposed to change.

Staff sent individual emails to each of the 35 district Councilmembers, along with one email to the 5 Councilmembers-at-Large and the Vice Mayor. Emails to each of the 35 district Councilmembers included an overview of any proposed changes to Supplemental Policies (previously referred to as Special Policies) in their respective districts. Staff met individually with several district Councilmembers whose districts included numerous Supplemental Policies and layers of complexity. Planners also talked with stakeholders via phone calls and emails to answer questions and review materials. Draft document materials were posted online for public review.

NASHVILLENEXT, ITS COMPONENTS, AND CHANGES PROPOSED IN UPDATE 2017

Each part of the plan plays a unique role. Some parts are broad and visionary, while others are specific and detailed. It is important to emphasize that these parts work together and support one another. No part of the plan is intended to stand alone; each can only be understood as working together with the rest of the plan. Periodically, NashvilleNext will be updated to remain a dynamic and current document.

Update 2017 maintains the overall, five-volume structure of NashvilleNext. Most edits are minor, including grammatical and consistency edits, and streamlining Volume III: the Community Character Manual and 14 Community Plans to make them easier to read and understand.

Volume I: Guiding Principles

The Guiding Principles present the long-term view of what Nashvillians want for their future. They provide long-range context for why individual goals and policies are included the plan. As the plan is amended and updated over time, the Guiding Principles should be changed the least, barring a substantial change in situation or public sentiment. The Guiding Principles include:

- Be Nashville
- Ensure Opportunity for All
- Foster Strong Neighborhoods
- Expand Accessibility
- Create Economic Prosperity
- Advance Education
- Champion the Environment

Update 2017 proposes no changes to the Guiding Principles.

Volume II: Elements

The seven plan elements are the major topics for the plan to address. Their policy direction takes two forms: goals and policies. Specific actions associated with each element, along with its goals and policies, carry implementation forward in the seven topic areas (and are found in Volume IV). Goals set broad direction for the plan by applying the guiding principles to NashvilleNext's seven plan elements. Goals, for each element, identify what NashvilleNext is trying to achieve. Policies



Metro Planning Commission Meeting 8/24/2017

expand on the goals by providing more detail and direct guidance on community decision making, without specifying which implementation tools to use. As implementation occurs, if one particular tool is rejected by the public, the policy guidance remains.

Update 2017 proposes no changes to the Elements.

Volume I and Volume III: Growth & Preservation Concept Map

The Growth & Preservation Concept Map (Concept Map) reflects Nashvillians' desires for how Nashville should grow in the future and provides a county-wide vision for land use and transportation. The Concept Map provides the high-level view of how NashvilleNext's different elements come together.

The Concept Map is the tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life, so that new development and redevelopment align with community values. The Concept Map identifies six main components: the green network, neighborhoods, infill and transitions, centers, special impact areas, and high capacity transit corridors.

With the Update 2017, the high capacity transit corridors have been updated to reflect the refinements made with *nMotion*. Other Concept Map components remain as originally adopted in 2015.

The high-capacity transit corridors shown on the Concept Map represent a long-term solution. Because transit ridership is closely tied to density and land use patterns, many of the routes on the Concept Map will not support frequent transit in the near-term. Increasing density in appropriate locations along these routes will, in the long run, provide riders that make transit feasible in these places. Routes that currently support frequent transit service are identified as priority routes. These routes are planned to have the greatest improvements to transit capacity in the next ten years. Priority routes connect the densest locations of homes and jobs. They also serve as connections to key regional destinations. Matching dense locations in Nashville with regional priorities allows Middle Tennessee to successfully compete for state and federal spending and allows Nashville and the region to work together to manage transportation for Nashvillians and the residents of surrounding counties alike. Developments that support transit along these routes accommodate more homes, shops, and businesses for Nashvillians. They also give regional commuters more options for making their trips into and out of the county more useful.

Volume III: Community Character Manual and Community Plans

The Community Character Manual (CCM) and the Community Plans provide more specific guidance for land use, transportation, and community character for Nashville's 14 distinct communities. The CCM provides detailed explanations of the character policies used in the Community Plans.

Update 2017 reorganizes the CCM to promote clarity and to reduce redundancy. In addition, Update 2017 includes new guidance to address transitions, infill, transit, transit-oriented development, and existing and/or planned infrastructure and the role that plays in development. New guidance also addresses the need for examining the multimodal transportation system comprehensively.



Metro Planning Commission Meeting 8/24/2017

Community Plans provide context for Nashville's 14 Community Planning areas, along with community-specific issues, strategies, and development scenarios. Update 2017 reorganizes the 14 Community Plans and streamlines each plan to focus on the community's role in Davidson County and the region, its role in the Growth & Preservation Concept Map, and its Community Character Policies.

Community Character Maps link the broad, county-wide Growth & Preservation Concept Map to CCM policies that guide zoning and development decisions. Community Character Maps give geographic guidance for decision-making. In particular, Community Character Maps (included in each Community Plan in Volume III) give more detailed land use guidance for zoning and subdivision decisions. Policies say what should happen, the Community Character Maps show where development should or should not happen. They help to coordinate investments (such as priorities for transit or greenways) and reflect community expectations for the future of an area.

Update 2017 replaces the term "Special Policy" with "Supplemental Policy" across the 14 Community Plans to reinforce the additional policy's connection with the overall policy guidance found in the CCM. Several Supplemental Policies are recommended for deletion because they are unnecessary. Either the guidance they provide is redundant of guidance found in CCM, or they are obsolete because the site has been developed/redeveloped. Remaining Supplemental Policies have been reorganized and edited for clarity to have a consistent format across Community Plans.

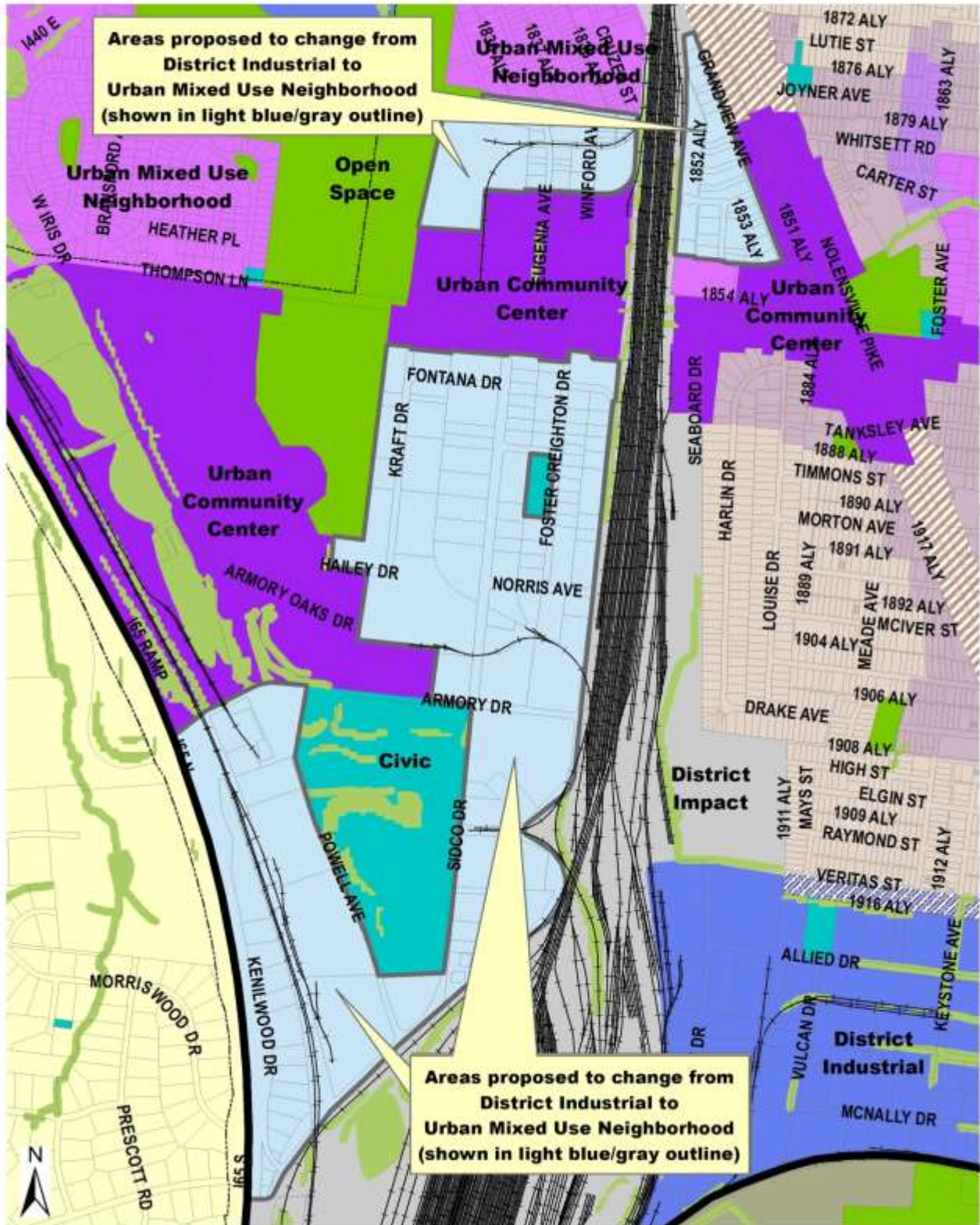
In the Antioch-Priest Lake Community Plan, the Rural Hill/Moss Road Detailed Design Plan has been incorporated into Supplemental Policies and is no longer a stand-alone document, which helps clarify design guidance and minimize confusion.

There is one proposed community plan amendment (actual change in CCM policy) recommended as part of the Update 2017. In the South Nashville Community Plan, there is an area around Sidco Drive an area west of Nolensville Pike, and an area north of Thompson Lane where the policy is proposed to change from District Industrial to Urban Mixed Use Neighborhood to better reflect today's mix of businesses and land uses in those areas.

Please refer to map on the following page.



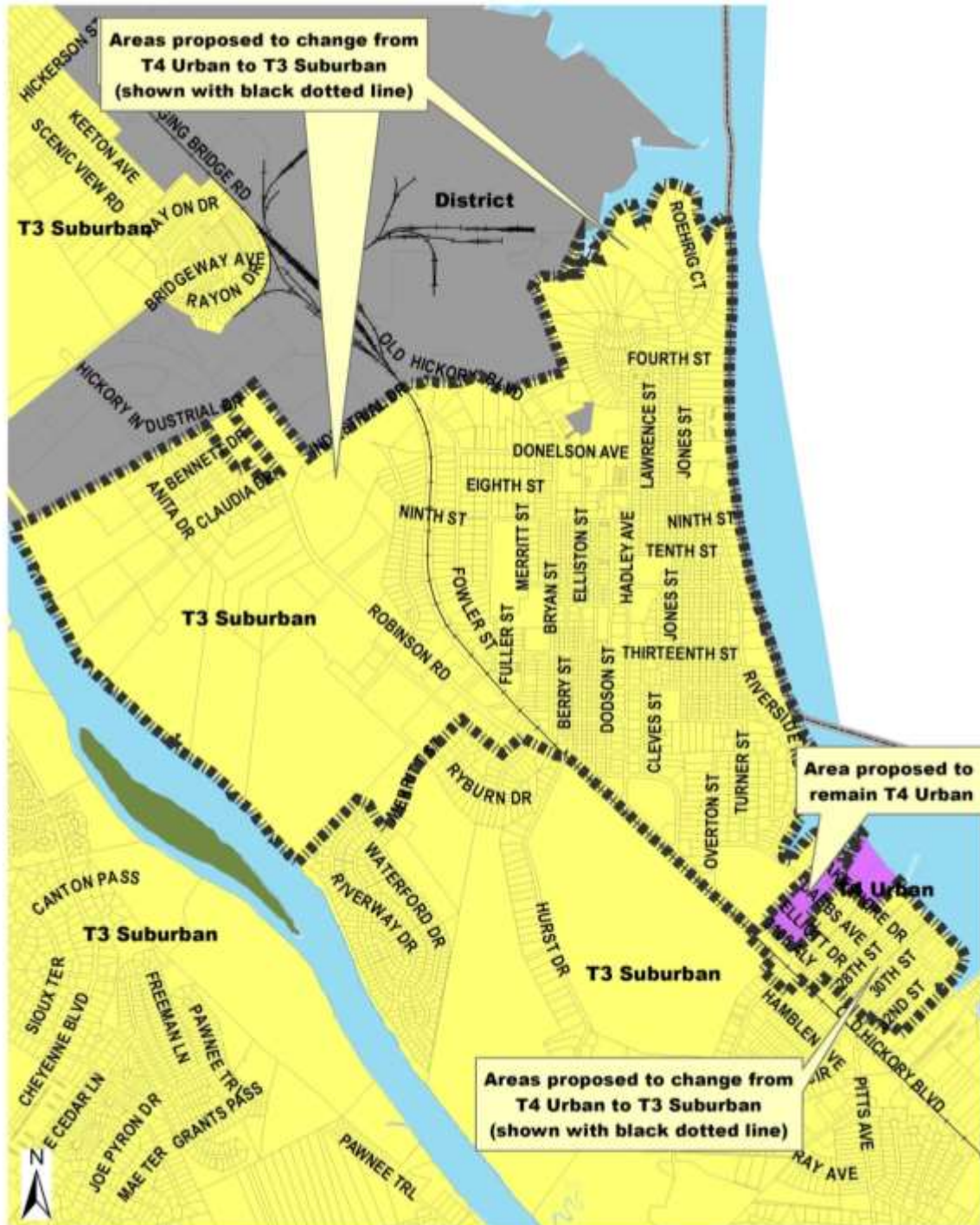
Metro Planning Commission Meeting 8/24/2017





Metro Planning Commission Meeting 8/24/2017

There is one transect change recommended as part of the Update 2017. In the Donelson-Hermitage-Old Hickory Community Plan, the transect for the Old Hickory Village and Lakewood areas is proposed to change from T4 Urban to T3 Suburban. The T3 Suburban Transect guidance better reflects the community's desired development pattern. The Community Character Policies themselves have not changed, except in transect designation. A small area of T4 Urban Mixed Use Policy remains because that policy category does not exist in the T3 Suburban Transect. *Please refer to the map below.*





Metro Planning Commission Meeting 8/24/2017

Volume IV: Actions

Actions provide very specific tasks for Metro departments and non-Metro partners to undertake, within a recommended timeframe. An action plan is included as Volume IV, and is maintained online to provide up-to-date reports on progress.

Update 2017 revises the Status, Timeframe, and Partners for Action items. It also changes the overall Timeframe periods from three year intervals to five year intervals, for example, Near-Term 1 – 5 years, Mid-Term 6 – 10 years, Long-Term 11 – 15 years.

Volume V: Access Nashville 2040

Volume V is the overarching transportation vision for NashvilleNext. It contains detailed plans that address key components of Nashville's transportation system, including streets, sidewalks, bikeways, greenways, and multi-use paths.

The Major and Collector Street Plan (MCSP) guides how Metro manages its transportation rights-of-way—the land it has the right to use for the transportation system—and how transportation is tied to land use. It identifies how much land is needed for different kinds of roadways in the county, as well as how different travel modes (auto traffic, transit, bikes, and pedestrians) are accommodated in each roadway. The MCSP advances the city's thoroughfare system to provide safe and effective access for all users while addressing streetscape design in context with the existing or envisioned character of the community. Context and character of a street are important, so the transportation facility fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. Complete Streets and Context Sensitive Solutions also advance environmental sustainability and community health.

As part of the NashvilleNext 2017 Update, the MCSP has updated guidance on street tree spacing within the green zone as part of sidewalk requirements and refined guidance for cross sections in Rural Neighborhood Center areas. Changes are proposed related to the new Southeast Regional Park, such as removing the Southeast Arterial from the MCSP map and upgrading the designation of Hobson Pike. In the Cowan Street area near Downtown, street designations are being refined to align with the proposed RiverNorth development.

Looking to the future, the multi-modal transportation network will continue to be a vital asset for Nashville. However, it will be increasingly important to adapt it to better support all users—drivers, pedestrians, bicyclists, and transit riders. Update 2017 incorporates the text and mapping edits to align Access Nashville with the plans listed below that were developed after adoption of NashvilleNext. In addition, Update 2017 incorporates each plan into Volume V:

- nMotion, the updated MTA Transit Master Plan, guides transit operations and improvements in the near-term (five years), with an eye toward the long-term system Nashvillians need. nMotion was created in 2016 after extensive work with the community during the NashvilleNext process and afterwards to make refinements and additions.
- WalknBike, the updated Strategic Plan for Sidewalks and Bikeways, enables Metro to effectively plan and implement facilities that improve safety, enhance mobility, and promote a higher quality of life. WalknBike, updated in 2017, provides Metro with a blueprint for making walking and bicycling attractive, safe, and practical as transportation options for citizens throughout Nashville and Davidson County.
- Plan to Play, the updated Parks and Greenways Master Plan, offers a set of tools to guide deliberate decisions and investments in park and greenways across Davidson County.



Metro Planning Commission Meeting 8/24/2017

NASHVILLENEXT UPDATE 2017 SUMMARY

The following summarizes the proposed edits made in the draft NashvilleNext Update 2017 that are discussed in greater detail above:

- Volume I: Vision, Trends, & Strategy
 - Makes minor grammatical/wording edits.
 - Updates Growth & Preservation Concept Map to reflect most recent High Capacity Transit Corridors.
 - Updates maps to reflect most recent information included in nMotion (MTA's Strategic Plan), WalknBike (Pedestrian and Bicycle Strategic Plan), and Plan to Play (Parks Master Plan).
- Volume II: Elements
 - Makes minor grammatical/wording edits.
- Volume III: Communities
 - Reorganizes Community Character Manual (CCM) to reduce redundancy and make document easier to read.
 - Includes additional guidance in CCM regarding transitions, infill, locations near transit, transit-oriented development, and comprehensive transportation systems.
 - Reorganizes and streamlines Community Plans to focus on each community's role and policies.
 - Updates Davidson County's and 14 Community Plans' demographic data with latest U.S. Census American Communities Survey data.
 - Replaces term "Special Policy" with "Supplemental Policy" across 14 Community Plans.
 - Deletes redundant or obsolete Supplemental Policies because they are unnecessary and often create complexity and confusion.
 - Reorganizes and edits remaining Supplemental Policies to have consistent format across Community Plans and to be clearer in their guidance.
 - Changes policy in South Nashville Community Plan for three areas around Sidco Drive, Nolensville Pike, and Thompson Lane from District Industrial to Urban Mixed Use Neighborhood Policy.
 - Changes transect in Donelson–Hermitage–Old Hickory Community Plan for the Old Hickory Village and Lakewood areas from T4 Urban to T3 Suburban.
- Volume IV: Actions
 - Makes minor grammatical/wording edits.
 - Updates Status and Timeframe of Action items.
 - Changes overall Timeframe periods to five year intervals.
 - Identifies additional partners for several Action items.
- Volume V: Transportation
 - Makes minor grammatical/wording edits.
 - Includes nMotion (MTA's Strategic Plan), WalknBike (Pedestrian and Bicycle Strategic Plan), and Plan to Play (Parks Master Plan) in NashvilleNext.
 - Updates text and maps to align Access Nashville with the three master plans mentioned above.
 - Adjusts, outlines and updates relevant street segments in the Major & Collector Street Plan (MCSP) to reflect nMotion, WalknBike, and Plan to Play.
 - Updates guidance on street tree spacing within green zone as part of sidewalk requirements for the MCSP.



Metro Planning Commission Meeting 8/24/2017

- Makes changes related to sidewalk standards for streets in Rural Neighborhood Center policy areas.
- Aligns projects in Capital Improvements Budget with MCSP.
- Makes changes related to supporting new Southeast Regional Park.
- Edits classification of streets related to RiverNorth development in Cowan Street area.

AMENDMENTS TO THE STATIC DRAFT

Planning staff posted a draft of the reorganized Community Character Manual and the 14 Community Plans beginning July 3. A complete static draft NashvilleNext Update 2017 document was posted between July 28 and August 1. It was indicated to community stakeholders that while comments and suggestions were still welcome, no changes would be made to that document until changes were proposed at the Planning Commission Public Hearing in August. Posting a “static” draft prior to Planning Commission Public Hearing ensures that comments received address a single draft document.

At the time of the staff report, no amendments are being proposed.

STAFF RECOMMENDATION

Staff recommends approval of the NashvilleNext Update 2017 and its component parts.



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017

NO SKETCH



Project Nos.	Text Amendment 2016Z-024TX-002
Project Name	Telecommunications Facilities
Council Bill Nos.	BL2017-859
Council District	Countywide
School District	Countywide
Staff Reviewer	Logan
Staff Recommendation	<i>Approve with an amendment.</i>

TEXT AMENDMENTS

Amend Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to the definition of telecommunications facilities.

HISTORY

Prior to 2016, the two uses in the Zoning Code that could be considered telecommunication facilities (Radio/TV/Satellite Tower and Telephone services) were reviewed only when installed outside of the public right of way. In November 2016, Metro Council approved Ordinance No. BL2016-415, which defined and created standards for telecommunication facilities both within the public right of way outside of the public right of way, and created one review process for all telecommunication facilities.

PROPOSED TITLE 17 (ZONING CODE) AMENDMENTS

(underlined)

“Telecommunications Facility” means one or more antenna, tower, base station, mechanical and/or electronic equipment, conduit, cable, fiber, wire, and associated structures, enclosures, assemblages, devices and supporting elements that generate, transmit or produce a signal used for communication that is above ground and is proposed by an entity other than the Metropolitan Government, including but not limited to radio/tv/satellite and broadcast towers, telephone service, including new microwave or cellular towers, PWSF, DAS, small cell facilities and COW’s.

Staff also proposes an amendment to add the following sentence to the end of the definition of “telecommunications facility”:

A DAS system that is completely enclosed within one building is not considered a telecommunications facility.

ANALYSIS

BL2016-415 was proposed to accomplish two goals: creating aesthetic standards and maintaining pedestrian functionality within the public right of way. Since the ordinance was adopted in November 2016, Metro has gained experience in processing telecommunications facility permits and has discovered two instances where permit review is not necessary to accomplish these goals:

- telecommunications facilities installed entirely underground, and
- telecommunications facilities installed completely within one building.



Metro Planning Commission Meeting 8/24/2017

Because the review of these types of telecommunications facilities is not necessary to meet Metro's goals at this time, staff recommends removing them from the definition of telecommunications facilities.

ZONING ADMINISTRATOR RECOMMENDATION

Approve.

STAFF RECOMMENDATION

Staff recommends approval with an amendment to exclude completely enclosed DAS systems from the definition of "telecommunications facility".

ORDINANCE BL2017-859

An ordinance amending Chapter 17.04 of the Metropolitan Code pertaining to telecommunications facilities (Proposal No. 2016Z-024TX-002).

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

Section 1. Section 17.04.060 (Definitions of general terms) is hereby amended by deleting the definition of "telecommunications facility" in its entirety and replacing with the following:

"Telecommunications Facility" means one or more antenna, tower, base station, mechanical and/or electronic equipment, conduit, cable, fiber, wire, and associated structures, enclosures, assemblages, devices and supporting elements that generate, transmit or produce a signal used for communication that is above ground and is proposed by an entity other than the Metropolitan Government, including but not limited to radio/tv/satellite and broadcast towers, telephone service, including new microwave or cellular towers, PWSF, DAS, small cell facilities and COW's.

Section 2. Be it further enacted, that this ordinance take effect immediately 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: Freddie O'Connell



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017

NO SKETCH



Project Nos.	Text Amendment 2017Z-016TX-001
Project Name	Electric Fences
Council Bill No.	BL2017-784
Council District	Countywide
School District	Countywide
Requested by	Councilmember Robert Swope
Staff Reviewer	Milligan
Staff Recommendation	<i>Withdraw.</i>

APPLICANT REQUEST

Amend the Zoning Code for height of electric fences.

Text Amendment

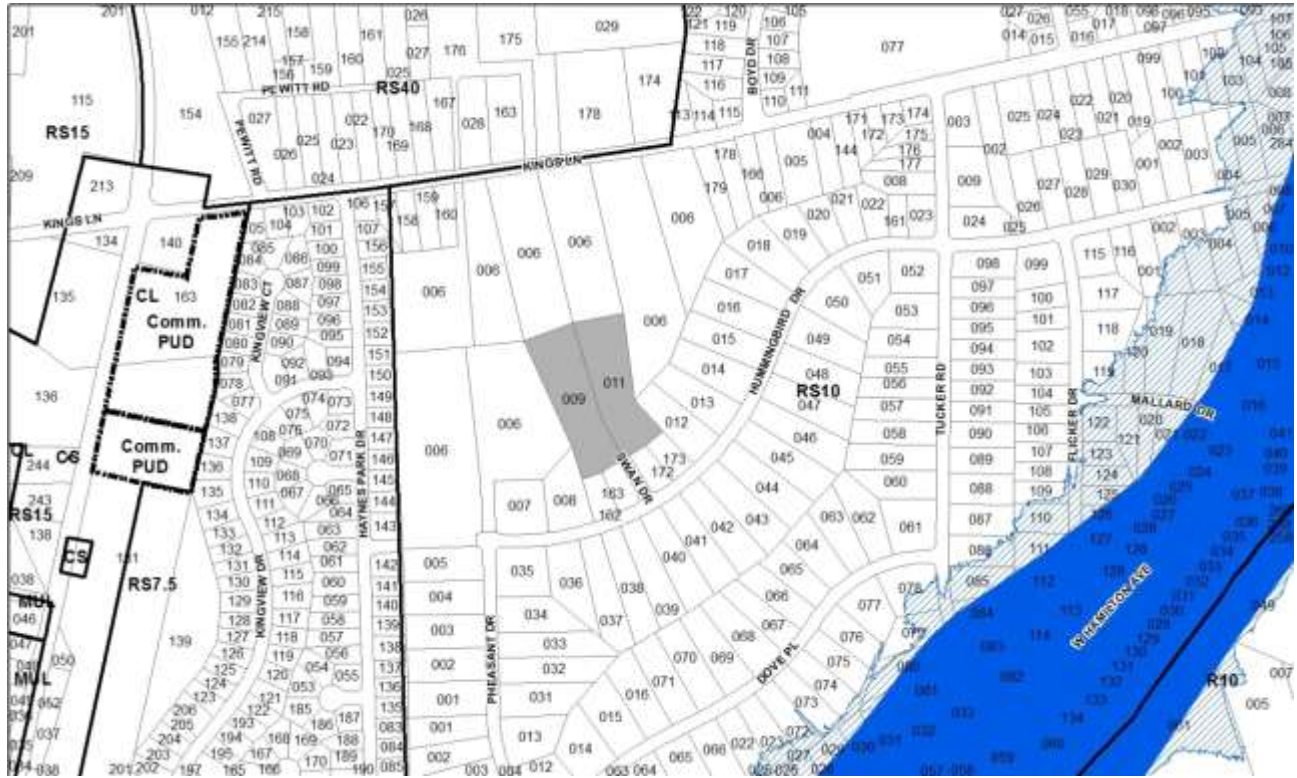
A request to amend Section 17.12.040.E.26 of the Metropolitan Code of Laws to establish a maximum permitted height of ten feet for electric fences within any zoning district where electric fences are permitted.

STAFF RECOMMENDATION

Staff recommends withdrawal at the request of the applicant.



Metro Planning Commission Meeting 8/24/2017



2017SP-057-001

HUMMINGBIRD SP

Map 059-13, Parcel(s) 009, 011

03, Bordeaux-Whites Creek

01 (Nick Leonardo)



Project No. Specific Plan 2017SP-057-001
Project Name Hummingbird SP
Council District 01 – Leonardo
School District 1 – Gentry
Requested by Dale & Associates, applicant; First Choice Enterprises, Inc., owners.

Staff Reviewer Rickoff
Staff Recommendation *Defer to the September 14, 2017, Metro Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit up to 26 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan – Residential (SP-R) zoning on properties located at Hummingbird Drive (unnumbered), northwest of the terminus of Swan Drive (4.41 acres), to permit 26 multi-family residential units.

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 19 units. However, application of the Subdivision Regulations may result in fewer units on this property.*

Proposed Zoning

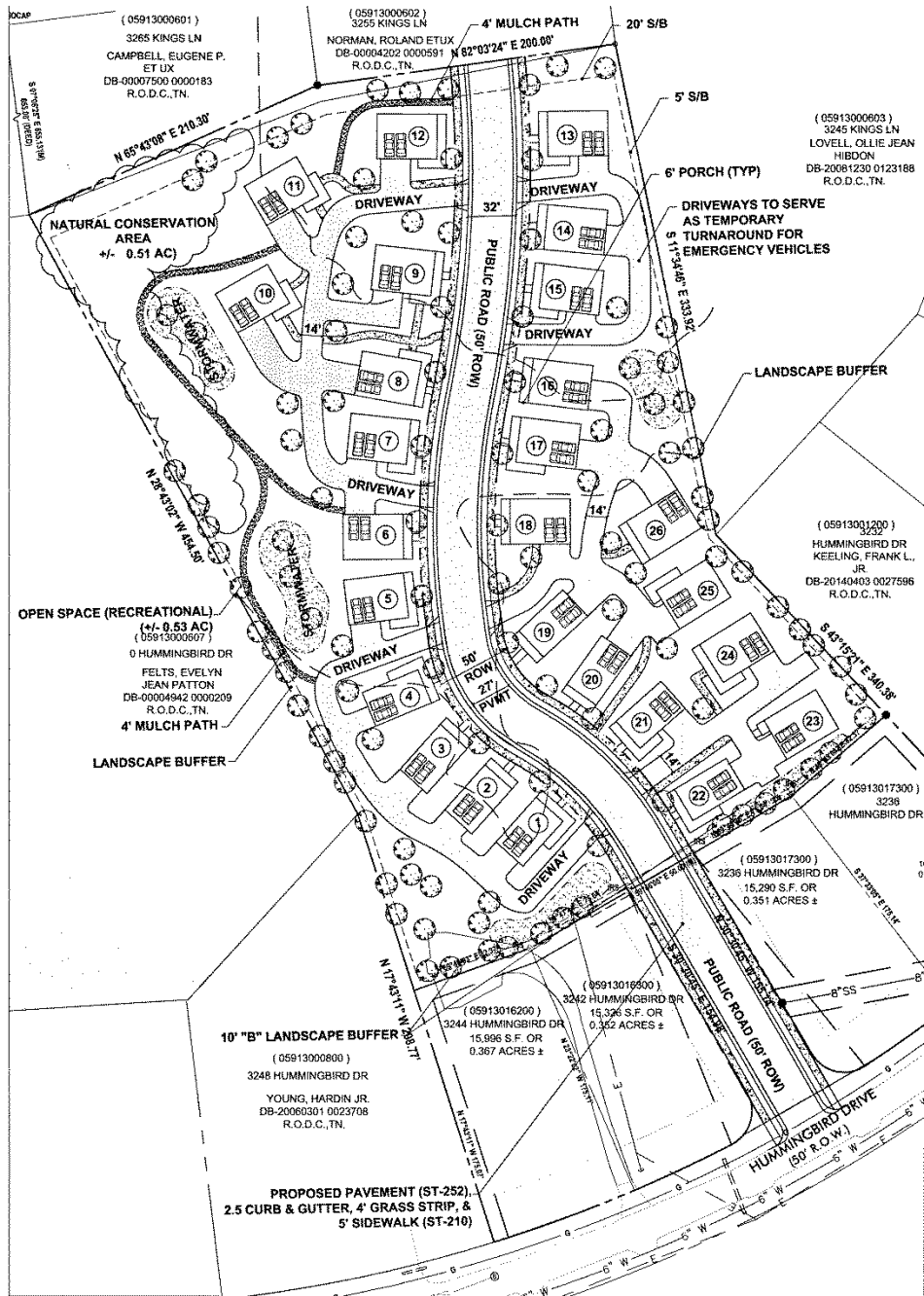
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

BORDEAUX-WHITES CREEK COMMUNITY PLAN

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



Metro Planning Commission Meeting 8/24/2017



Proposed Site Plan



Metro Planning Commission Meeting 8/24/2017

Consistent with Policy?

The proposed SP is consistent with the policy, which is intended to enhance suburban neighborhoods with a variety of housing choices and high levels of connectivity. The development will permit up to 26 detached residential units, which promotes a variety of housing types in the neighborhood. Sidewalks, consistent with the local street standard, will be provided along the new public street for future pedestrian connectivity to the north along Kings Lane. The site connects to Neighborhood Evolving policy to the north, where moderate-density residential development may be supported, rather than to Neighborhood Maintenance policy located to the east and west of the site.

PLAN DETAILS

The vacant site contains two existing parcels on approximately 4.41 acres, located north of Hummingbird Drive and south of Kings Lane. The development fronts existing right-of-way to the south, Swan Drive, which will be constructed if this development is approved. The site is located on the southern edge of Neighborhood Evolving policy, in an area generally characterized by larger single-family and vacant properties. Suburban Neighborhood Maintenance policy is located south of the site along Hummingbird Drive. A contextual overlay wraps the southern, western, and eastern (portion) property lines, but is not located within the proposed development boundaries. The site is framed by Kings Lane (north), Tucker Road (east), W. Hamilton Avenue (south), and Clarksville Pike (west), all of which are roads designated on the Major and Collector Street Plan. The surrounding area is generally residential except for Clarksville Pike, which contains a mixture of residential, commercial, mixed use and institutional uses.

The proposal includes up to 26 detached residential units along a new public street. A majority of the units (20) front the new road, with six units located behind those units. The new road will connect from Hummingbird Drive to the northern property line for a future connection, integrating the site with adjacent parcels along Kings Lane. Garages are provided on all units and are accessed from private drives. Internal sidewalks will provide access to all units.

Although there are no existing slopes over 20 percent, the western parcel contains steeper slopes as compared to the rest of the site. Therefore, the new road and development footprint are generally located outside of the northwestern portion of the site where the slopes are the steepest. Open space is included throughout the development and landscaping is provided around the periphery of the site, including a buffer between the southern property line and the four adjacent properties that front Hummingbird Drive.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 35 feet. Given the presence of Neighborhood Maintenance policy and contextual overlay adjacent to the site, and considering that the site is located at a higher elevation than Hummingbird Drive, staff recommends reducing the building height on some of the southern units to ensure consistency with T3 NE policy, which states that building form should respond to differences in topography to avoid buildings that loom over lower intensity buildings at lower elevations.



Metro Planning Commission Meeting 8/24/2017

ANALYSIS

The policy is intended to create and enhance suburban neighborhoods with improved connectivity and a variety of housing choice. Access will be taken from Hummingbird Drive, integrating the site into the existing neighborhood but also providing for a future roadway connection to the north. The proposal includes a single-family product that enhances the existing neighborhood but also provides for additional housing choice in the area.

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 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

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.
- Prior to preliminary SP approval submit detail horizontal and vertical sight distance analysis per AASHTO standards.
- Provide temporary turn around/ cul-de-sac at the terminus of the new public road.
- Due to existing topography submit preliminary center line road grade for new public road.
- Now entering private property signs will be required with the Final SP at all driveway locations on the new public street.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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)	4.41	4.35	19 U	182	15	20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	4.41	-	26 U	200	18	20



Metro Planning Commission Meeting 8/24/2017

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+7 U	+18	+3	-

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 2 Elementary 2 Middle 2 High

Projected student generation proposed SP-R district: 0 Elementary 2 Middle 2 High

The proposed SP zoning is expected to generate two less students than the existing RS10 zoning. Students would attend Lillard Elementary School, Joelton Middle School and Whites Creek High School. All three schools have been identified as having additional capacity.

This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? It has not yet been determined if this project will include affordable housing.
2. If so, how many and what is the percentage of the entire development? It has not yet been determined if this project will include affordable housing.
3. How will you enforce the affordability requirements? It's also not yet known how we will enforce the affordability requirements.
4. Have any structures been demolished in the last 12 months? No structures have been demolished in the last 12 months.

STAFF RECOMMENDATION

Staff recommends deferral to the September 14, 2017, Metro Planning Commission meeting unless a recommendation of approval is received from all Metro Agencies. If a recommendation of approval is received from all Metro Agencies, staff recommends approval with conditions and disapproval without all conditions, as this proposal is consistent with the goals of the T4 NE policy.

CONDITIONS (if approved)

1. Uses within the SP shall be limited to a maximum of 26 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. 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.
4. On the corrected set, modify the height standards in the development summary table: Maximum height for Units 1-4 and Units 21-23 shall be 2.5 stories in 30 feet. Maximum height for all other units shall be 3 stories in 35 feet.
5. On the corrected set, modify the following Architectural Notes:
 - D. Building facades fronting a street ~~and courtyard~~ or common open space shall provide a minimum of one principal entrance (doorway) and a minimum 25% glazing.
6. On the corrected set, remove Architectural Note 'E'.
7. On the corrected set, add the following note to all open spaces except for designated recreational areas and stormwater facilities: All existing trees in designated open spaces shall be preserved. These areas shall remain undisturbed.



Metro Planning Commission Meeting 8/24/2017

8. The landscape buffer along the southern property line shall be ten (10) feet.
9. Internal sidewalks shall be provided that access all units.
10. Areas designated as "Natural Conservation Area" shall remain undisturbed.
11. A tree protection plan may be required prior to Final SP approval.
12. 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.
13. The Final SP shall comply with Metro Zoning Code Parking requirements.
14. The Final SP 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.
15. With the submittal of the Final SP, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
16. The Final SP 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.
17. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6 zoning district as of the date of the applicable request or application.
18. 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.
19. 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 8/24/2017



2017SP-072-001
VERNON AVE TOWNHOMES
Map 091-05, Parcel(s) 125 and 254
7, West Nashville
20 (Mary Carolyn Roberts)



Project No.	Specific Plan 2017SP-072-001
Project Name	Vernon Avenue Townhome SP
Council District	20 – Roberts
School District	9 – Fogge
Requested by	S&ME, Inc., applicant; Michael and Glenda Burns, owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit a multi-family development.

Preliminary SP

A request to rezone from Commercial Services (CS) to Specific Plan-Residential (SP-R) zoning on properties located at 685 and 693 Vernon Avenue, at the southwest corner of James Avenue and Vernon Avenue (3.92 acres), to permit 58 multi-family residential units, including a maximum of 9 live/work units.

Existing Zoning

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

Proposed Zoning

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

WEST NASHVILLE COMMUNITY PLAN

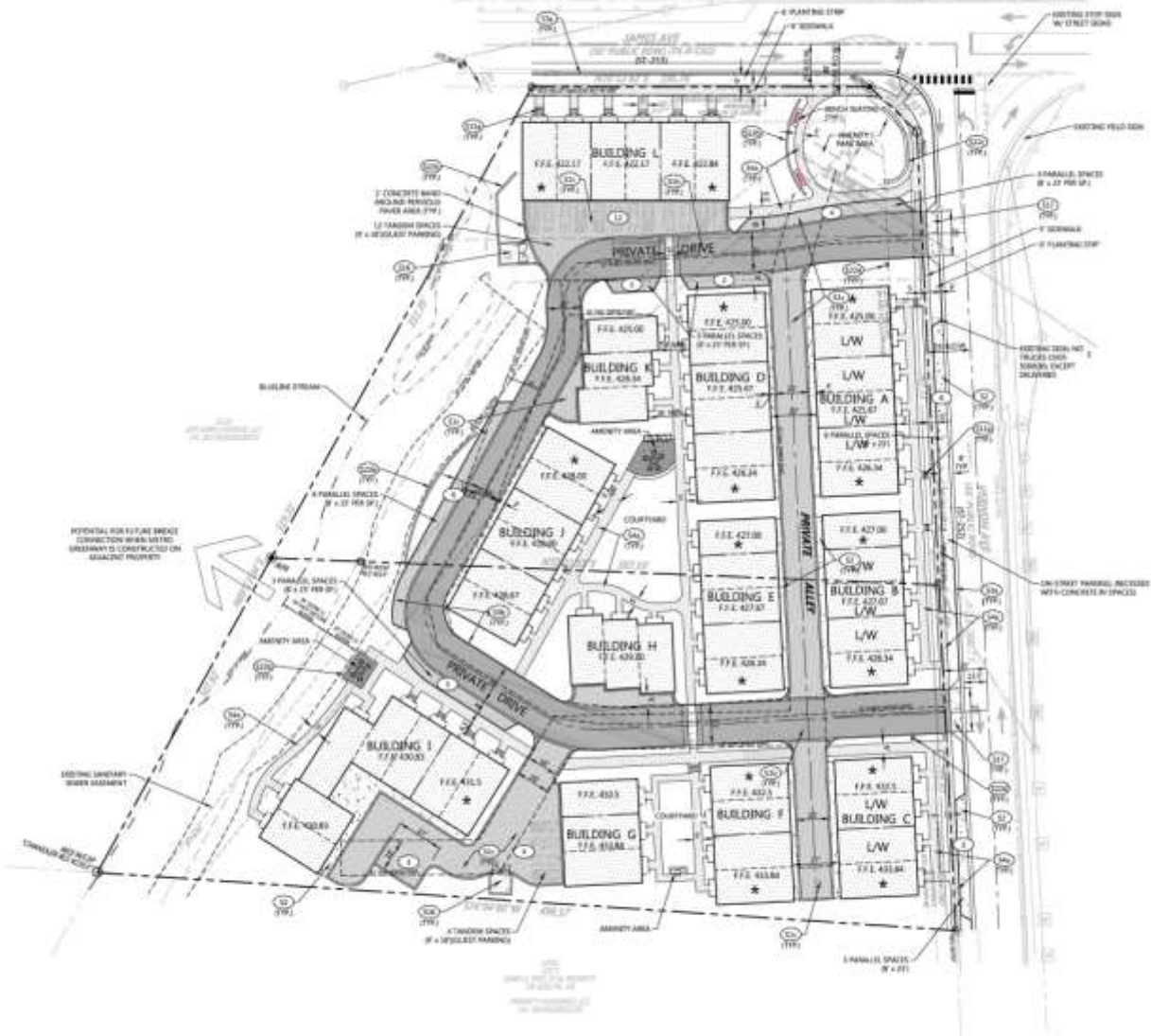
T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels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

Consistent with Policy?

Yes. The plan is consistent with the proposed policy. The proposed policy supports a variety of housing types along with a mixture of uses. This site is located approximately 500 feet from James Avenue which is an urban collector corridor. The proposed plan provides for multi-family residential units with live/work as an option in some units.



Metro Planning Commission Meeting 8/24/2017



Proposed Site Plan



Metro Planning Commission Meeting 8/24/2017

PLAN DETAILS

The properties located at the southwest corner of James Avenue and Vernon Avenue are currently zoned CS. The existing zoning district allows for various commercial uses. The existing uses include a small warehouse and associated commercial uses.

Site Plan

The plan includes up to 58 multi-family residential units, within multiple buildings. Proposed buildings along James Avenue and Vernon Avenue will orient to the street.

The plan includes up to nine live/work units within buildings A, B and C, along Vernon Avenue. The standards that the applicant proposes are similar to the Metro Zoning Code standards for Home Occupations; however, the proposal differs from the Code in the following ways:

1. This SP proposes that clients can be served on the property between weekday hours of 8:00 AM and 5:00 PM Monday – Friday.
2. The live/work use shall not occupy more than twenty percent of the total floor area of the structure and in no event more than 800 square feet of floor area.
3. The SP limits home occupation signage to a four-square foot sign without illumination. All proposed signage specifications and locations shall be required with the final site plan.

The Metro Zoning Code and the proposed plan require that no more than one part-time or full-time employee not living within the dwelling may work at the home occupation.

Vehicular access to the site is proposed in two locations along Vernon Avenue. The proposed private drives provide connections to the residential units. Sidewalks are proposed along Vernon Avenue and through the site including a pedestrian connection to the western property. Sidewalks shall be a minimum width of 5 feet with a minimum 4 foot planting strip, consistent with local street standards. A six foot wide sidewalk and a six foot wide planting strip is provided along James Avenue, consistent with the Major and Collector Street standards. Parking is provided throughout the site in the form of surface parking stalls, garages and on-street parking. All parking standards meet the Metro Zoning Code requirements.

Analysis

The proposed plan is at the southwest corner of James Avenue and Vernon Avenue, a busy corridor in West Nashville. The SP provides multi-family residential uses with modified home occupation uses, that will provide another housing type in the area and support the mixture of uses in the neighborhood. Internal vehicular and pedestrian circulation is provided on site and along James Avenue and Vernon Avenue. The plan also provides a transition from the proposed live/work units along Vernon Avenue residential uses internal to the site.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Provide flow data for subdivision pre-approval.
- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve



Metro Planning Commission Meeting 8/24/2017

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.
- Submit copy of the ROW dedication(s) to the back of the sidewalks prior to MPW sign off on the building permit
- Indicate installation of ground mounted signage at the driveways that state "Now Entering Private Property."
- With submission of the Final SP, additional pedestrian improvements will be required at the intersection of Vernon and James to safely and effectively cross pedestrians on Vernon Ave.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the TIS, the developer shall abide by the following:

- Each site access point shall be designed to include sufficient width for one exiting lane and one entering lane where it connects to existing Vernon Avenue.
- A R1-1 "Stop" sign shall be installed on the eastbound approach at the intersection of Vernon Avenue and Site Access #1 and Site Access #2.
- The site accesses shall be designed such that the departure sight triangles, as specified by AASHTO, will be clear of all sight obstructions, including landscaping, existing vegetation, monument signs/walls, fences, etc.
- Along the project site's frontage to Vernon Avenue where bulbed-out parking is not provided, the developer shall apply to traffic and parking to install No Parking signs to reinforce prohibited parking areas.
- The painted channelized island at the intersection of James Avenue and Vernon shall be enhanced with the installation of a series of parallel diagonal white lines at a 45-degree angle.
- The stop bar from the westbound left turn lane at the intersection of James Avenue and Vernon Avenue shall be removed.

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)	3.92	0.6	102,453 SF	6899	157	647



Metro Planning Commission Meeting 8/24/2017

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)	3.92		58 U	476	33	50

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-6,423	-124	-597

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 10 Elementary 5 Middle 5 High

The proposed SP zoning is expected to generate 20 more students than the existing CS zoning. Students would attend Cockrill Elementary School, McKissack Middle School and Pearl-Cohn High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? No it will not. The units are intended as “for sale” 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

The proposed plan is consistent with the T4 Urban Mixed Use; therefore staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 58 residential units, including a maximum of 9 live/work units as defined in the revised site plan.
2. Prior to the Council Bill being filed, revise the site plan to include the following note “Live/Work” means “Home Occupation” as defined in 17.04.060 of the Metro Zoning Code and include the standards of 17.16.250 of the Metro Zoning Code, except for the following modifications:
 - a. This SP proposes that clients can be served on the property between weekday hours of 8:00 AM and 5:00 PM Monday – Friday.
 - b. The live/work use shall not occupy more than twenty percent of the total floor area of the structure and in no event more than 800 square feet of floor area.
 - c. The SP limits home occupation signage to a four-square foot sign without illumination. All proposed signage specifications and locations shall be required with the final site plan.



Metro Planning Commission Meeting 8/24/2017

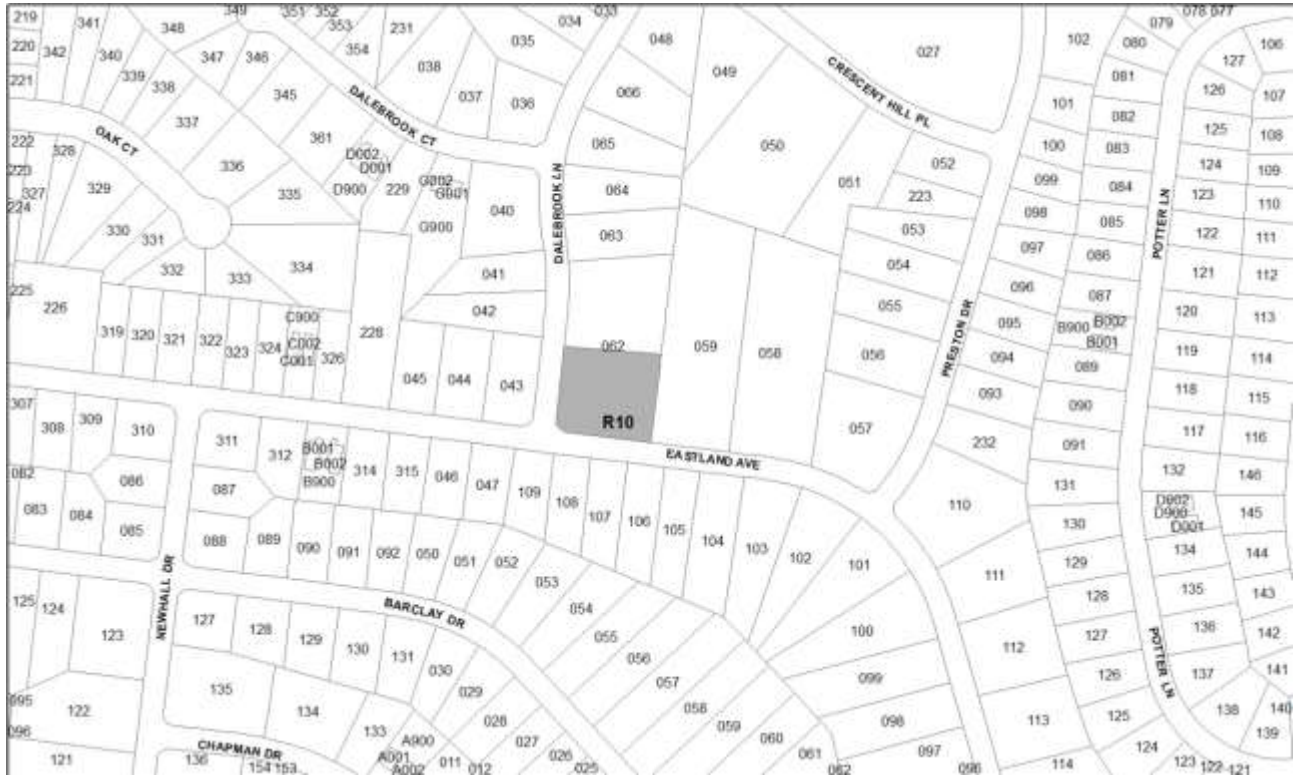
3. Prior to submittal of the final site plan, the applicant shall prepare two alternative plans revising the orientation of Building I: one plan with units oriented toward the western property line/stream buffer; one plan with units oriented toward the southern property line. Staff shall evaluate final placement of Building I relative to adjacent buildings, parking and open space at final design.
4. Prior to submittal of the final site plan, the applicant shall evaluate whether units in Building H can be redistributed throughout the site in order to create a larger central open space.
5. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.
6. A raised foundation of 18" - 36" shall be required for all residential uses except the nine residential units along Vernon Avenue.
7. Building elevations consistent with the architectural standards and approved preliminary shall be submitted with the submission of the final site plan.
8. Comply with all conditions of Public Works and Traffic and Parking.
9. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application.
11. 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.
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. 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.
14. 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.
15. 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.
16. 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 8/24/2017



2017NHL-001-002
DALEBROOK 37206
Map 083-08, Part of Parcel(s) 062
05, East Nashville
06 (Brett Withers)



Project No.	Development Plan 2017NHL-001-002
Project Name	Dalebrook 37206
Council District	06- Withers
School District	5 – Buggs
Requested by	Design Build Partners, applicant; Greater Grace Temple Community Church , owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Defer to the October 12, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Development Plan approval to permit office and medical office uses.

Neighborhood Land Overlay Development Plan

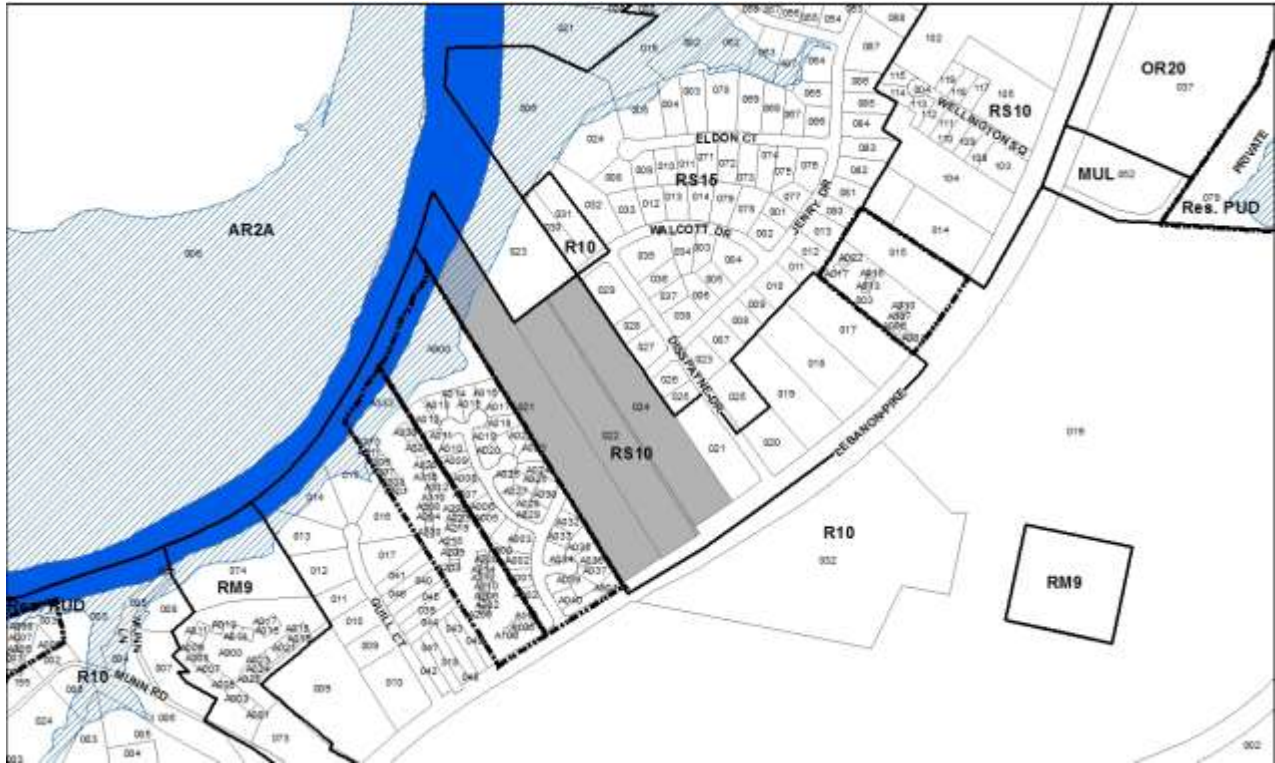
A request for development plan approval on a portion of property located at 901 Dalebrook Lane, at the northeast corner of Dalebrook Lane and Eastland Avenue, zoned One and Two-Family Residential (R10) and within a Neighborhood Landmark Overlay District (0.79 acres), to permit general office and medical office uses.

STAFF RECOMMENDATION

Staff recommends deferral to the October 12, 2017, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting 8/24/2017



2017S-076-001

LEBANON PIKE AT DONELSON

Map 085-14, Parcel(s) 021, 022, 024 and Part of Parcel 023

14, Donelson-Hermitage

14 (Kevin Rhoten)



Project No.	Concept Plan 2017S-076-001
Project Name	Lebanon Pike at Donelson
Council District	14 – Rhoten
School District	4 – Shepherd
Requested by	Civil Site Design Group, PLLC, applicant; Jacqueline Nave and Barbara Barrett, Susan Gentry Tarpy, Janice Franks, Kenneth Hall, Alan Perry Hall, and Lois Hall, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the September 14, 2017, Planning Commission meeting.</i>

APPLICANT REQUEST

Create up to 48 residential cluster lots.

Concept Plan

A request for concept plan approval to create 48 clustered lots on properties located at 2942, 2946 and 3000 Lebanon Pike and a portion of 201 Walcott Drive, approximately 150 feet southwest of Disspayne Drive, zoned Single-Family Residential (RS10) (16.51 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting 8/24/2017



2017S-195-001

Riverwood Heights Addition No. 3

Map 073-05, Parcel(s) 065

05, East Nashville

07 (Anthony Davis)



Project No. Final Plat 2017S-195-001
Project Name Riverwood Heights Addition No. 3
Council District 07- Davis
School District 5 – Buggs
Requested by Weatherford & Associates, LLC, applicant; Brenda M. & Gallagher, and Kimberly D. Holder, owners.

Staff Reviewer Burse
Staff Recommendation *Defer to the September 14, 2017, Planning Commission meeting unless a recommendation of approval is received from all review agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and an exception to the compatibility criteria.*

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 2205 Demarius Drive, at the northwest corner of Demarius Drive and Warden Drive, zoned RS10 (0.73 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 4.35 dwelling units per acre. *RS10 would permit a maximum of 3 lots.*

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

PLAN DETAILS

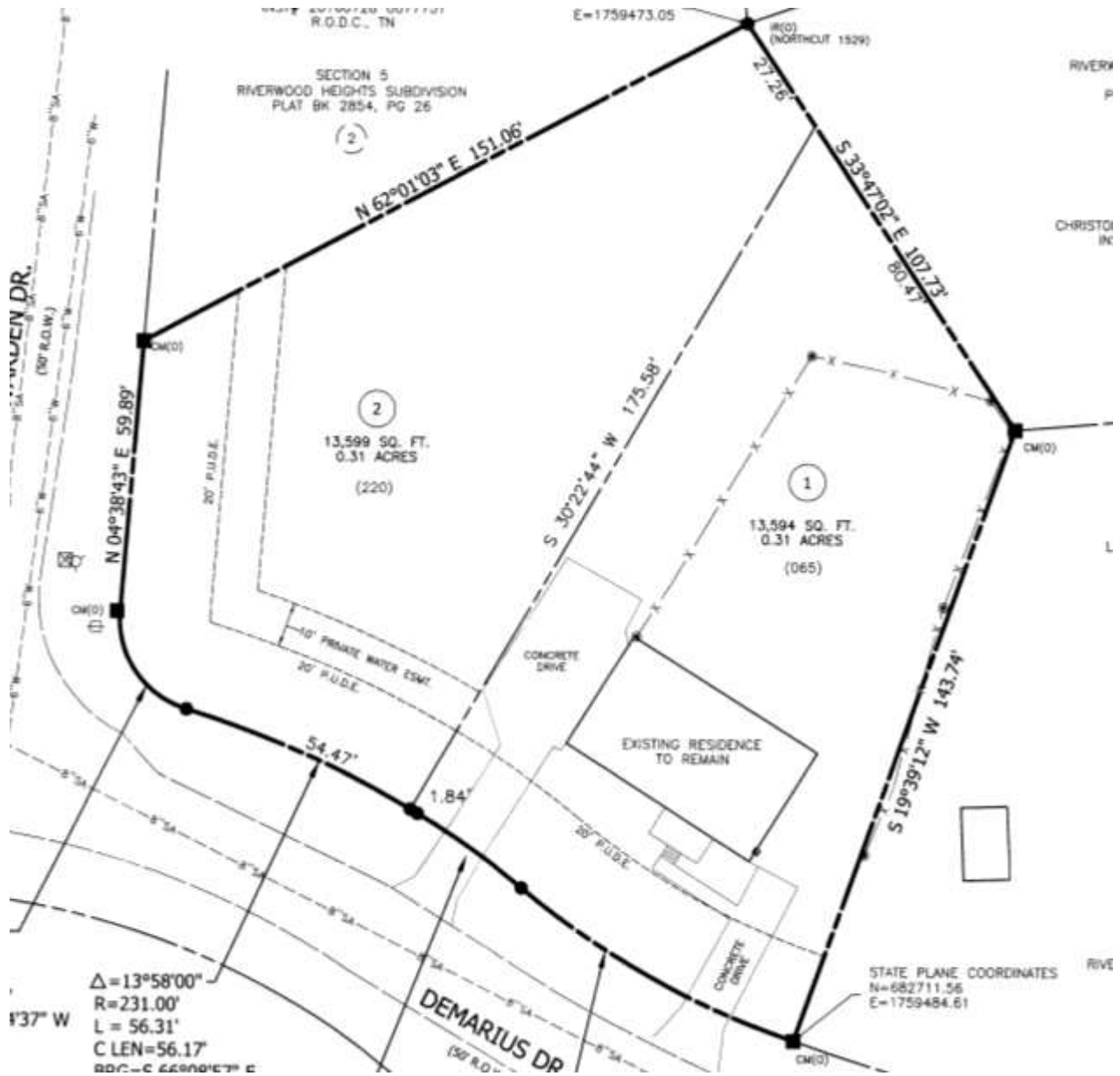
This site is located at 2205 Demarius Drive and consists of one lot. The proposal is to create two lots. The lots will have the following areas and frontages:

Proposed Lots:

- Lot 1: 13,594 square feet, (0.31 Acres), and 97.88 feet of frontage;
- Lot 2: 13,599 square feet, (0.31 Acres), and 70.55 feet of frontage;



Metro Planning Commission Meeting 8/24/2017



Proposed Subdivision



Metro Planning Commission Meeting 8/24/2017

ANALYSIS

Section 3-5 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Maintenance policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

These lots meet the minimum standards of the Single-Family (RS10) zoning district.

Street Frontage

These lots have frontage on a public street.

Compatibility

Section 3-5.2 of the Subdivision Regulations outlines criteria for determining compatibility for property located in Neighborhood Maintenance policy areas. These lots do not have “surrounding parcels” as defined by the Subdivision Regulations. “Surrounding parcels” is defined as the five 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. The site is oriented to Demarius Drive and does not have other parcels to compare to that are oriented on to the same block face. Adjacent parcels are oriented to Riverwood Circle and Warden Drive.

In instances where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger to evaluate general compatibility. Lot 1 is compatible with the established pattern of development when compared to adjacent parcels oriented to Riverwood Circle. Lot 2 is compatible with the established pattern of development when compared to adjacent parcels oriented to Warden Drive.

Agency Review

All agencies have not recommended approval.

Harmony of Development

The Planning Commission may consider whether the subdivision provides for the harmonious development of the community by considering the development pattern of the area, any unique features of the property, or other relevant information.

Section 3.5-6 of the Subdivision Regulations allows for the Planning Commission to place reasonable conditions necessary to achieve harmony of development. Staff proposes conditions of approval so that this development is consistent with the established pattern of development: orient Lot 2 toward Warden Drive, limit vehicular access to a drive no greater than 12 feet in width, and limit height to 30 feet.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Approve



Metro Planning Commission Meeting 8/24/2017

WATER SERVICES RECOMMENDATION

Returned for corrections

- Some, but not all, of our original comments have been addressed on the latest re-plat (stamped-received 8/2/17): Add private water service line easement to the plat, as marked. (Easement shown runs to another lot, and not to the Warden Drive ROW, where the water main is. Please adjust easement to cover the existing water service line to Lot 1's residence, which ties in to the water main in Warden Avenue.) The required capacity fees must be paid prior to plat approval (see MWS letter to Weatherford and Associates, dated 7/12/2017, for details).

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Defer to the September 14, 2017, Planning Commission meeting unless a recommendation of approval is received from all review agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and an exception to the compatibility criteria.

CONDITIONS (if approved)

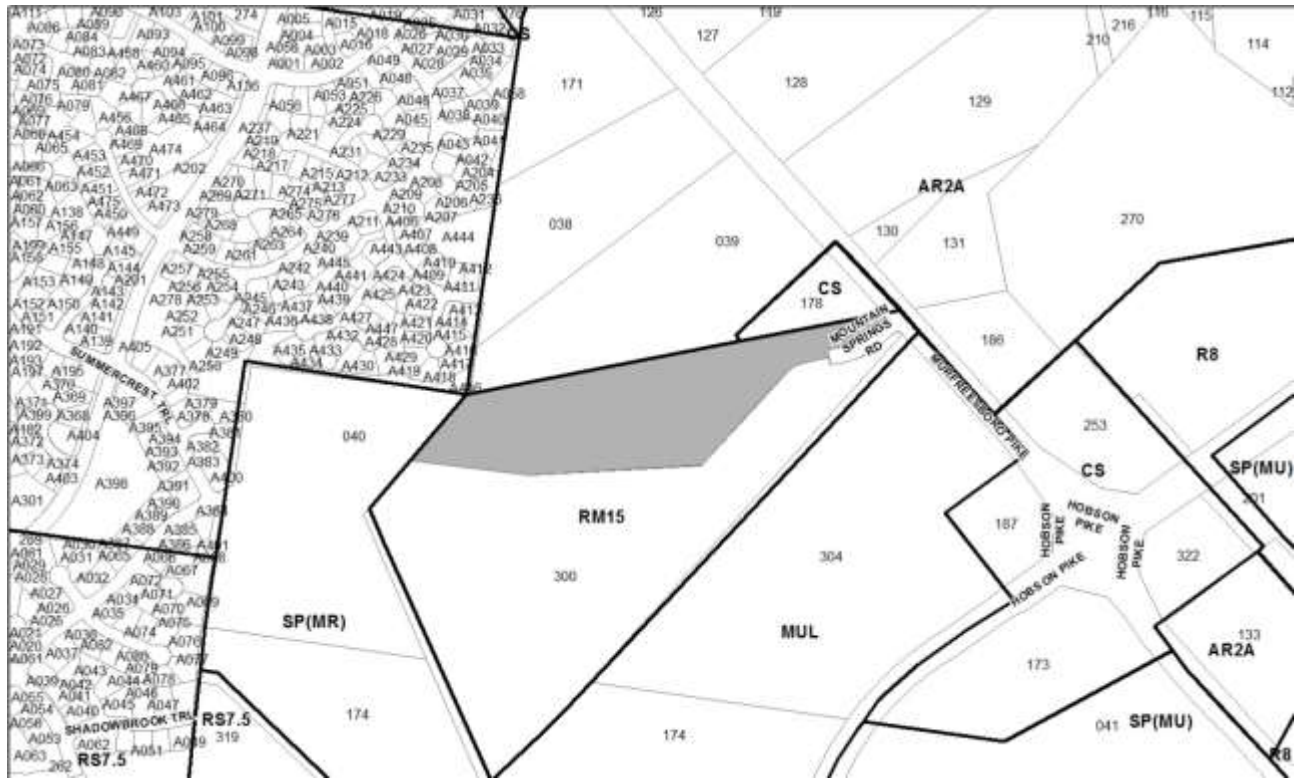
1. No parking is permitted between the primary structure and street. Hard surfaces for vehicular access shall be limited to a driveway 12 feet in width between the primary structure and the street.
2. A raised foundation of 18"- 36" is required for all residential structures.
3. Height is limited to 30 feet as measured to the roofline.
4. Lot 2 shall orient toward Warden Drive.
5. Setbacks shall be as per Metro Zoning Code.



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017



2017S-199-001
MOUNTAIN SPRINGS
Map 164, Parcel(s) 040
13, Antioch - Priest Lake
32 (Jacobia Dowell)



Project No.	Concept Plan 2017S-199-001
Project Name	Mountain Springs
Council District	32 - Dowell
School District	6 – Hunter
Requested by	Kimley-Horn, applicant; Belz-McDowell Properties, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Concept plan approval to create 43 lots

Concept Plan

A request for concept plan approval to create 43 lots on a portion of property located at 5000 Mountain Springs Road, approximately 1,100 feet northwest of Hobson Pike, zoned Multi-Family Residential (RM15) and within the Murfreesboro Pike Urban Design Overlay District (12.22 acres).

Existing Zoning

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. RM15 would permit a maximum of 183 units based on gross acreage only.

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

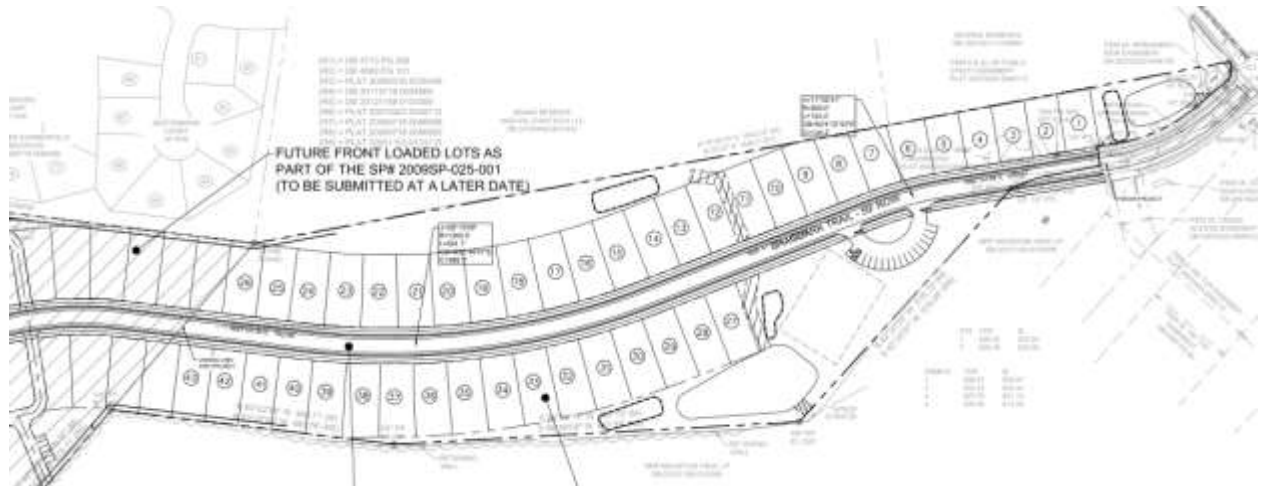
ANTIOCH PRIEST LAKE COMMUNITY PLAN

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

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



Metro Planning Commission Meeting 8/24/2017



Proposed Concept Plan



Metro Planning Commission Meeting 8/24/2017

PLAN DETAILS

The property is approximately 12.22 acres and is located off of Old Hickory Boulevard, east of Murfreesboro Pike and Hobson Pike. The site is vacant and consists of dense vegetation. Though the majority of the site is Neighborhood Maintenance policy, there are small pockets of Conservation policy associated with steep slopes in the southwestern portion of the site.

Site Plan

The site plan proposes up to 43 single-family lots with an overall density of 3.58 dwelling units per acre. Lot sizes range from 5,157 square feet to 7,052 square feet. All of the 43 lots will front onto Shagbark Trail. The lot detail shown on the concept plan indicates all lots will contain 55 feet of frontage. The lots, open space and proposed public street will achieve a consistent pattern of development with the surround single-family lots to the north and west of the site.

The concept plan indicates an unbuilt portion of Shagbark Trail will be constructed, which will connect to the existing portion to Murfreesboro Pike. Shagbark Trail will include a fifty-nine foot right-of-way to accommodate a 6 foot wide bike lane, 6 foot wide sidewalk, and 6 foot wide planting strip, consistent with the Major and Collector Street Plan (MCSP) Collector-Avenue standards. A small portion of the site which fronts Murfreesboro Pike will include a 6 foot wide bike lane, 6 foot wide planting strip, 8 foot wide sidewalk consistent with the Major and Collector Street Plan (MCSP) Collector-Arterial standards.

Of the total 12.22 acres, 0.4 acres will remain undisturbed saving the existing mature trees and vegetation. Stormwater facilities such as bio swales and detention ponds will comprise 0.5 acres of the site. An office and associated amenity center will be located within an area just over an acre of passive open space. The amenity center and office are shown with a footprint of 18,000 square feet.

ANALYSIS

The proposed lot layout is consistent with surrounding residential development and the plan provides for more street connectivity by constructing Shagbark Trail. Shagbark Trail is identified as a major collector street by the Major and Collector Street Plan. The proposed the concept plan is located within a Suburban Neighborhood Maintenance policy and includes a new public street with no surrounding parcels, therefore the concept plan is determined to be a major subdivision.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Provide flow data and hydrant locations for subdivision pre-approval.
- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- An updated TIS will be required when 2009SP-025-001 is connected to this 44 lot site plan.



Metro Planning Commission Meeting 8/24/2017

WATER SERVICES

Approve with conditions

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

STAFF RECOMMENDATION

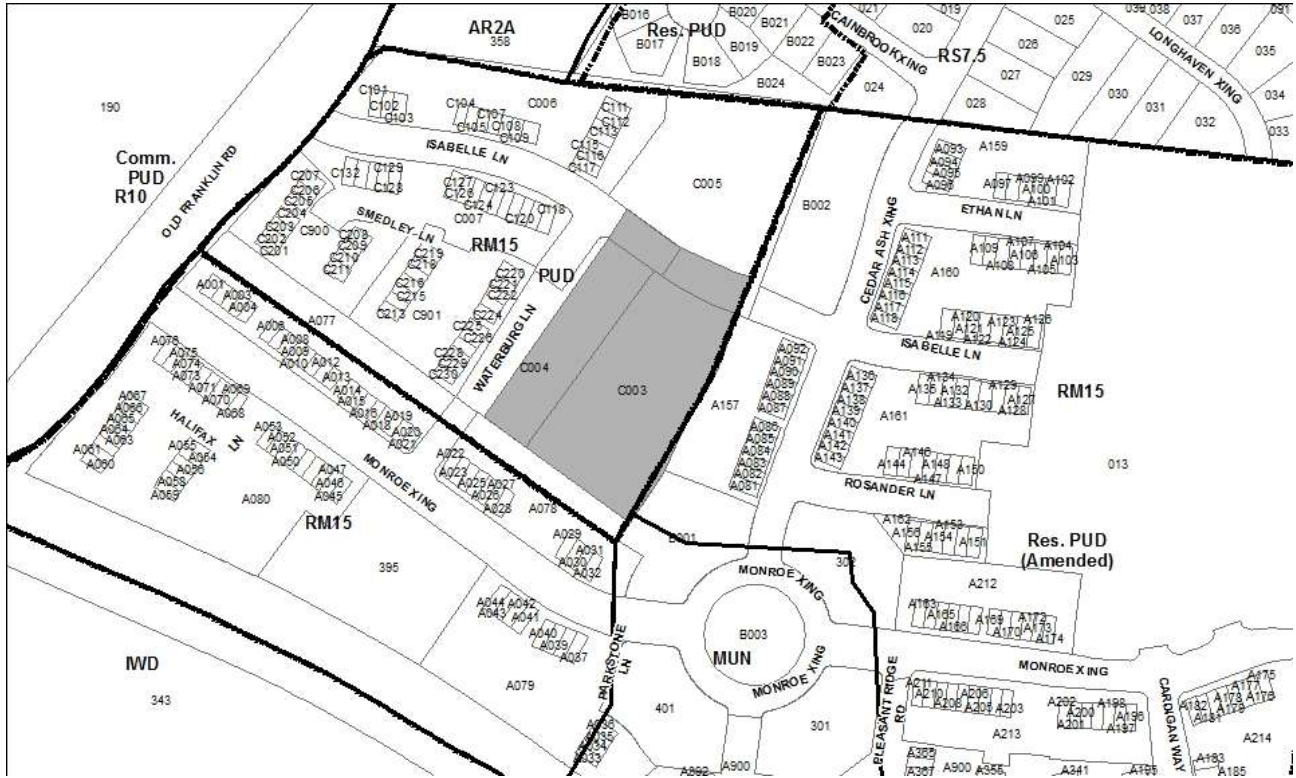
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017



2004P-015-003

MATLOCK PHASE 3A

Map 163-16-0-C, Parcel(s) 003-004, Part of Parcel 005

05, Antioch-Priest Lake

32 (Jacobia Dowell)



Project No.	Planned Unit Development 2004P-015-003
Project Name	Matlock Phase 3A
Council District	32 – Dowell
School District	6 – Hunter
Requested by	Wamble & Associates, PLLC, applicant; J2K Builders, LLC and Matlock Townhomes Owners Association, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise preliminary plan and final site plan to permit 14 residential units.

Revise PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District on properties located at Isabelle Lane (unnumbered) and Waterburg Lane (unnumbered), approximately 120 feet northeast of Monroe Crossing, zoned Multi-Family Residential (RM15) (2.82 acres), to permit 14 multi-family residential units.

Existing Zoning

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *RM15 would permit a maximum of 42 units. The allowed number of units is 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 Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

PLAN DETAILS

Metro Council approved the Matlock Planned Unit Development in 2004 for 104 residential units. In 2009, it was revised to permit a maximum of 101 units. 66 units have final site plan approval of which 61 units have been constructed. This review is for 14 units in Phase 3A. The remaining phase, Phase 3B, will include 23 units.



Metro Planning Commission Meeting 8/24/2017



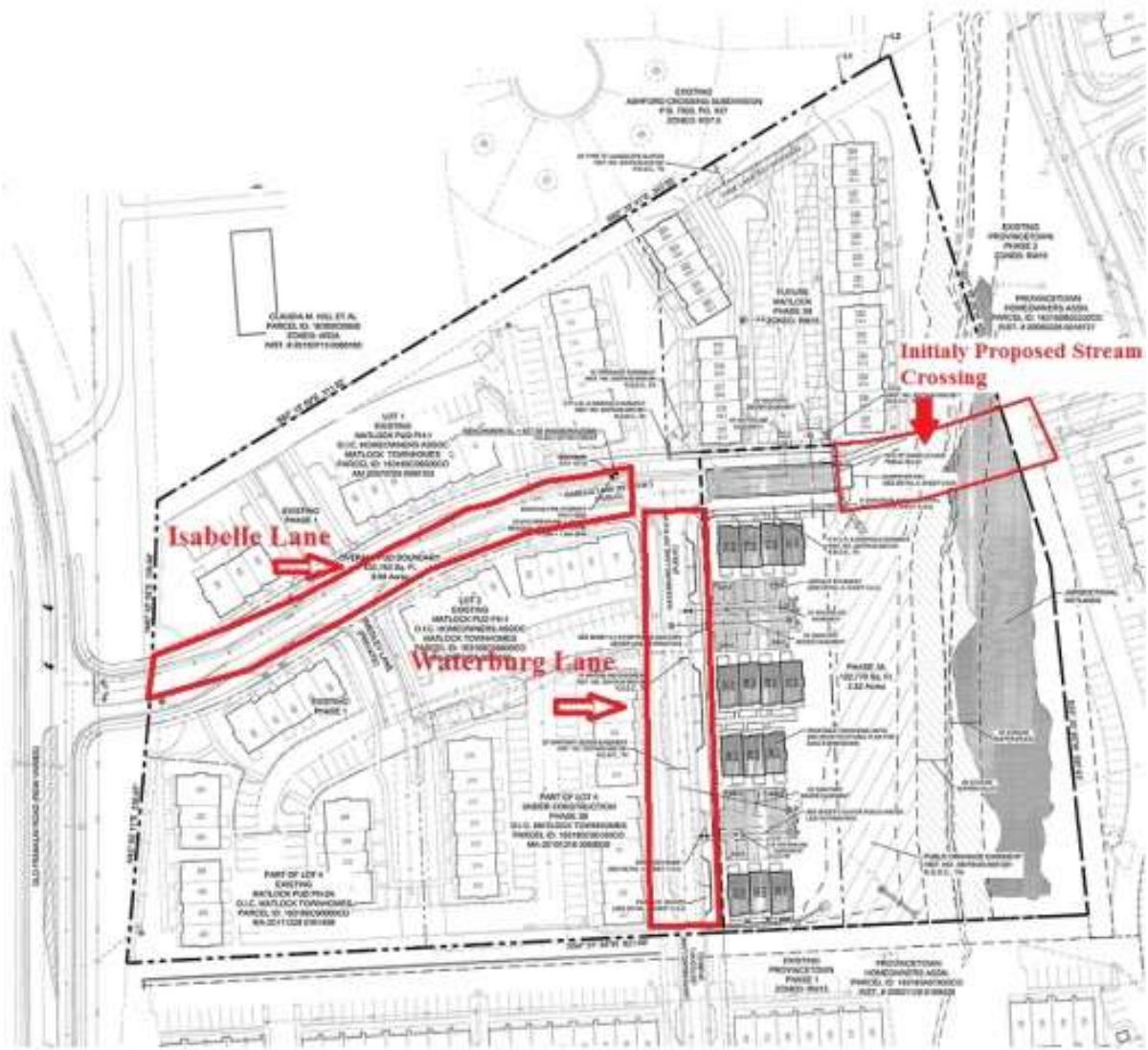
Proposed site plan



Metro Planning Commission Meeting 8/24/2017

Site Plan

The plan includes a total of 14 multi-family residential units. Parking is located behind all units. Four of the units front onto Isabelle Lane and the remaining ten units front onto courtyards or open space. Waterburg Lane will provide access to the site and is currently under construction as a part of Phase 2 of the Monroe Crossing development. Waterburg Lane connects to Monroe Crossing to the south. In order to meet goals identified within the T3 Maintenance policy, Waterburg Lane will provide additional connectivity for the vehicular network within the Monroe Crossing neighborhood.





Metro Planning Commission Meeting 8/24/2017

ANALYSIS

Section 17.40.120.F pertains to changes to an approved Planned Unit Development Overlay.

F. Changes to a Planned Unit Development District.

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

Staff finds that the proposed change is a minor modification and does not require Council approval. The revised plan is consistent with the overall plan that was approved by Council. It does not add or remove land from the PUD boundary, nor does it modify any standards or conditions approved by Council. It does not increase the overall density from what was approved by Council, and it does not add uses that are currently not permitted (which would require a zone change). It is also important to note that the revised layout is necessary to meet the new buffer requirements along the stream that runs adjacent to this site.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase

STORMWATER RECOMMENDATION

Approve

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.



Metro Planning Commission Meeting 8/24/2017

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.

TRAFFIC AND PARKING

Approve

STAFF RECOMMENDATION

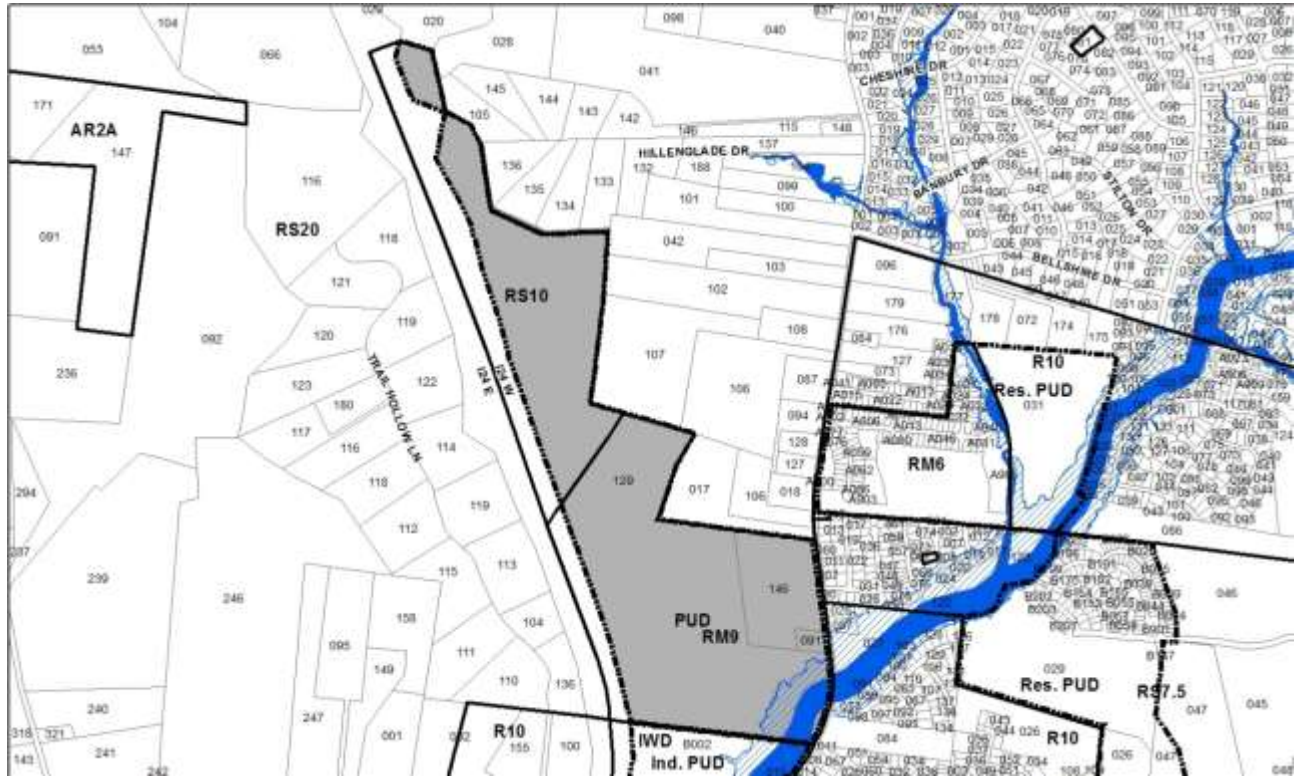
Staff recommends approval with conditions.

CONDITIONS

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



Metro Planning Commission Meeting 8/24/2017



2006P-013-001

THORNTON GROVE PUD

Map 050, Parcel(s) 091, 129, 146

02, Parkwood – Union Hill

03 (Brenda Haywood)



Project No.	Planned Unit Development 2006P-013-001
Project Name	Thornton Grove PUD (Revision)
Council District	03 – Haywood
School District	1 – Gentry
Requested by	Dale and Associates, applicant; Martha, Thomas and Beck Cone, owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revision to a PUD to permit 488 residential units where 557 are currently permitted.

Revise Preliminary PUD

A request to revise the preliminary plan for a Planned Unit Development Overlay District on property located at 3474 and 3500 Brick Church Pike and Brick Church Pike (unnumbered), west of the terminus of Northbrook Drive, zoned Multi-Family Residential (RM9) and Single-Family Residential (RS10) (189.64 acres), to permit 315 single-family residential units and 173 multi-family residential units.

Existing Zoning

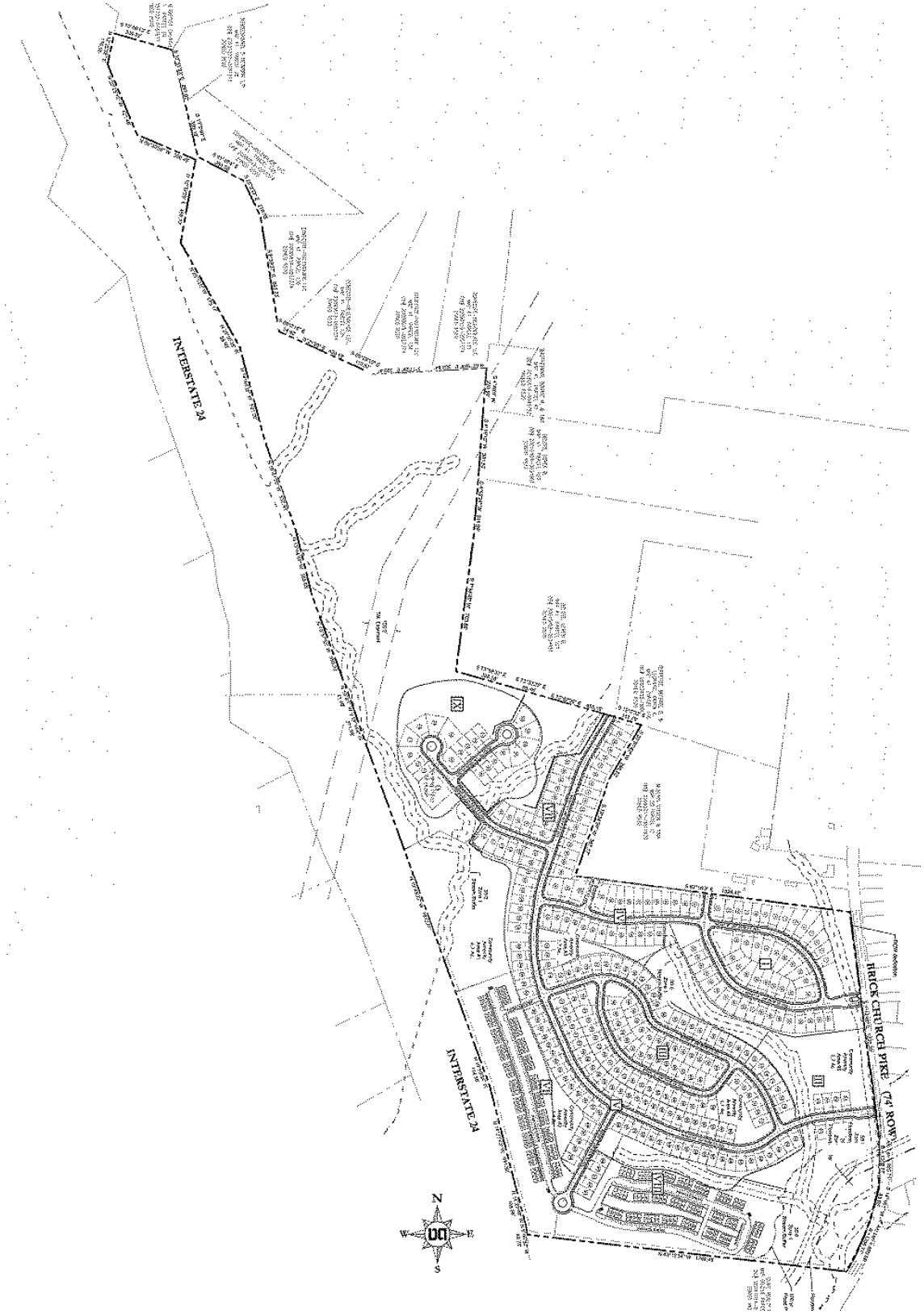
Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. *RM9 would permit a maximum of 1,067 multi-family units. The uses permitted on the property at this time are governed by the PUD, which permits a maximum of 557 residential units, including 298 multi-family residential units.*

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 224 units, subject to compliance with the standards of the Metro Subdivision Regulations. The uses permitted on the property at this time are governed by the PUD, which permits a maximum of 557 residential units, including 259 single-family residential units.*

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



Metro Planning Commission Meeting 8/24/2017



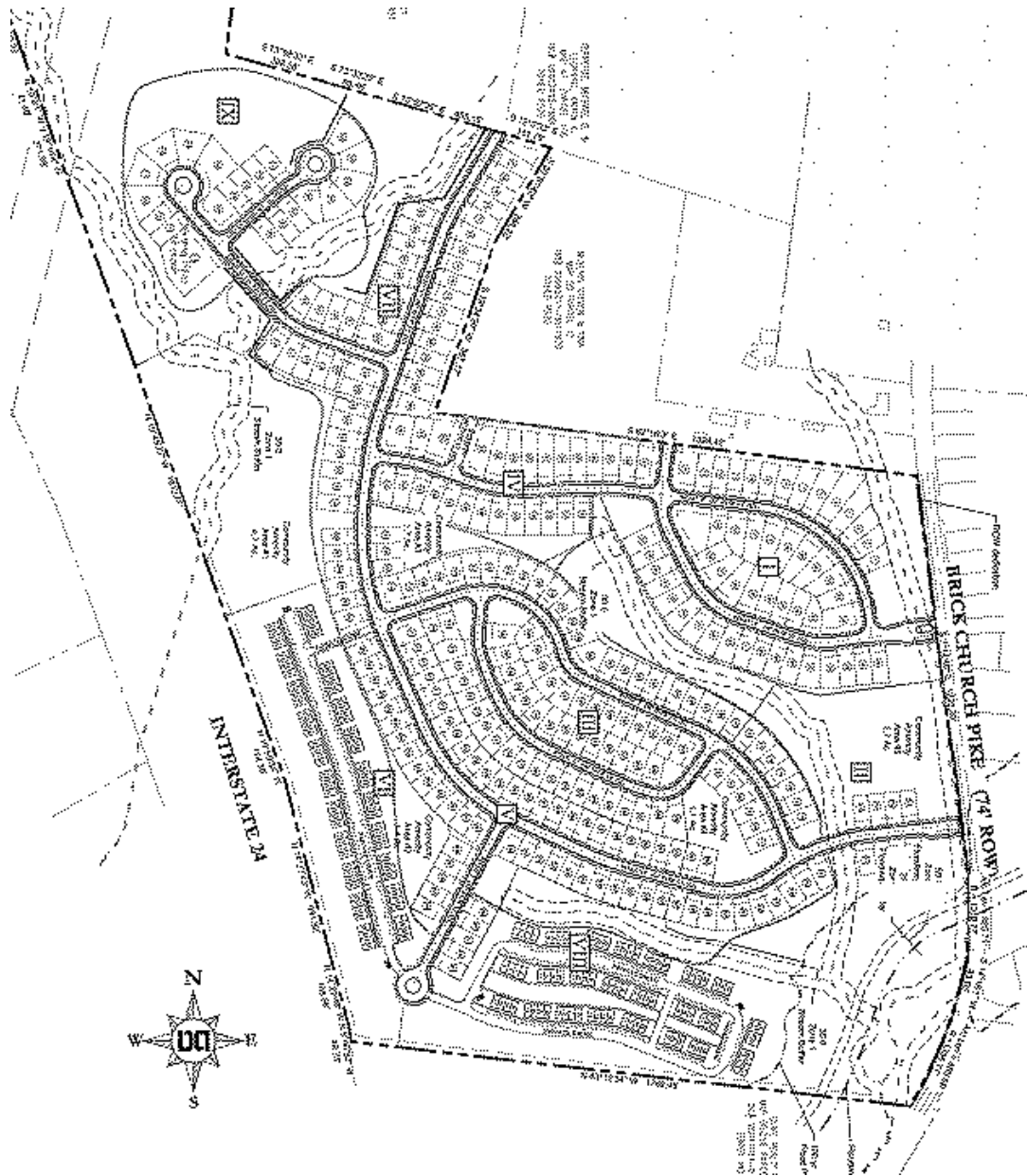
Proposed Site Plan



Metro Planning Commission Meeting 8/24/2017

PLAN DETAILS

The project site consists of 189.64 acres located west of Brick Church Pike and east of Interstate 24. The site is comprised of three parcels. The largest of the three parcels contains a National Register Eligible historic structure, the Jackson House. The smallest parcel immediately adjacent to Brick Church Pike contains an existing single-family residence. The remaining parcel is vacant.



Proposed Site Plan (Zoom)



Metro Planning Commission Meeting 8/24/2017

History

Metro Council approved the preliminary plan for the Thornton Grove PUD (originally known as Cone Place) in June of 2008 to permit a maximum of 557 dwelling units. The approved preliminary plan includes a mix of housing types, including 259 single-family dwelling units, 173 townhome units, 23 cottages, and 51 duplex lots. The cottage and townhome units are clustered in three locations within the plan—along the property frontage on Brick Church Pike, along the southern property boundary, and along the western property boundary. The duplex lots are integrated into the single-family lots throughout the plan. The approved preliminary plan includes approximately 83 acres of open space, primarily in the northern portion of the site adjacent to the interstate and in the southeast corner adjacent to North Ewing Creek.

The original preliminary plan for the PUD proposed single-family lots on the portion of the site where the National Register Eligible Jackson House is located. The preliminary plan for the PUD was approved with conditions requiring removal of three single-family lots in the vicinity of the home, to allow the home to be retained on a larger lot. Additional conditions for minimum lot size, setbacks and height were included, along with a condition that Planning staff approve revisions prior to approval of a Final PUD plan to address unresolved design issues with the cottage portion of the PUD and to ensure the creation of strong streetscapes.

Site Plan

The plan revises the PUD to reduce the maximum number of dwelling units from 557 units to 488 units. The revised plan also eliminates the cottages and duplex lots included in the original preliminary. A total of 315 single-family lots and 173 townhomes are proposed. The revisions result in an increase in the open space within the PUD, from approximately 83 acres in the approved preliminary to approximately 131.5 acres in the revised plan.

The overall site layout is generally consistent with the previously approved preliminary, with single-family lots oriented toward interior streets and townhomes clustered along the southern and western property boundaries; however, the proposed changes in housing type and the reduction in overall units have resulted in minor changes to the site layout. The original preliminary plan proposed cottages and townhome units in the eastern portion of the property along Brick Church Pike. The revised plan replaces those unit types with single-family lots and open space immediately adjacent to Brick Church Pike. The reduction in units also results in better integration of open space areas within the single-family lots and around the townhome units, where in the original preliminary plan, open space was largely consolidated on the perimeter of the development.

Vehicular access is provided via two connections to Brick Church Pike on the east and a future public road connection to adjacent property to the north. The previously approved preliminary included two future connections to the north which both stubbed out to the same parcel on either side of a stream. Removal of the second future connection with this revision will potentially reduce impacts to the stream and areas of steep slopes without affecting overall connectivity in the area. The roads within the development are public, with the exception of those serving the townhome units, which are private drives. The Major and Collector Street Plan (MCSP) calls for a six-foot sidewalk and eight-foot planting strip within 74 feet of right-of-way along the property frontage. The revised PUD plan shows additional right-of-way dedication, consistent with the MCSP, but does not depict sidewalks or a planting strip. A sidewalk and planting strip consistent with the MCSP requirements shall be provided along the full property frontage with the final PUD plan. The plan includes five-foot sidewalks and four-foot planting strips, consistent with local street standards,



Metro Planning Commission Meeting 8/24/2017

along all of the public roads proposed within the development. Sidewalks are also provided along the private drives and parking areas for the townhomes. Mulched walking trails are also proposed to provide additional pedestrian connections through the open space areas integrated throughout the development. Additionally, the revised plan proposes dedication of a new greenway easement to Metro Parks encompassing the open space adjacent to Ewing Creek in the southeast corner of the site. The easement, which was not included in the original PUD plan, will permit construction of a public greenway identified on Metro Parks' greenway plan.

The revised plan incorporates the conditions of approval included in the Council approval of the original preliminary plan. The elimination of the cottage portion of the development adjacent to Brick Church Pike resolves the design issues with the orientation and placement of those units that the applicant was required to work through. The open space incorporated along Brick Church Pike is consistent with the open character and deep setbacks of existing development on the west side of Brick Church Pike. Three single-family lots in the vicinity of the National Register Eligible Jackson House have been removed and consolidated into a single, larger lot containing the existing historic home, which will be preserved. The minimum lot size for the single-family lots within areas of RM9 base zoning is 5,000 square feet, consistent with the conditions of the previous approval. The revised plan proposes a minimum lot size of 10,000 square feet for all single-family lots in areas of RS10 base zoning. The setbacks and height limitations incorporated into the plan are also consistent with the previous conditions of approval.

ANALYSIS

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

F. Changes to a Planned Unit Development District.

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



Metro Planning Commission Meeting 8/24/2017

The revised plan is generally consistent with the concept of the approved PUD, which included both single-family dwelling units and townhomes. The revised plan includes a reduction in dwelling units and increase in open space, with the open space better integrated into the residential development and the dedication of a new greenway easement to Metro Parks. The revised plan complies with all of the conditions of approval specified in the enacting ordinance approved by Metro Council, except those which are rendered not applicable due to the removal of cottage and duplex unit types. No changes are proposed to the acreage within the PUD or the underlying zoning. The revised plan meets the conditions for Planning Commission approval of modifications to a master development plan.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Provide flow data for subdivision pre-approval.
- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Provide a signage plan.
- Comply with traffic engineer conditions.
- Update the standard detail call out for the cul-de-sac located at the terminus of Road G from ST-321 to ST-331.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- The northern project access and southern project access shall be constructed to include one entering lane and two exiting lanes, striped as a separate left turn lane and a shared through/right turn lane. Each of the exiting turn lanes should include at least 50 feet of storage. Also, the project access should be constructed with adequate turning radii for school buses, moving trucks, and delivery vehicles.
- A northbound left turn lane with at least 100 feet of storage shall be provided on Brick Church Pike at each of the project accesses. These turn lanes should be designed and constructed according to AASHTO standards. Also a four-foot shoulder shall be provided along Brick Church Pike at a minimum. These turn lanes should be constructed in conjunction with the



Metro Planning Commission Meeting 8/24/2017

construction of the project accesses. A 3 lane cross section on Brick Church Pk may be required in order to reduce weaving maneuvers.

- The guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book, indicate that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on Brick Church Pike will need to come to a stop if a vehicle turning from the project creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 445 feet. This is the distance that a motorist on one of the project accesses will need to safely complete turns onto Brick Church Pike. Initial field observations and measurements indicate that adequate sight distance is available at the project accesses. A site distance exhibit shall be submitted with final PUD site plan.
- Along the frontage of the project site, adequate right-of-way should be reserved to facilitate a future widening of Brick Church Pike to the ultimate cross-section identified by the Metro Planning and Public Works Departments.
- The analyses conducted for the purposes of this study indicate that motorists on the ramps from eastbound and westbound Briley Parkway operate with significant vehicle delays and vehicle queues under existing, background, and total projected conditions. The Developer shall conduct a signal warrant analysis at the Briley ramp intersections with Brick Church Pk prior to final PUD plan approval.
- Developer shall work with the Public Works Department to determine appropriate mitigation for Thornton Grove PUD traffic impacts at the intersection of Briley Parkway and Brick Church Pike. Prior to the submission of the first phase final PUD site plan, an agreement shall be reached with Public Works to determine developer's per rata share for roadway improvements at the Briley Parkway intersections with Brick Church Pk.
- Developer shall provide parking per metro code.
- The site's internal traffic should be controlled by stop signs as shown in the TIS. A pavement marking and signage plan shall be submitted with Final PUD site plans.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. With submittal of the PUD final site plan, the plan shall be corrected to reflect a six-foot sidewalk and 8-foot planting strip, consistent with the requirements of the Major and Collector Street Plan, along the entire property frontage along Brick Church Pike. The required sidewalk, planting strip, and associated right-of-way dedication shall be depicted and dimensioned on the plan.
2. With submittal of the PUD final site plan, the boundary of the greenway easement shall be refined, in coordination with Metro Parks, to ensure that no stormwater facilities are located within the greenway easement.
3. Comply with all conditions of Metro Public Works and Traffic and Parking.
4. All other conditions of Council Ordinance No. BL2008-159 remain in effect.
5. 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.



Metro Planning Commission Meeting 8/24/2017

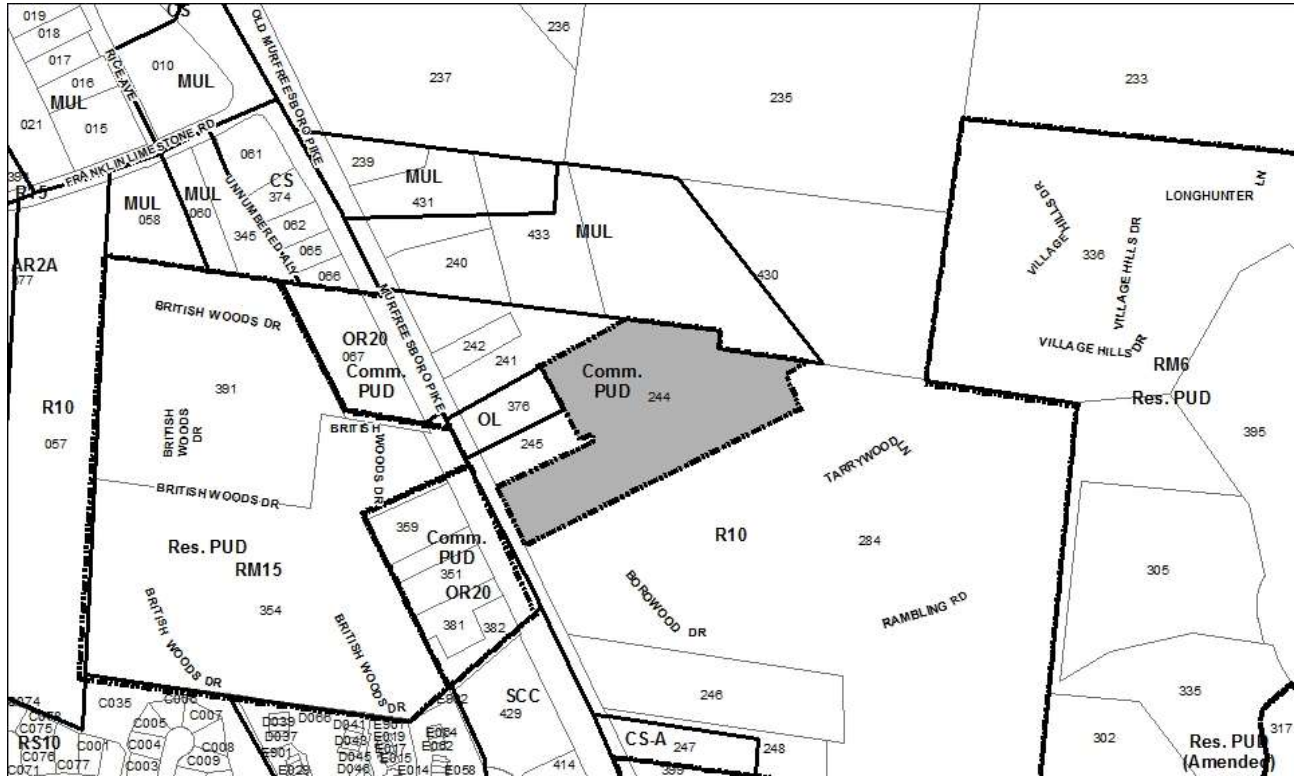
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
8. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017



4-86P-001

STORPLACE PUD

Map 135, Parcel(s) 244

13, Antioch - Priest Lake

29 (Karen Johnson)



Project No.	Planned Unit Development 4-86P-001
Project Name	Stor Place 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 the revision and final site plan and a recommendation of approval with conditions of the variance request to the Board of Zoning Appeals.</i>

APPLICANT REQUEST

Revise a PUD to permit an expansion to an existing self-service storage facility and variance from the sidewalk requirements.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval, including a variance from the sidewalk requirements, 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. *Permitted uses are as per the approved PUD include self-service storage and associated office uses.*

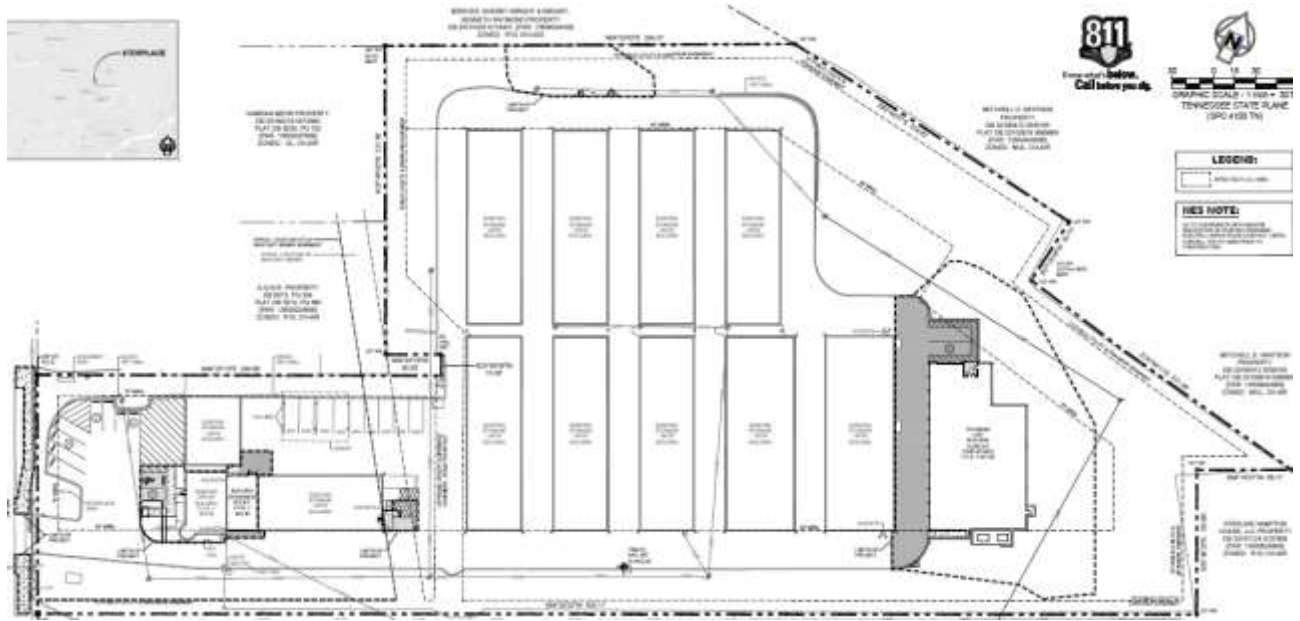
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The PUD was approved for 55,950 square feet of self-service storage and 1,600 square feet of associated office use.*

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 would permit an expansion to an existing self-service storage facility. The site is bordered by commercial uses to the north and multi-family to the south.



Metro Planning Commission Meeting 8/24/2017



Proposed Site Plan



Metro Planning Commission Meeting 8/24/2017

History

Metro Council approved this PUD in 1986, and it includes 5.7 acres. The 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 use for a total of 75,300 of self-service storage. A final site plan has not been submitted for the amended preliminary plan approved in 1995. 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. 10 parking spaces are provided on site.

Site Plan

The site currently contains a total of 60,000 square feet of self-service storage and associated office structures. 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 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.

The site currently contains 4 parking spaces which meets the parking requirement of the Metro Code. The site plan indicates 10 parking spaces will be provided when the existing structure is expanded, this exceeds the requirements of the Metro Zoning Code by 6 spaces.

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;



Metro Planning Commission Meeting 8/24/2017

- f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
- g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- 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, which 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. The proposed revision and final site plan are consistent with the overall intent of the PUD. Staff recommends approval with conditions.

Variance request

Section 17.20.120 of the Metro Code outlines the requirements for Sidewalks. Section 17.20.120 requires that expansions to existing structures which have a cost which is 25% of the assessed value must construct sidewalks as required by the Major and Collector Street Plan. Metro Codes has determined, based upon a building permit application, the cost of the proposed expansion triggers the sidewalk requirements of the Metro Code. The applicant has requested a variance from the sidewalk requirement.

Section 17.40.340 of the Metro Zoning Code states that the Board of Zoning Appeals may not consider a variance request for a sidewalk without first considering a recommendation from the Planning Commission.



Metro Planning Commission Meeting 8/24/2017

The Major and Collector Street Plan requires an 8 foot wide sidewalk and 6 foot wide planting strip. The applicant has stated that the sidewalk requirement creates a hardship on the property given the existing NES power poles located directly behind the existing sidewalk on the southern portion of the site's street frontage. Given the number of power poles and supporting cable guy wires, planning staff recommended an alternative sidewalk design as shown on the site plan. The alternative design includes a 2.5 foot grass strip and an 8 foot wide sidewalk.

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.

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 the revision and final site plan and a recommendation of approval with conditions of the variance request to the Board of Zoning Appeals.

CONDITIONS

1. Recommend approval of the variance request to the Board of Zoning Appeals with the alternate design of 2.5 foot grass strip and 8 foot sidewalk.
2. Applicant to work with Planning and MTA to relocate the existing bus stop on the south side of the driveway to an appropriate distance north of the driveway meeting MTA's stop placement policies. This design shall maintain the 8' sidewalk width and may require elimination of portions of the grass strip in this area.
3. 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.
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.



Metro Planning Commission Meeting 8/24/2017

5. 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.



Metro Planning Commission Meeting 8/24/2017

6.

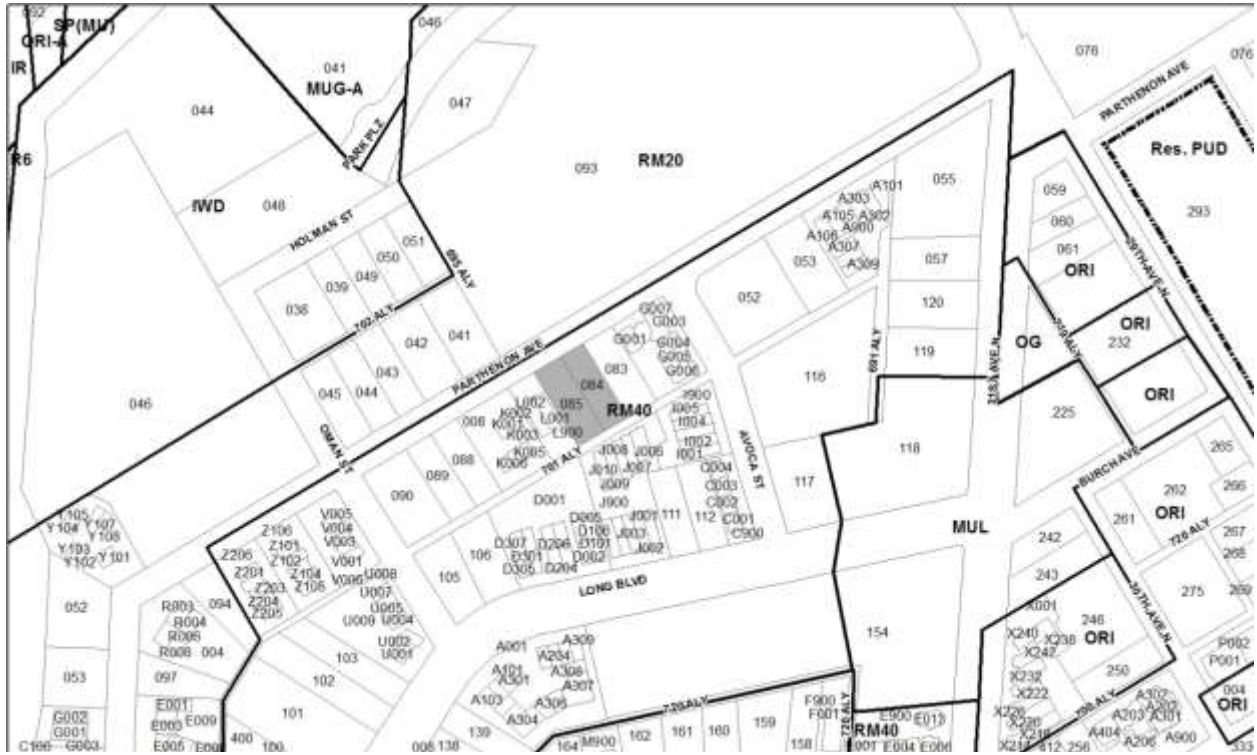
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9. **SEE NEXT PAGE**



Metro Planning Commission Meeting 8/24/2017



2005UD-006-031

THE TOWNHOMES AT PARTHENON

Map 104-02, Parcel(s) 084-085

10, Green Hills – Midtown

21 (Ed Kindall)



Project No.	UDO Modification2005UD-006-031
Project Name	Townhomes at Parthenon
Council District	21 – Kindall
School District	8 – Pierce
Requested by	Civil & Environmental Consultants, Inc, applicant; R2I, LLC, owner.
Staff Reviewer	Saliki
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Modification to the build-to standard of the 31st Avenue and Long Boulevard Urban Design Overlay.

UDO Major Modification

A request for a modification to the build-to standard of the 31st Avenue and Long Boulevard Urban Design Overlay (UDO), to permit three townhouses in a seven townhouse development to exceed the front build-to by approximately 80 feet for property at 3131 and 3133 Parthenon Avenue.

Existing Zoning

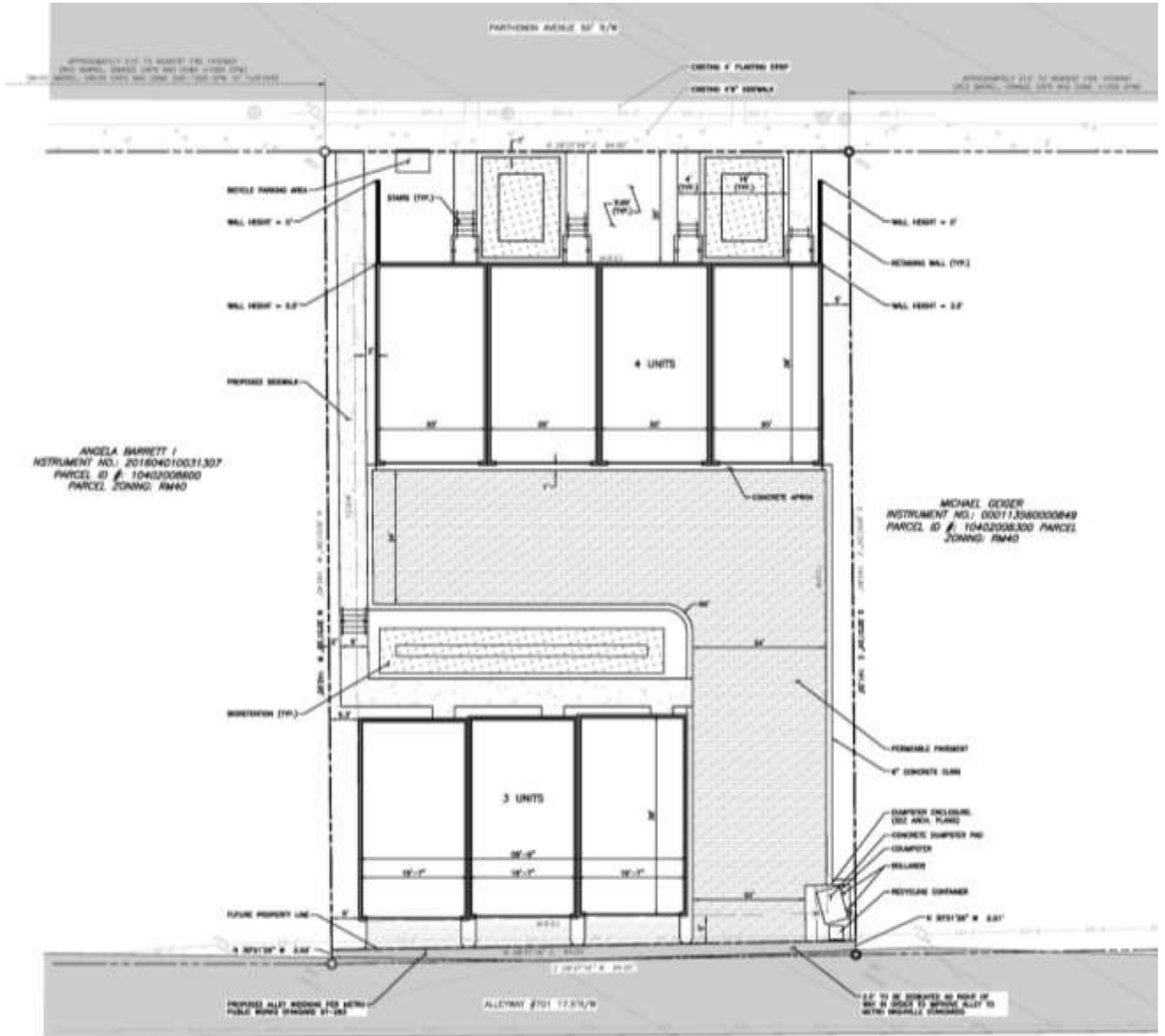
Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre. *RM40 would permit a maximum of 12 units.*

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

The property is located in the G-3 General Sub-district area, west of 31st Avenue North. It is predominantly residential and is intended to remain so. High intensity zoning is offset with design standards that create a consistent streetscape, without sacrificing variety in housing type and design. Approximately three story buildings are permitted along portions of Parthenon Avenue. Permitted building types in the G-3 General Sub-district include: flats, courtyard flats, townhouses, cottages, and houses.



Metro Planning Commission Meeting 8/24/2017



Proposed Site Plan



Metro Planning Commission Meeting 8/24/2017

PLAN DETAILS

The project consists of 7 three-story townhouses, each with two car garages. Four units front Parthenon Avenue and three units are located interior to the site, with their front facades facing the backs of the street facing units. Vehicular access is taken from a rear alley.

MODIFICATION REQUEST DETAILS

The applicant is requesting a modification to increase the required build-to standard:

1) Front Build-to

UDO requirement: 100 percent of façade built to 20 feet from front property line. Balconies, porches, stoops and other architectural features may encroach to within 10 feet of the front property line, but all such encroachments combined shall not exceed 60 percent of the façade width.

Modification Request: To increase the required build-to for three interior units from 20 feet to 100 feet.

ANALYSIS

The property is located midblock on the south side of Parthenon Avenue. The property has a 94 foot frontage on Parthenon Avenue and a rear alley. The property has a major change in topography, sloping down approximately 14 feet from the street to the alley.

For the townhouse building type, the UDO requires 100 percent of the façade built to 20 feet from the front property line. The four street facing units meet this standard and the three rear interior units exceed the standard by 80 feet. The rear interior units face the back of the street facing units and front onto an 8-foot wide bioretention area and a 24-foot wide driveway. The space between the front and rear units is 45 feet wide and functions as a shared court space. The proposed shared court space does not meet the UDO standards, which excludes parking and drive aisles located within the space. The applicant has not identified any unique property hardships to staff that would warrant granting the modification. Moreover, the UDO Design Review Committee convened on August 7, 2017 and voted (5 - 0) to recommend disapproval of the modification as proposed.

UDO DESIGN REVIEW COMMITTEE RECOMMENDATION

- Disapprove the modification to the build-to standard as proposed.

STAFF RECOMMENDATION

Staff recommends disapproval of the modification as proposed. The proposed development does not meet the intent of the UDO for a pedestrian friendly environment with buildings that front on streets or open space.



Metro Planning Commission Meeting 8/24/2017



2017Z-078PR-001
Map 092-10, Parcel(s) 133
8, North Nashville
21 (Ed Kindall)



Project No. Zone Change 2017Z-078PR-001
Council District 08 – Kindall
School District 5 - Buggs
Requested by Land Development Solutions, applicant; Art Vandalay Real Estate, LLC, owner.

Staff Reviewer Birkeland
Staff Recommendation Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 2814 Georgia Ave, approximately 335 feet west of 28th Avenue North (0.22 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

Proposed Zoning

One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *The Department of Codes Administration has determined that R6-A would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

R6-A zoning is supported by the T4 Urban Neighborhood Evolving policy. The proposed zone change would allow up to two units on this lot. The neighborhood is a mixture of one and two family residential uses. The site is approximately 330 feet from 28th Avenue North, an active corridor. Bus service runs along 28th Avenue North and a bus stop is located north of Georgia



Metro Planning Commission Meeting 8/24/2017

Avenue, approximately 660 feet from the site. Therefore, this zone change would add diversity of housing at appropriate locations in the neighborhood.

ANALYSIS

The property is located along the north side of Georgia Avenue, west of 28th Avenue North. The existing zoning allows for a single-family residential unit only. The neighborhood consists of a mixture of one and two family residential uses. Along Georgia Avenue are primarily single-family residential uses. While this site located midblock, it is located along a built alley and approximately 330 feet from the corridor to the east. The site is located close to a transit route and a bus stop. Staff recommends approval as the T4 Urban Neighborhood Evolving Policy supports more housing choices, and this site is located close to a corridor and adjacent to transit service. The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment.

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

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed zoning district will generate no additional students beyond what would be generated under the existing RS5 zoning district. Students would attend Schwab Elementary School, Here Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? No. The new zoning will only allow for two dwellings. That doesn't provide flexibility to work in affordable housing.
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

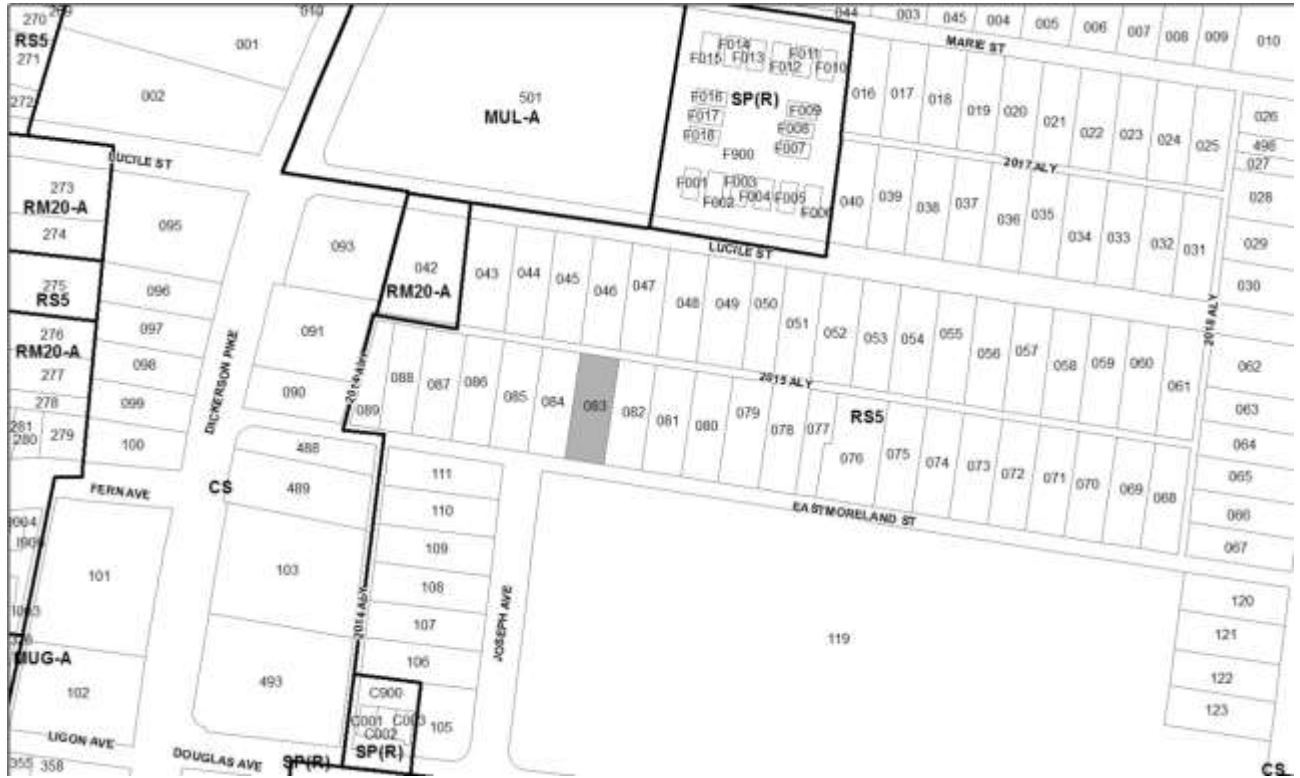
Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy.



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Metro Planning Commission Meeting 8/24/2017



2017Z-082PR-001
Map 071-15, Parcel(s) 083
5, East Nashville
5 (Scott Davis)



Project No.	Zone Change 2017Z-082PR-001
Council District	05 – S. Davis
School District	5 - Buggs
Requested by	Councilmember Scott Davis, applicant; James Keesee, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 113 Eastmoreland Street, approximately 30 feet northeast of Joseph Avenue (0.17 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

Proposed Zoning

One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *The Department of Codes Administration has determined that R6-A would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

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.

Consistent with Policy?

R6-A zoning is supported by the T4 Urban Neighborhood Evolving policy in this location. The proposed zone change would allow up to two units on this lot. The neighborhood is primarily single-family residential uses. The site is approximately 500 feet from the Dickerson Pike corridor. Bus service runs along Dickerson Pike and a bus stop is located at the corner of Dickerson Pike and Eastmoreland Street, approximately 520 feet from the site. Therefore, this zone change would add



Metro Planning Commission Meeting 8/24/2017

diversity of housing at appropriate locations in the neighborhood.

ANALYSIS

The property is located along the north side of Eastmoreland Street, east of Dickerson Pike. The existing zoning allows for a single-family residential unit only. The neighborhood consists of primarily single-family residential uses. The site is located approximately 450 feet from the corridor to the west. The site is located close to a transit route and a bus stop. Staff recommends approval as the T4 Urban Neighborhood Evolving Policy supports more housing choices, and this site is located close to a corridor and adjacent to transit service. The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment.

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

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed zoning district will generate no additional students beyond what would be generated under the existing RS5 zoning district. Students would attend Schwab Elementary School, Here Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

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

CONDITIONS

1. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.



SEE NEXT PAGE



Metro Planning Commission Meeting 8/24/2017



2017Z-086PR-001
Map 071-14, Parcel(s) 089
03, Bordeaux – Whites Creek
02 (DeCosta Hastings)



Project No.	Zone Change 2017Z-086PR-001
Council District	02 - Hastings
School District	1 - Gentry
Requested by	LMI Development Group, applicant; Claudell Vaughn and Shirley Carter, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

A request to rezone from RS5 to R6

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two Family (R6) zoning on property located at 130 Fern Avenue, approximately 55 feet southeast of Weakley Avenue (0.17 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

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 including 25 percent duplex lots. *The Department of Codes Administration has determined that R6 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

BORDEAUX – WHITES CREEK_NAME COMMUNITY PLAN

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

Consistent with Policy?

Yes. The rezoning to R6 is consistent with the Urban Neighborhood Evolving policy and is appropriate given the site’s location in an urban area. The rezone would meet the goals of the policy by placing a moderate level of density in close proximity to Baptist World Center Drive, a collector street.



Metro Planning Commission Meeting 8/24/2017

ANALYSIS

This request is consistent with the policy for the area and is appropriate given the surrounding land use pattern, and neighborhood evolving policy. The proposed rezoning provides the potential for increased housing supply and increased housing choice. The parcel contained in this rezoning is located within 350 feet of Baptist World Center Drive, a collector street, which contains an existing MTA bus route. An MTA bus stop is located at the intersection of Baptist World Center Drive and Weakley Avenue 360 feet to the southwest. This will provide a choice of transportation for future residents of this site.

This property is located within a Neighborhood Evolving policy area that has included a number of rezoning proposals within the last several years. As noted above, evolving policy supports a diversity of housing, and it may support more intense uses, depending on locational characteristics, such as proximity to transit. To determine whether this proposal meets an appropriate balance for housing diversity, staff analyzed this proposal with the existing duplexes and single-family homes within the policy area. Staff also accounted for two other proposals for R6 within this evolving policy area. Staff finds that this proposal does not result in an overconcentration of duplexes for this evolving area. Future proposals will also be evaluated to ensure that an appropriate balance of housing diversity is promoted within this community.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.17	8.71 D	1 U	10	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.17	7.26 D	1 U	10	1	2

*Based on two-family lots



Metro Planning Commission Meeting 8/24/2017

Traffic changes between maximum: **RS5 and R6**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 1 Elementary 1 Middle 1 High

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

The proposed zone change would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? No
2. If so, how many and what is the percentage of the entire development? None
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? None.

STAFF RECOMMENDATION

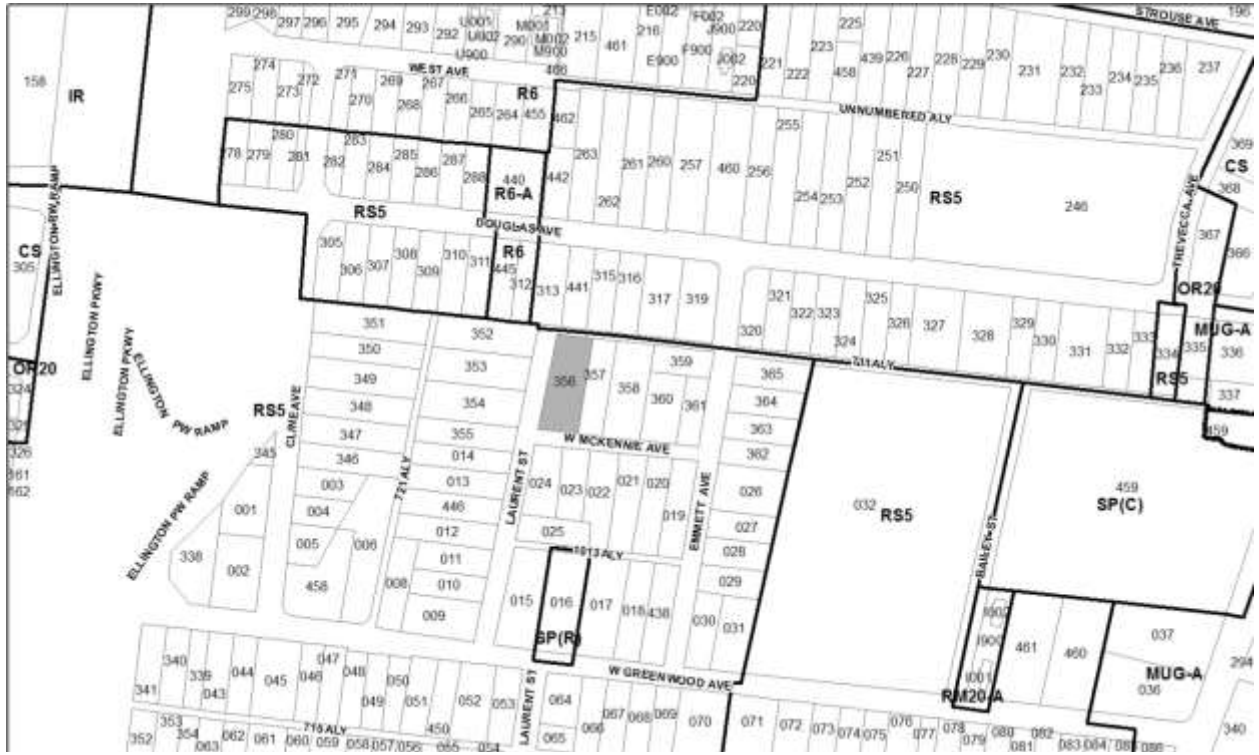
Staff recommends approval with conditions as this request is consistent with the policy in this location.

CONDITIONS

1. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.



Metro Planning Commission Meeting 8/24/2017



2017Z-087PR-001
Map 072-13, Parcel(s) 356
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2017Z-087PR-001
Council District	05 – Davis
School District	5 – Buggs
Requested by	Councilmember Scott Davis, applicant; Charlotte Grant and Katrina Fierson, owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 1001 West McKennie Avenue, at the northeast corner of Lauren Street and West McKennie Avenue (0.34 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 2 units.*

Proposed Zoning

One and Two-Family Residential (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *The Metro Codes Department has confirmed that R6-A would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on these properties.*

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. A clear development pattern has been established throughout this neighborhood. The lot is located in the interior of a Neighborhood Maintenance area which primarily consists of single-family land uses with a few two-family units. The request is inconsistent with the goals of the T4 Urban Neighborhood Maintenance Policy at this location. The policy states that edges of T4 NM areas are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, and building placement. The existing zoning of RS5 is appropriate given the location and surrounding neighborhood characteristics and will provide for infill development consistent with the surrounding properties. Rezoning to R6-A would allow higher density development in a predominantly single-family residential neighborhood where there is an expressed interest in



Metro Planning Commission Meeting 8/24/2017

maintaining the existing developed condition. R6-A zoning is not consistent with the T4 Neighborhood Maintenance policy at this location.

ANALYSIS

The property is located on approximately 0.34 acres at 1001 West McKennie Avenue, at the northeast corner of Lauren Street and West McKennie Avenue. The site is located in an existing neighborhood with an established street network and single-family residential character. The site contains two existing single-family dwellings with an improved alley to the north. Surrounding properties are predominantly developed with single-family residential uses.

Rezoning to R6-A would allow two additional residential units for a maximum of 4 units at this site. The proposed density is inconsistent with both the existing neighborhood character and the policy. The T4 NM policy may support R6-A depending on the surrounding land use pattern and locational characteristics, such as proximity to transit. However, R6-A zoning is not appropriate given the location and surrounding land uses.

FIRE MARSHAL RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.34	8.71 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.34	7.26 D	2 U	20	2	3

Traffic changes between maximum: **RS5 and R6-A**

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



Metro Planning Commission Meeting 8/24/2017

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed R6-A zoning district could generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

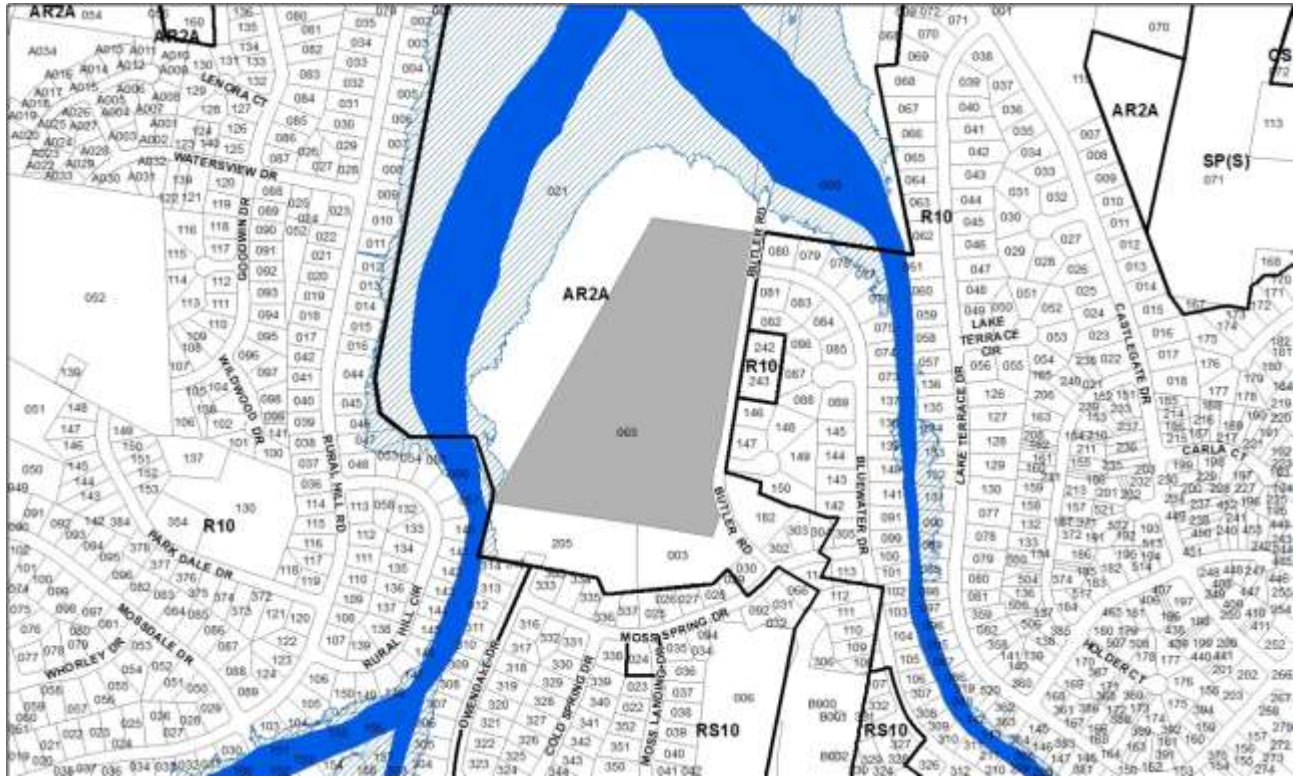
1. Will this project include any affordable or workforce housing units? No
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? None.

STAFF RECOMMENDATION

Staff recommends disapproval as the request is not consistent with the T4 Neighborhood Maintenance policy in this location.



Metro Planning Commission Meeting 8/24/2017



2017Z-088PR-001

Map 136, Parcel(s) 065

13, Antioch – Priest Lake

29 (Karen Y. Johnson)



Project No.	Zone Change 2017Z-088PR-001
Council District	29 – Johnson
School District	7 – Pinkston
Requested by	Gresham Smith and Partners, applicant; Margaret Neal, owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Zone change from AR2a to RS10

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10) zoning on property located at 3612 Butler Road, west of the terminus of Bluewater Drive (14.3 acres)

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 7 lots with 1 duplex lot for a total of 8 units, based on acreage only. Application of the Subdivision Regulations may result in fewer 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. *RS10 would permit a maximum of 52 lots, based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

ANTIOCH-PRIEST LAKE

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

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T3 Suburban Neighborhood Maintenance policy as it ensures future development of the site will be harmonious with the surrounding properties while retaining the existing single-family character of the neighborhood. Rezoning to RS10 will allow the property to be developed at higher density without disrupting the established development pattern in the area. Additionally, the proposed rezoning will create opportunities for increased vehicular, pedestrian, and bicycle connectivity.



Metro Planning Commission Meeting 8/24/2017

ANALYSIS

The property is located on 14.3 acres on the west side of Butler Road, west of the terminus of Bluewater Drive, in an area with an existing suburban character. Surrounding properties to the south and east are developed with single-family uses while properties to the north and west are undeveloped. A portion of the site contains an existing single-family residence while the majority of property is vacant. The proposed rezoning is consistent with the existing community plan policy and the suburban character of the immediate neighborhood. Additionally, the development of the site will allow opportunities for increased connectivity while maintaining the existing development pattern of the area. A Standard-C landscape buffer with a minimum width of 20 feet would be required along zoning boundaries.

Sidewalks that meet the Major and Collector Street Plan standards will be required with the development 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: **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)	14.3	0.5 D	7 U	67	6	8

Maximum Uses in Proposed 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)	14.3	4.35	62 U	670	54	70

Traffic changes between maximum: **AR2a and RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+55 U	603	48	62



Metro Planning Commission Meeting 8/24/2017

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 4 Elementary 3 Middle 4 High

Projected student generation proposed RS10 district: 8 Elementary 6 Middle 7 High

The proposed RS10 zoning is expected to generate 10 more students than the existing AR2a zoning. Students would attend Smith Springs Elementary School, J.F. Kennedy Middle School and Antioch High School. There is capacity for additional students in Smith Springs Elementary and J.F. Kennedy Middle School. Antioch High school is identified as being full. There is capacity for additional High School students within the adjacent cluster. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

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

STAFF RECOMMENDATION

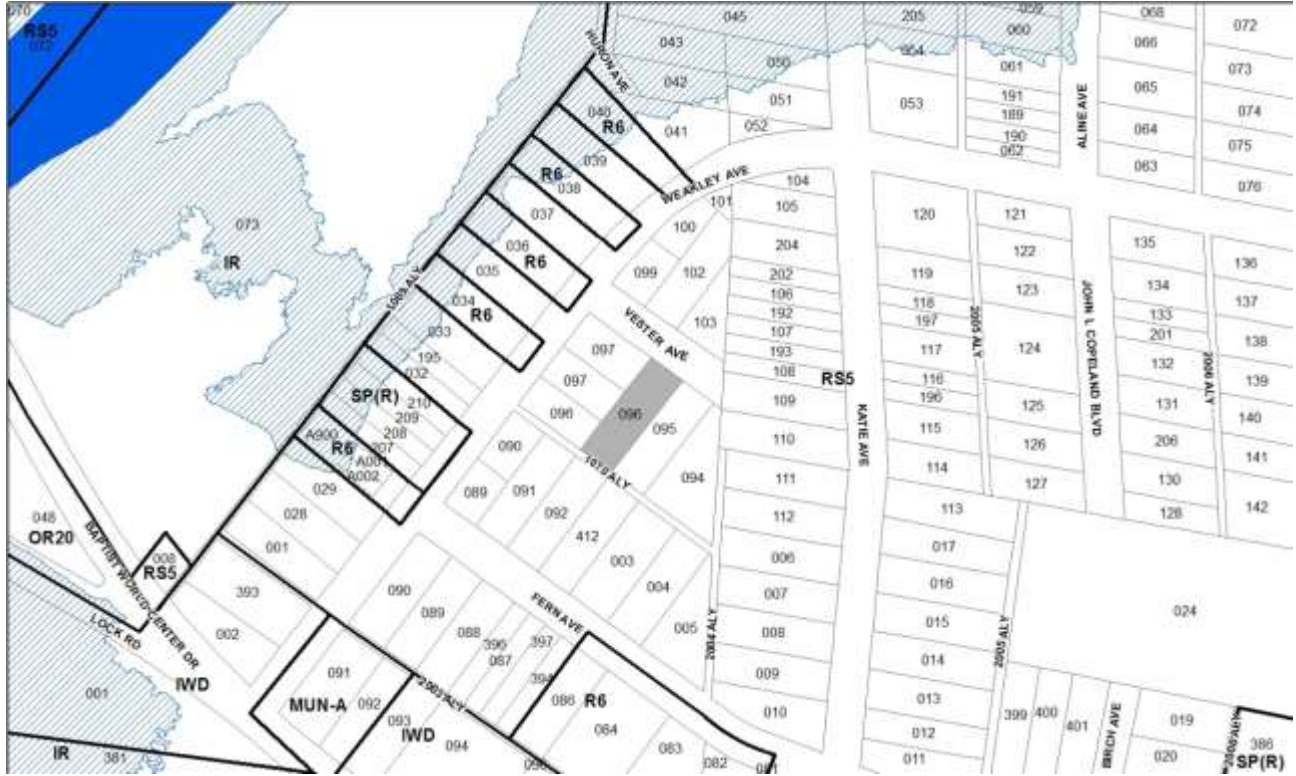
Staff recommends approval with conditions as the request is consistent with the T3 Suburban Neighborhood Maintenance policy of the Antioch–Priest Lake Community Plan.

CONDITIONS

1. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.



Metro Planning Commission Meeting 8/24/2017



2017Z-090PR-001
Map 071-10, Parcel(s) 096
03, Bordeaux – Whites Creek
02 (DeCosta Hastings)



Project No.	Zone Change 2017Z-090PR-001
Council District	02 - Hastings
School District	1 - Gentry
Requested by	Red River Development, applicant; William Wallis, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Rezone from RS5 to R6.

Zone Change

A request to rezone from Single Family Residential (RS5) to One and Two-Family (R6) zoning on property located at 610 Vester Avenue, approximately 100 feet southeast of Weakley Avenue (0.18 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

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 including 25 percent duplex lots. *R6 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

BORDEAUX – WHITES CREEK NAME COMMUNITY PLAN

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

Consistent with Policy?

Yes. The rezoning to R6 is consistent with the Urban Neighborhood Evolving policy and is appropriate given the site’s location in an urban area. The rezoning would meet the goals of the policy by placing a moderate level of density in close proximity to Baptist World Center Drive, a collector street.



Metro Planning Commission Meeting 8/24/2017

ANALYSIS

This request is consistent with the policy for the area and is appropriate given the surrounding land use pattern. The proposed rezoning provides the potential for increased housing supply and increased housing choice. The parcel contained in this rezoning are all located with 750 feet of Baptist World Center Drive, a collector street, which is an existing MTA bus route. An existing MTA bus stop is located approximately 775 feet to the southwest of this site. This will provide a choice of transportation for future residents of this site.

This property is located within a Neighborhood Evolving policy area that has included a number of rezoning proposals within the last several years. As noted above, evolving policy supports a diversity of housing, and it may support more intense uses, depending on locational characteristics, such as proximity to transit. To determine whether this proposal meets an appropriate balance for housing diversity, staff analyzed this proposal with the existing duplexes and single-family homes within the policy area. Staff also accounted for two other proposals for R6 within this evolving policy area. Staff finds that this proposal does not result in an overconcentration of duplexes for this evolving area. Future proposals will also be evaluated to ensure that an appropriate balance of housing diversity is promoted within this community.

FIRE DEPARTMENT RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

N/A

WATER SERVICES

N/A

PUBLIC WORKS RECOMMENDATION

N/A

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.18	8.71 D	1 U	10	1	2

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

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



Metro Planning Commission Meeting 8/24/2017

Traffic changes between maximum: **RS5 and R6**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 1 Elementary 1 Middle 1 High

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

The proposed zone change would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. This information is based upon data from the school board last updated November 2016.

AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)

1. Will this project include any affordable or workforce housing units? No
2. If so, how many and what is the percentage of the entire development? None
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? None.

STAFF RECOMMENDATION

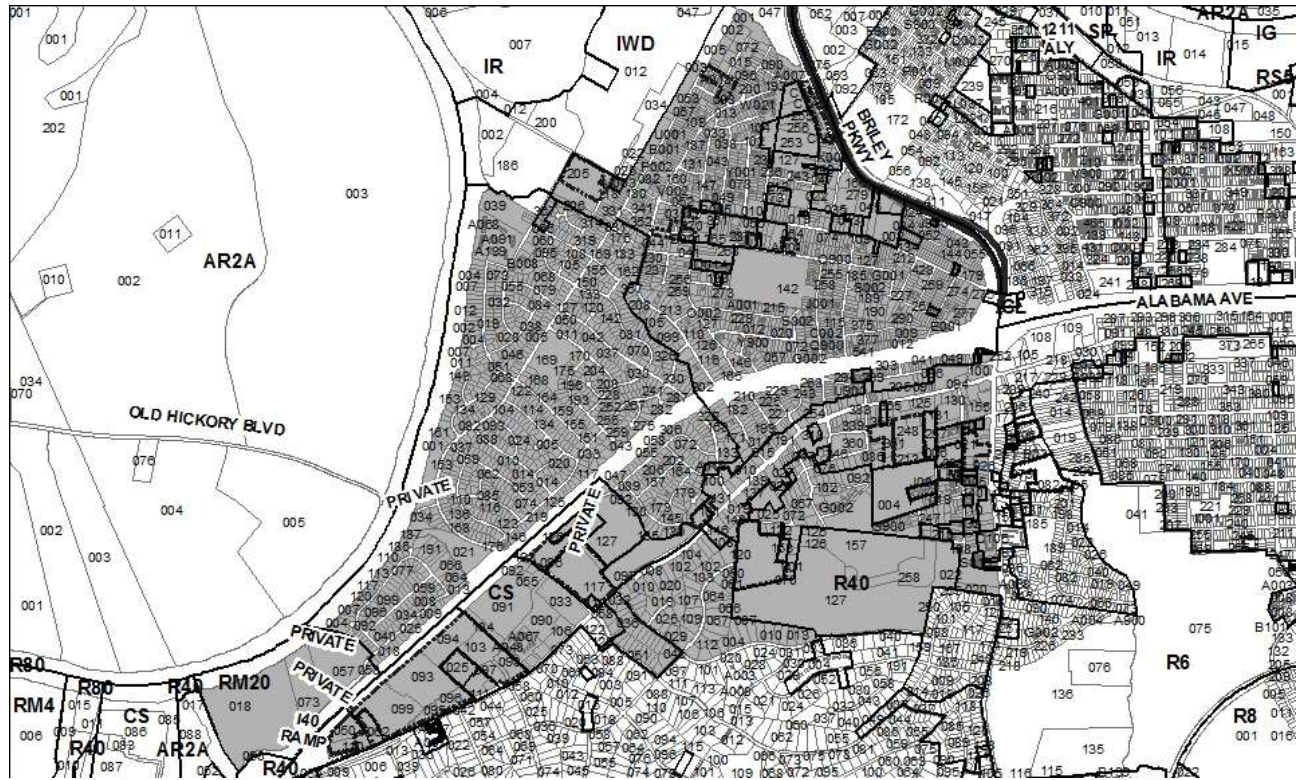
Staff recommends approval with conditions as this request is consistent with policy at this location.

CONDITIONS

1. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.



Metro Planning Commission Meeting 8/24/2017



2017Z-091PR-001

Various Maps, Various Parcels

06, Bellevue

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Zone Change 2017Z-091PR-001
Council District	20 – Roberts
School District	9 – Frogge
Requested by	Councilmember Mary Carolyn Roberts.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change to apply the Urban Zoning Overlay.

Zone Change

A request to expand the Urban Zoning Overlay District to various properties located between Cabot Drive and Briley Parkway, from Knob Road north to Annex Avenue, (1,591.06 acres).

Proposed Zoning

Urban Zoning Overlay (UZO) The intent of the UZO district is to preserve and protect existing development patterns that predate the mid-1950s in portions of Metro Nashville that were originally developed before that time and to ensure the compatibility of new development in those older portions of the city. In addition, the UZO district is intended to promote reinvestment in areas of Metro Nashville originally developed before the mid-1950s by modifying development standards that could add unnecessary expense without improving the safety or compatibility of resulting development. The UZO is also intended to implement provisions of adopted plans that call for particular areas to evolve to a development pattern characterized predominantly by lot sizes, street patterns, and alley systems commonly used before the mid-1950s.

**BELLEVUE COMMUNITY PLAN
WEST NASHVILLE COMMUNITY PLAN**

Existing Policies

The area proposed for application of the UZO includes properties located within numerous land use policies. The majority of the area is within the T3 Suburban or T4 Urban transect. Policies in those transects present in the UZO application area include: T3 and T4 Neighborhood Maintenance, T3 and T4 Neighborhood Evolving, T4 Mixed Use Neighborhood, T4 Neighborhood Center, T3 and T4 Community Center, T3 Residential Corridor, and T3 Mixed Use Corridor. There are also properties within the UZO application area located within Civic, District Impact, and Open Space policies. Conservation policy, which recognizes the presence of streams, floodplains, slopes and other sensitive environmental features, is present throughout the UZO application area.

Consistent with Policy?

The standards of the UZO vary depending on the use and existing zoning, and therefore, the UZO is consistent with a broad range of policy goals in each of the various applicable policies. The intent of the UZO is consistent with the goals of Neighborhood Maintenance areas to preserve and protect existing, established development patterns. The UZO also results in a limitation on height of one- and two-family dwellings that helps keep new development more consistent with existing houses.



Metro Planning Commission Meeting 8/24/2017

One of the effects of UZO application is that under the new sidewalk ordinance, the UZO is a trigger for sidewalk requirements for new single-family or one- and two-family residential construction. This is consistent with the goals of the Neighborhood Maintenance, Neighborhood Evolving, and Mixed Use Neighborhood policies to enhance pedestrian connectivity and create a more complete multi-modal transportation network.

In multi-family, office, commercial and mixed use districts, the UZO allows for alternative street setbacks which may allow buildings to be built closer to the street. This is consistent with goals in several policies to have buildings address the street in order to activate the pedestrian realm and create more walkable neighborhoods. Reduced parking requirements and parking adjustments are available for many uses, particularly when the site is close to a bus route or in a mixed use area with a connected sidewalk network that encourages walkability. The reduced parking requirements may support transit service and could reduce impervious surface on sites, especially areas in Conservation policy with sensitive environmental features.

ANALYSIS

The UZO district was originally adopted in 2000 and was created to improve the way development in older urban areas of Nashville is regulated. The zoning code in place at the time was primarily designed for development with a newer, more suburban development pattern. In many cases, application of the standards to older, existing urban areas of the county resulted in nonconformities or in new development that was inconsistent with the existing urban pattern. The UZO is intended to preserve and enhance urban developed areas, encourage reinvestment, and also to achieve community goals for creating more walkable neighborhoods with good connectivity for vehicles, pedestrians and transit. All of these goals are currently formally established in NashvilleNext and the individual community plans.

The UZO was originally applied to a large portion of Nashville's urban core, based loosely on the 1956 boundary of the City of Nashville. Since that time, the UZO has been expanded in some areas, most recently in 2007, when the UZO was applied to a series of neighborhood centers along Riverside Drive in East Nashville. The UZO is an overlay; its application does not change the base zoning or existing entitlements on any property. The standards of the UZO vary by zoning district and, in the case of parking requirements, by use, but generally address the placement and size of buildings, amount and location of parking, and landscaping.

The current request proposes application of the UZO to approximately 4,200 parcels in west Nashville and the eastern portion of the Bellevue area. The properties included in the proposal span a range of zoning districts, from low density single-family or one and two-family residential to higher intensity commercial and industrial zoning districts. The implications of application of the UZO will vary from parcel to parcel, depending on the existing zoning and the development proposed. Some of the properties in the area are currently zoned Specific Plan or are within a Planned Unit Development overlay. The effects of the UZO on those properties are limited, as the Specific Plan or PUD will continue to govern the development of those properties.



Metro Planning Commission Meeting 8/24/2017

In single-family or one and two-family residential districts, the primary effect of the UZO is a limitation on height. The UZO limits height to three stories in 45 feet plus a seven foot foundation, where the single-family and one and two-family zoning districts limit height to three stories without a specific limitation in feet. Additionally, pursuant to the standards of BL2016-493, the sidewalk ordinance that took effect in July 2017, the UZO serves as a trigger for sidewalks with single-family or one and two-family residential new construction.

For multi-family, office, and commercial uses, the effects of the UZO are more varied and depend on context. Generally, the UZO allows for alternative street setbacks and building height, subject to certain conditions, as well as for reduced parking requirements or adjustments to parking based on proximity to transit and complete sidewalk networks. The UZO also includes specific standards for landscape buffer yards and the landscaping of parking lots that vary from those of the base zoning districts.

The area proposed for application of the UZO is contiguous to the existing boundary of the UZO to the east. Although portions of the area proposed for application of the UZO were platted or developed after the mid-1950s, the majority of the area has an established development pattern of small to moderately sized lots with connected streets. As redevelopment or infill development occurs, the standards of the UZO will support a development form that is coherent and connected with what exists today. The varied standards of the UZO, which are specific to certain zoning districts and uses, make the UZO an adaptable zoning tool to ensure that development and redevelopment to occur in a context-sensitive manner without impact existing entitlements or base zoning. Application of the UZO will help to achieve a wide range of goals identified in NashvilleNext and in the community plans for this area, including enhanced pedestrian connectivity, activation of the streetscape in centers and along corridors, and support for existing and future transit service in the area.

STAFF RECOMMENDATION

Staff recommends approval.