

# Metropolitan Planning Commission



Staff Reports

**April 26, 2018**



## Metro Planning Commission Meeting of 4/26/18

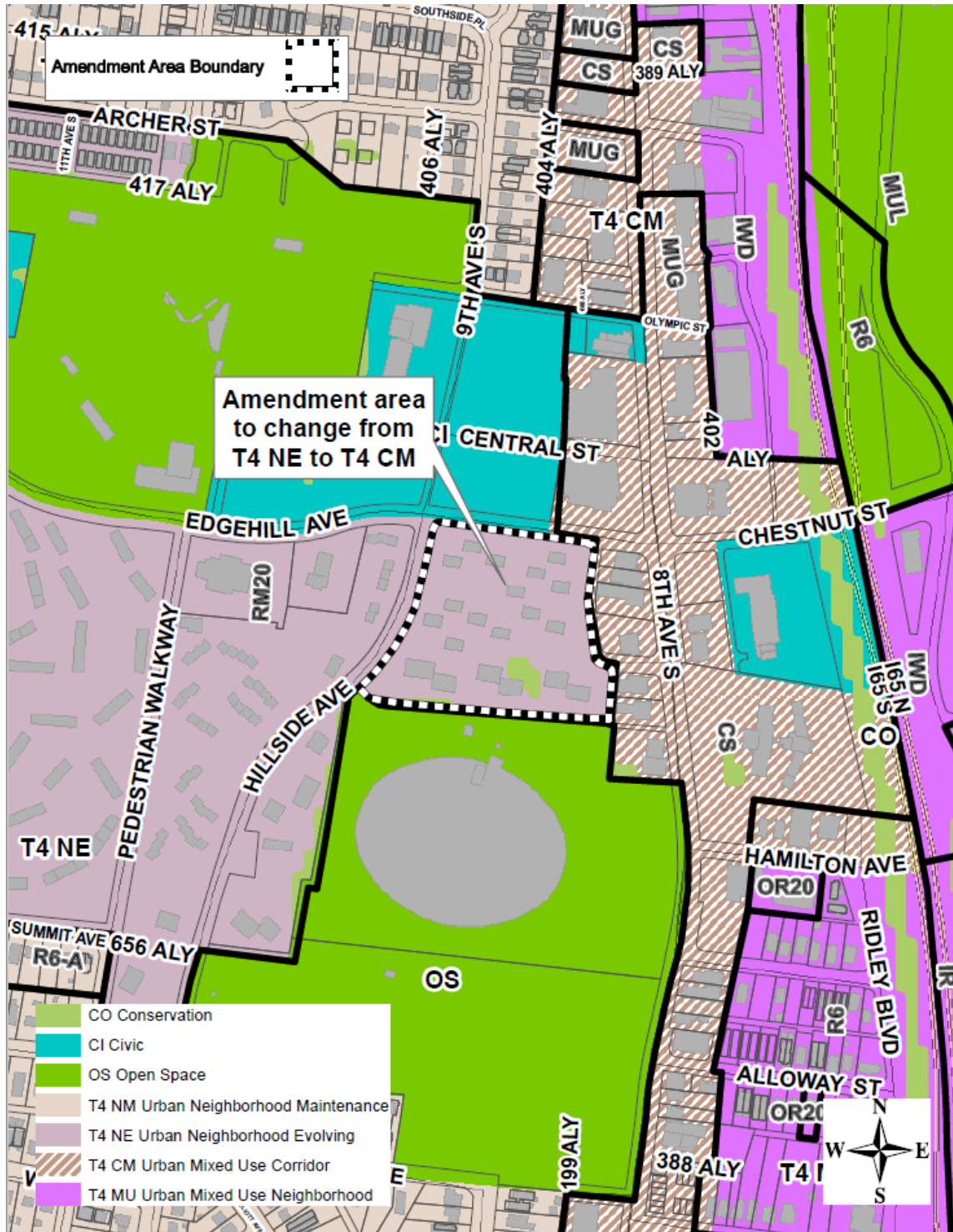
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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# Metro Planning Commission Meeting of 4/26/18



**2018CP-010-001**

GREEN HILLS/MIDTOWN COMMUNITY PLAN AMENDMENT

Map 105-06, Parcel 024

10, Green Hills/Midtown

17 (Colby Sledge)



**Project No.**  
**Project Name**

**Major Plan Amendment 2018CP-010-001**  
**Green Hills/Midtown Community Plan**  
**Amendment**

**Associated Case**  
**Council District**  
**School District**  
**Requested by**

2018P-001-001 and 2018SP-026-001  
17 – Sledge  
5 – Buggs  
Kimley-Horn, applicant; Park at Hillside, LLC. owner.

**Deferrals**

This item was deferred at the March 8, 2018, March 22, 2018, and April 12, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**  
**Staff Recommendation**

Grider  
*Defer to the May 10, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Amend the Green Hills/Midtown Community Plan to change the policy.**

Major Plan Amendment

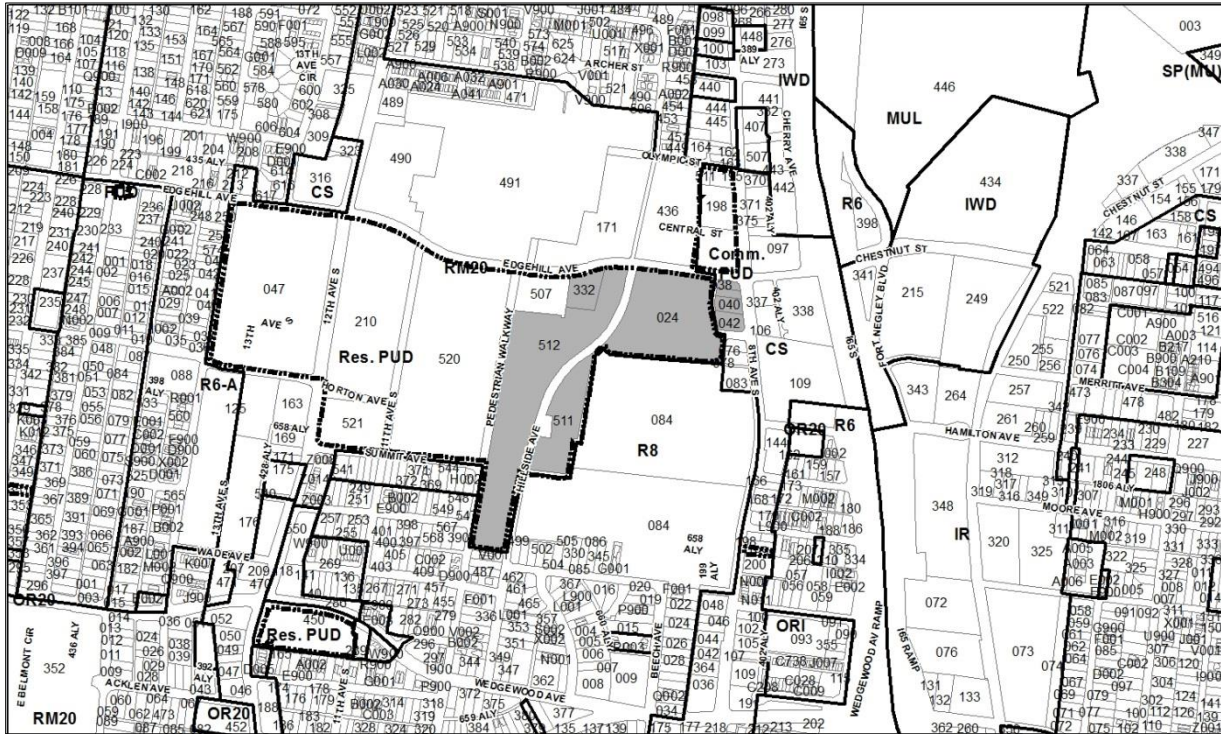
A request to amend the Green Hills/Midtown Community Plan by amending the Community Character Policy from T4 Neighborhood Evolving (T4-NE) to T4 Mixed Use Corridor (T4-CM) on property located at 809 Edgehill Avenue, at the southwest corner of Edgehill Avenue and 8<sup>th</sup> Avenue South, zoned Multi-family Residential (RM20) and partially within a Planned Unit Development Overlay District (approximately 6.93 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 10, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 4/26/18



**2018SP-026-001**  
**THE RESERVOIR SP**  
Map 105-05, Parcel(s) 511-512  
Map 105-06, Parcel(s) 024-038-040, 042, 332  
10, Green Hills- Midtown  
17 (Colby Sledge)



<b>Project No.</b>	<b>Specific Plan 2018SP-026-001</b>
<b>Project Name</b>	<b>The Reservoir SP</b>
<b>Associated Cases</b>	2018P-001-001 and 2018CP-010-001
<b>Council District</b>	17 - Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Kimley-Horn, applicant; 1201 8 <sup>th</sup> Ave., LLC, 1203 8 <sup>th</sup> Ave., LLC, 929 Edgehill, LLC, and Park at Hillside, LLC, owners.

**Deferrals** This item was deferred at the March 8, 2018, March 22, 2018, and April 12, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the May 10, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**  
**Rezone to SP to permit a mixed use development.**

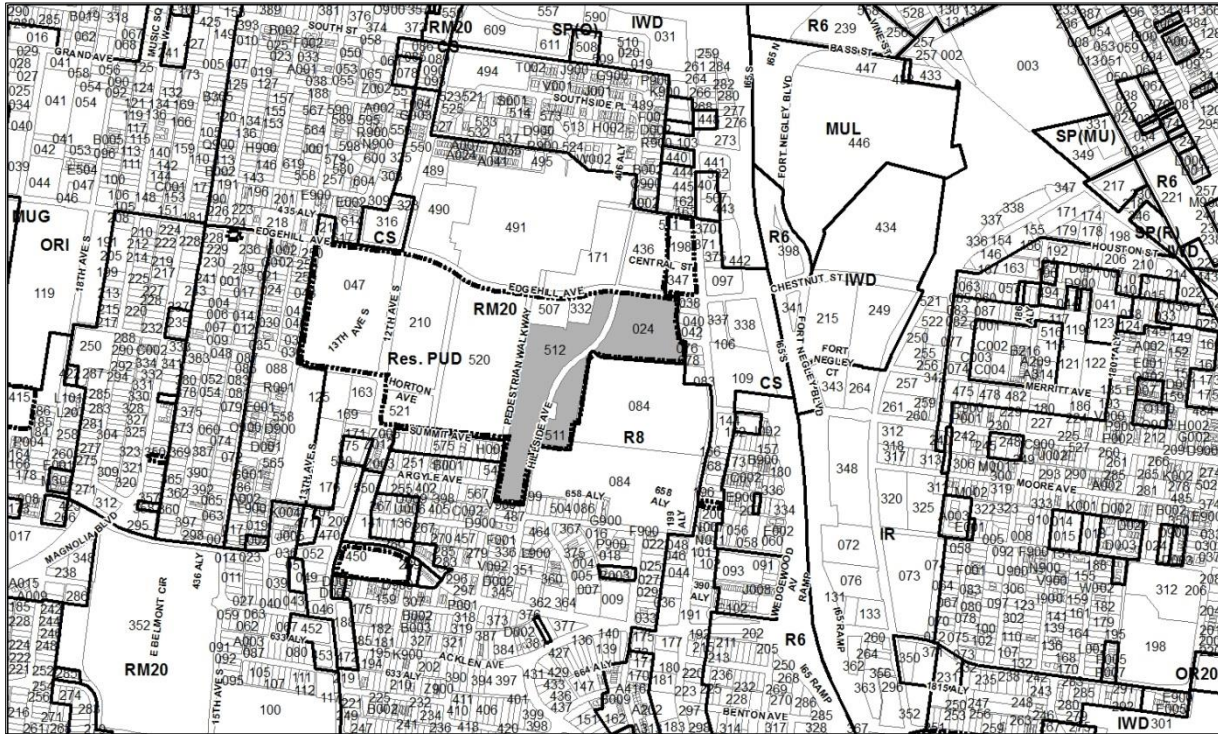
Preliminary SP  
 A request to rezone from Commercial Service (CS) and Multi-family Residential (RM20) to Specific Plan – Mixed Use (SP-MU) on properties located at 1201, 1203, 1205 and 1211 8th Avenue South, 1430 and 1501 Hillside Avenue, 809 and 929 Edgehill Avenue, at the southwest corner of Edgehill Avenue and 8th Avenue South, partially within a Planned Unit Development, to permit 1,200 multi-family residential units and non-residential uses, (23.32 acres).

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the May 10, 2018, Planning Commission meeting at the request of the applicant.





# Metro Planning Commission Meeting of 4/26/18



**2018P-001-001**  
PUD Cancellation  
Map 105-05, Parcel(s) 511-512  
Map 105-06, Parcel(s) 024, 332  
10, Green Hills- Midtown  
17 (Colby Sledge)





<b>Project No.</b>	<b>Planned Unit Development 2018P-001-001</b>
<b>Project Name</b>	<b>PUD Cancellation</b>
<b>Associated Cases</b>	2018SP-026-001 and 2018CP-010-001
<b>Council District</b>	17 - Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Kimley-Horn, applicant; 929 Edgehill, LLC and Park at Hillside, LLC, owners.

**Deferrals** This item was deferred at the March 8, 2018, March 22, 2018, and April 12, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the May 10, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**  
**Cancel a portion of a planned unit development.**

PUD Cancellation  
 A request for cancellation of a portion of a Planned Unit Development on properties located at 1430 and 1501 Hillside Avenue, 809 Edgehill Avenue, and 929 Edgehill Avenue, west of the terminus of Vernon Avenue, zoned Multi-Family Residential (RM20), (20.92 acres).

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the May 10, 2018, Planning Commission meeting at the request of the applicant.



**Metro Planning Commission Meeting of 4/26/18**

**NO SKETCH**



<b>Project Nos.</b>	<b>Text Amendment 2017Z-029TX-001</b>
<b>Project Name</b>	<b>Pedestrian Benefit Zones</b>
<b>Council Bill No.</b>	BL2017-1029
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Steve Glover

**Deferrals** This item was deferred at the December 14, 2017, January 11, 2018, and March 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Milligan  
**Staff Recommendation** *Defer indefinitely.*

**APPLICANT REQUEST**

Amend the Zoning Code pertaining to pedestrian benefit zones.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.

**ORDINANCE BL2017-1029**

**An ordinance amending Metropolitan Code of Laws Section 17.20.120 to require contributions paid in lieu of the construction of sidewalks to stay within council districts (Proposal No. 2017Z-029TX-001).**

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

Section 1. That Section 17.20.120 of the Metropolitan Code of Laws is hereby amended by deleting subsection D in its entirety and substituting in lieu thereof the following:

- D. Contribution to the fund for sidewalks as an alternative to sidewalk installation.
  1. When a public sidewalk is required by subsection A, but installation is not required by subsection C of this section, the building permit applicant may make a financial contribution to the fund for sidewalks in lieu of construction. The value of the contribution shall be the average linear foot sidewalk project cost, including new and repair projects, determined by July 1 of each year by the department of public works' review of sidewalk projects contracted for or constructed by the metropolitan government.
  2. Any such contributions received by the metropolitan government shall be assigned and designated for implementation of the strategic plan for sidewalks and bikeways, as approved by the planning commission. The applicant's payment shall be allocated within



## **Metro Planning Commission Meeting of 4/26/18**

ten years of receipt of the payment within the same council district as the property to be developed; otherwise, the payment shall be refunded to the building permit applicant.

3. Contribution to the pedestrian network as an alternative to sidewalk installation required under this section shall be received by the department of public works and written confirmation of the contribution sent to the department of codes administration prior to the issuance of a building permit.

Section 2. That Section 17.04.060 of the Metropolitan Code of Laws is amended by deleting the definition for “Pedestrian benefit zones” in its entirety.

Section 3. This Ordinance shall take effect July 1, 2018, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Steve Glover



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**NO SKETCH**





<b>Project Nos.</b>	<b>Text Amendment 2017Z-030TX-001</b>
<b>Project Name</b>	<b>Sidewalk Cost Study</b>
<b>Council Bill No.</b>	BL2017-1030
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Steve Glover

**Deferrals** This item was deferred at the December 14, 2017, January 11, 2018, and March 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Milligan  
**Staff Recommendation** *Defer indefinitely.*

**APPLICANT REQUEST**

Amend the Zoning Code pertaining to sidewalk cost studies.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.

**ORDINANCE BL2017-1030**

An ordinance amending Metropolitan Code of Laws Chapter 2.48 to require an annual study to be conducted by the Department of Public Works to determine the cost of sidewalks within Davidson County and further amending Metropolitan Code of Laws Section 17.20.120 to preclude in lieu payments absent such study (Proposal No. 2017Z-030TX-001).

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

Section 1. That Chapter 2.48 of the Metropolitan Code of Laws is hereby amended by adding the following as new section 2.48.040:

Section 2.48.040 – Annual Study of Sidewalk Costs

The department of public works shall conduct an annual study which determines the costs of constructing sidewalks within Davidson County, to be completed by July 1 of each year. Such study shall solicit input from all affected parties and shall include hearings open to the public. The results of each study shall be submitted to the metropolitan council immediately upon completion.

Section 2. That Section 17.20.120 of the Metropolitan Code of Laws is hereby amended by adding the following as subsection D.4:



## **Metro Planning Commission Meeting of 4/26/18**

4. If the study required under section 2.48.040 of the Metropolitan Code of Laws is not timely completed, the department of public works shall not require any applicant to pay a contribution, as otherwise provided for under this section, until such study is completed.

Section 3. This Ordinance shall take effect from and after its passage, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

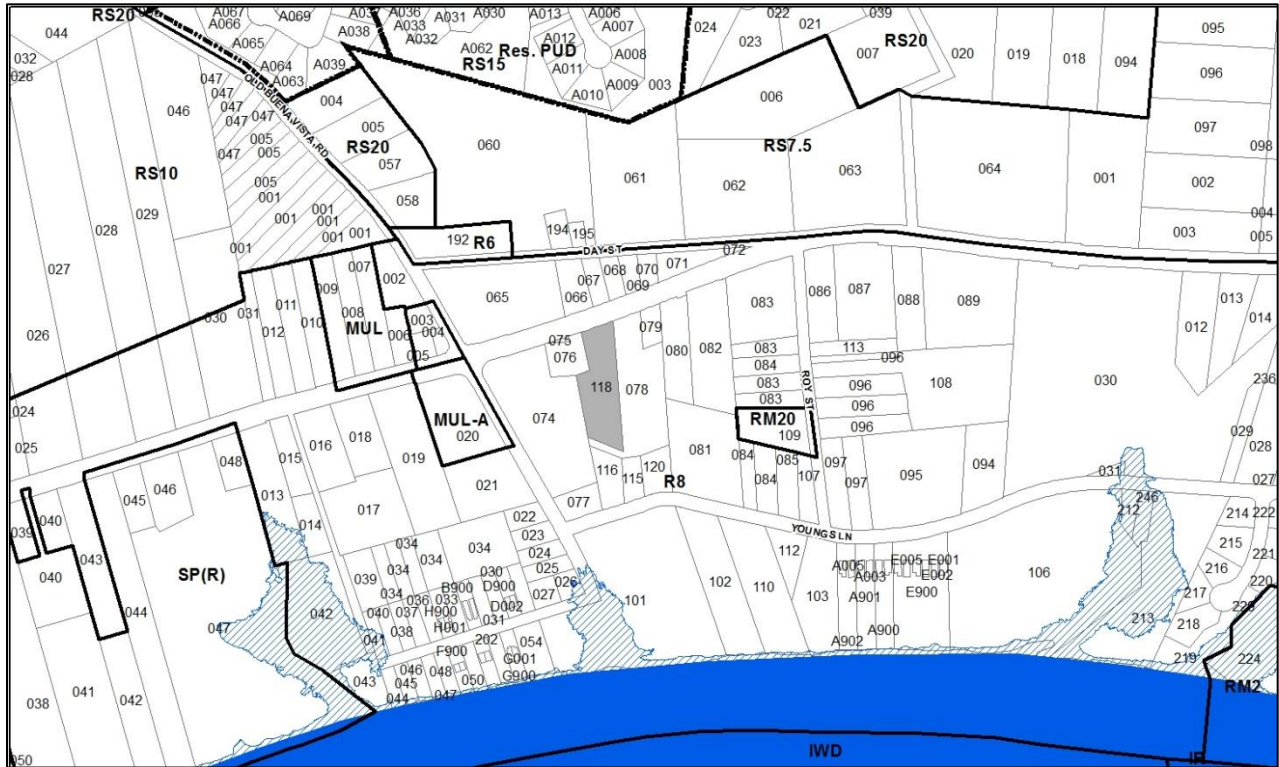
Sponsored by: Steve Glover



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# Metro Planning Commission Meeting of 4/26/18



**2018SP-016-001**  
CITY VIEW ESTATES SP  
Map 070-07, Parcel 118  
03, Bordeaux-Whites Creek  
02 (DeCosta Hastings)



**Project No.** Specific Plan 2018SP-016-001  
**Project Name** City View Estates SP  
**Council District** 2 – Hastings  
**School District** 1 – Gentry  
**Requested by** Civil Design Consultants, LLC, applicant; Progressive Development, LLC, owner.

**Deferrals** This item was deferred from the January 11, January 25, February 8, February 22, and March 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Defer to the May 24, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Preliminary SP to permit up to 16 multi-family residential units.**

Preliminary SP

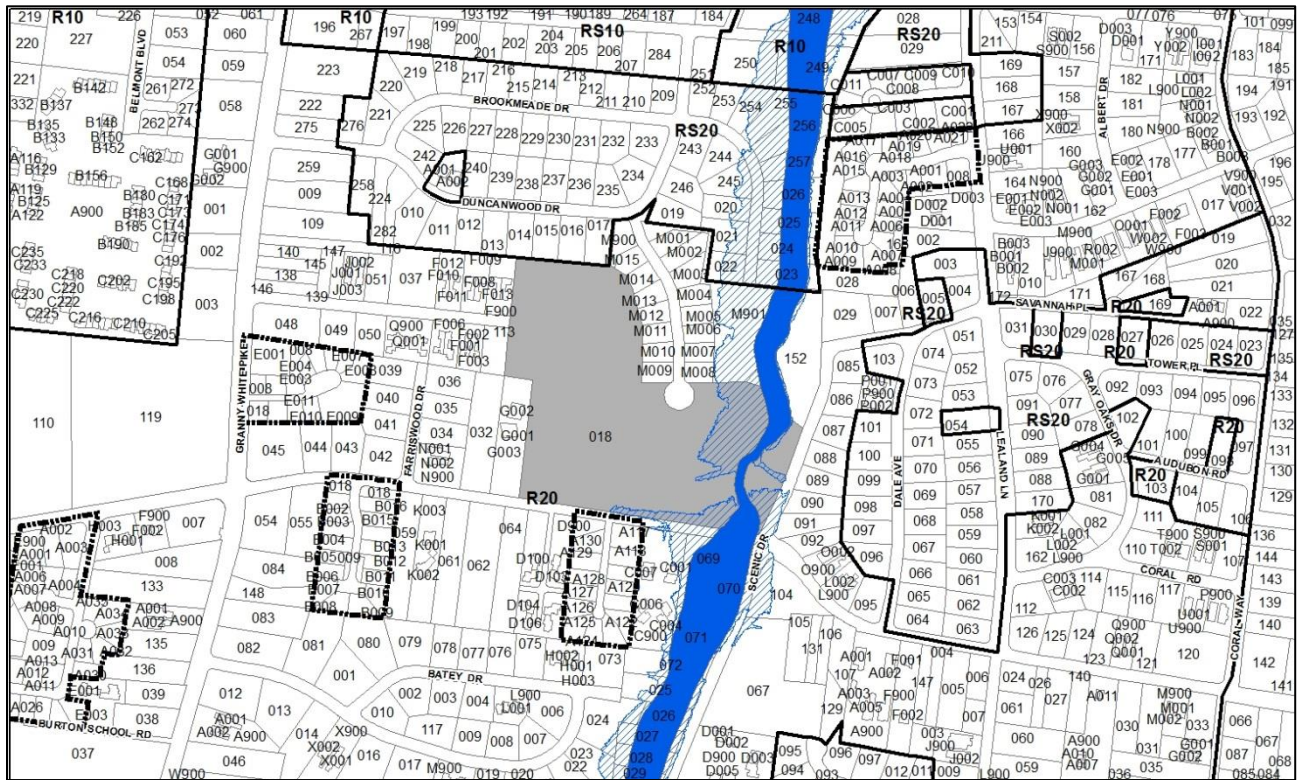
A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning on property located at 926 West Trinity Lane, approximately 440 feet east of the intersection of West Trinity Lane and Old Buena Vista Road/Youngs Lane (1.30 acres), to permit up to 16 multi-family residential dwelling units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 24, 2018, Planning Commission meeting as requested by the applicant.



# Metro Planning Commission Meeting of 4/26/18



**2018SP-017-001**  
GLENDALE AND SCENIC SP  
Map 131-08, Parcel(s) 018  
10, Green Hills - Midtown  
25 (Russ Pulley)





**Project No.** **Specific Plan 2018SP-017-001**  
**Project Name** **Glendale and Scenic SP**  
**Council District** 25 – Pulley  
**School District** 8 – Pierce  
**Requested by** Councilmember Russ Pulley, applicant; Monroe Harding Children’s Home, owner.

**Deferrals** This item was deferred at the January 11, 2018, February 22, 2018, and March 22, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the May 10, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**  
**Zone change from R20 to SP-R.**

Preliminary SP

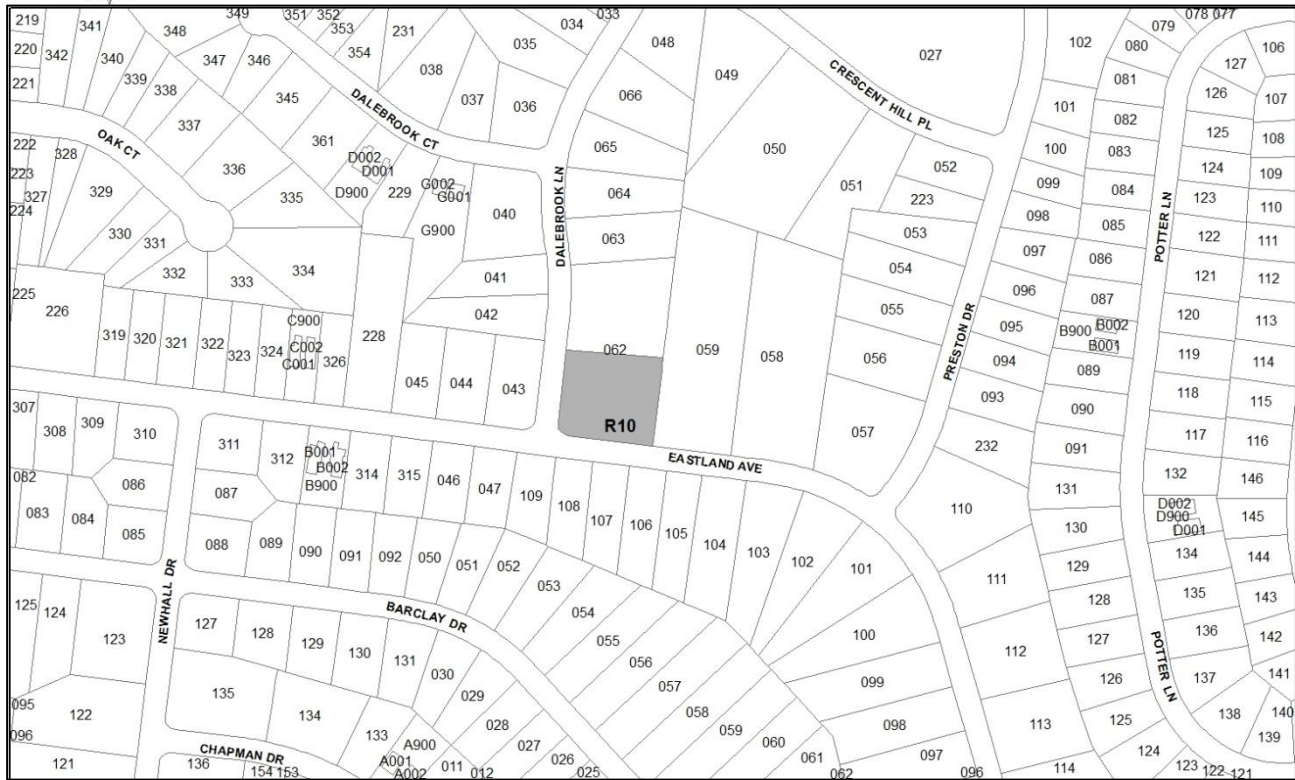
A request to rezone from One and Two-Family Residential (R20) to Specific Plan-Residential (SP-R) zoning on property located at 1120 Glendale Lane, at the northwest corner of Glendale Lane and Scenic Drive, (19.87 acres), to permit two single-family lots and/or a community education use of up to 200 persons, a religious institution, an orphanage, or a day care center (over 75).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 10, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 4/26/18



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



<b>Project No.</b>	<b>Development Plan 2017NHL-001-002</b>
<b>Project Name</b>	<b>Dalebrook 37206</b>
<b>Council District</b>	06- Withers
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Design Build Partners, applicant; Greater Grace Temple Community Church, owner.

<b>Deferrals</b>	This item was deferred at the August 24, 2017, October 12, 2017, November 9, 2017, December 14, 2017 and January 25, 2018, Planning Commission meetings. No public hearing was held.
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<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

**APPLICANT REQUEST**

Development Plan approval to permit office and medical office uses.

Neighborhood Land Overlay Development Plan

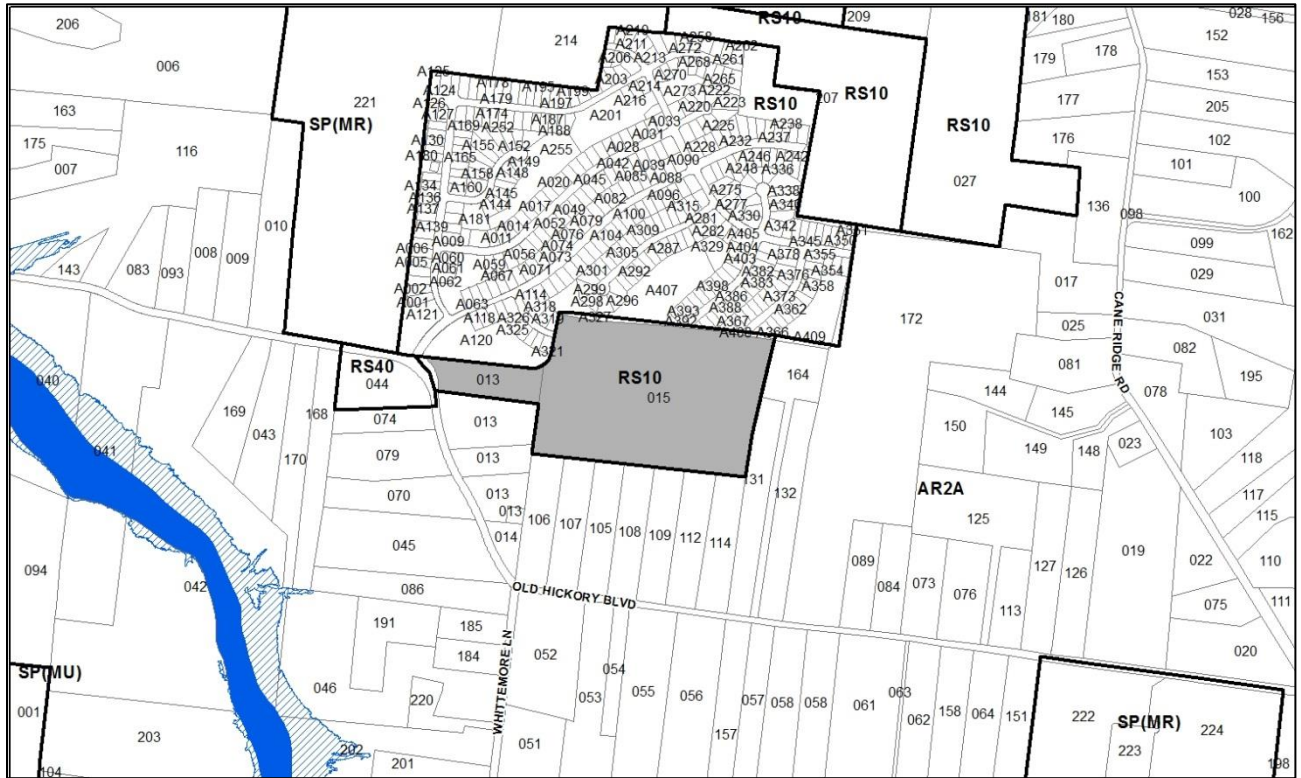
A request for development plan approval on a portion of property located at 901 Dalebrook Lane, at the northeast corner of Dalebrook Lane and Eastland Avenue, zoned One and Two-Family Residential (R10) and within a Neighborhood Landmark Overlay District (0.79 acres), to permit general office and medical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

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 4/26/18



**2017S-217-001**  
**OLD HICKORY CROSSING SUBDIVISION**  
Map 182, Parcel(s) 013, 015  
12, Southeast  
31 (Fabian Bedne)



**Project No.** Concept Plan 2017S-217-001  
**Project Name** Old Hickory Crossing Subdivision  
**Council District** 31- Bedne  
**School District** 6- Hunter  
**Requested by** Batson and Associates, applicant; Randall Smith and Corey Craig, owners.

**Deferrals** This item was deferred at the January 11, 2018, February 8, 2018, February 22, 2018, March 8, 2018, March 22, 2018, and April 12, 2018 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Approve with conditions.*

**APPLICANT REQUEST**

**Concept plan approval to create 108 single-family lots.**

Concept Plan

A request for concept plan approval to create 108 single-family lots on properties located at Old Hickory Boulevard (unnumbered), at the northeast corner of Old Hickory Boulevard and Legacy Drive, zoned Single-Family Residential (RS10) (34.06 acres).

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 126 units based on the cluster lot provisions.*

**SOUTHEAST COMMUNITY PLAN**

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

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



# Metro Planning Commission Meeting of 4/26/18



**Proposed Concept Plan**





## Metro Planning Commission Meeting of 4/26/18

### PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. The property is approximately 34.06 acres and is located east of Old Hickory Boulevard. The site is vacant. The proposed plan is surrounded by single-family residential uses to the north and south of the site. Vacant parcels are to the east and west of the site.

#### Site Plan

The site plan proposes up to 108 single-family clustered lots. Lot sizes range from 5,010 square feet to 11,120 square feet. All of the 108 lots will front on to new public roads. The concept plan proposes to extend Parker Drive, Ristau Drive, and Thompson Trail, three existing stub streets, from the north to provide access to the new lots. The plan includes two future connections to the east and one future connection to the south, consistent with the circulation goals of the approved planning policy for this area. New streets will include a five foot wide sidewalk and a four foot wide grass strip, consistent with local street standards.

A 20 foot C-3 landscape buffer is proposed along all property lines that abut existing lots. Two open space areas with amenities including a gazebo and walking trail is provided in the development, which meets the requirements of the Zoning Code for the cluster lot option.

This site includes sensitive environmental features identified by the conservations policy. Two streams are located on this property. One stream comes from the north. The other stream goes east to west. The proposed concept plan proposes lots outside of the required stream bufferyards.

### ANALYSIS

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space and the preservation of natural features in Single-Family (RS) and One and Two-Family (R) zoning districts. To promote creative designs, single family lots are allowed to contain less land area than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. With this plan, the applicant is proposing to cluster the parcels to 5,000 square foot lot sizes. The cluster lot option does not allow more density than what would be allowed under RS10 zoning. The cluster lot option allows a reduction in lot sizes to work with exiting topography, protect natural features, and create more useable open space.

In cluster lot subdivisions, a minimum of 15 percent of the development mustbe open space. Of the total 34.06 acres, 12.25 acres will remain as open space, or 35% of total area. Recreational facilities are required within a portion of the open space, and this proposal includes a gazebo and walking trail. The proposed concept plan protects the sensitive environmental features on site by providing required stream buffers and developing lots outside of buffer area.

The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision. The plan provides for street connectivity by extending the existing street north of the property and by providing future stub streets to the property east and south, if those properties redevelop in the future.



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### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Prior to the approval of the final plat, revised construction documents shall be submitted to MPW for review. Please include a full set of bridge construction documents.
- If not already, coordinate with Bonnie Crumby at Public Works Records Department for street names.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

In accordance with findings of the TIS received 4/16/18, the developer shall install the following roadway improvements.

#### Old Hickory Boulevard and Pettus Road (south)

- Developer shall construct separate left and right turn lanes onto Old Hickory Boulevard with platting of 50 lots. The improvements shown in Figure 9 of the TIS should be provided at this intersection. Specifically, additional pavement should be provided on the eastbound approach of Pettus Road (south), and fresh striping should be applied in order to establish separate left and right turn lanes onto Old Hickory Boulevard.

#### Old Hickory Boulevard and Legacy Drive

- Developer shall refurbish pavement striping on Legacy Drive from Old Hickory Boulevard to Parker Drive. In particular, this striping should include separate left and right turn lanes, each with at least 50 feet of storage, on Legacy Drive at Old Hickory Boulevard.

#### Burkitt Road and Old Hickory Boulevard

- At this unsignalized intersection, the eastbound left and right turns operate at LOS F during both peak hours under existing, background, and total projected conditions. In particular, the vehicle queues and average vehicle delays for eastbound left turns are significantly high during both peak hours and are expected to remain high under background and total projected conditions.
- Developer shall coordinate with other project developers who are also conditioned to signalize and improve this intersection, and contribute a pro rata share to construct a northbound left turn lane and a dedicated southbound right turn lane on Burkitt Road at the intersection with Old Hickory Boulevard with platting of 50 lots.



## **Metro Planning Commission Meeting of 4/26/18**

### **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 Plan approval. These approved construction plans must match the Final Site Plan. The required capacity fees must also be paid prior to Final Site Plan approval.

### **STAFF RECOMMENDATION**

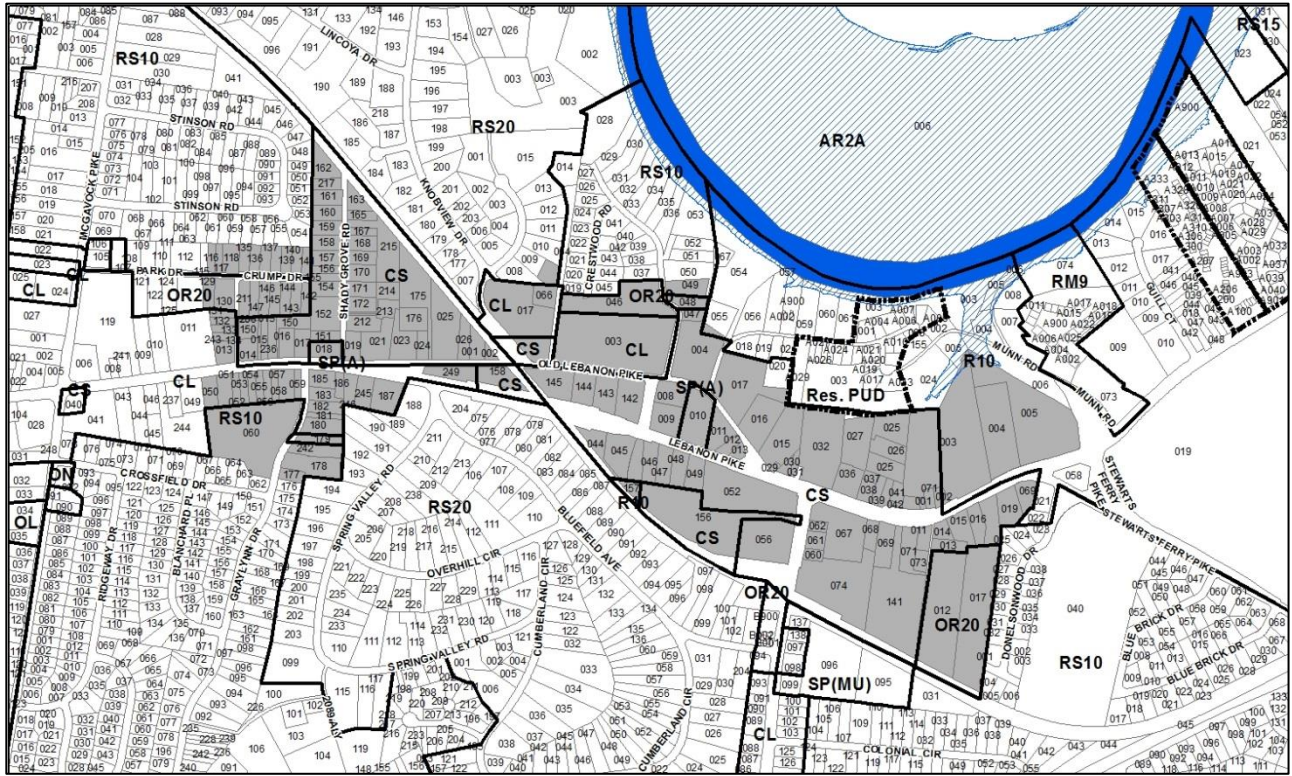
Staff recommends approval with conditions.

### **CONDITIONS**

1. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
2. Add the following note to the plan/plat: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
3. Comply with all conditions and requirements of Metro agencies.



# Metro Planning Commission Meeting of 4/26/18



**2018M-001OT-001**  
DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN  
Various Map(s), Various Parcel(s)  
14, Donelson – Hermitage – Old Hickory  
15 (Jeff Syracuse)



**Project No.** 2018M-001OT-001  
**Project Name** Donelson Transit-Oriented Redevelopment Plan  
**Council Bill** BL2018-1139  
**Council District** 15 – Syracuse  
**School District** 4 – Shepherd  
**Requested by** M.D.H.A., applicant.

**Deferrals** This item was deferred at the March 22, 2018 and April 12, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Buechler  
**Staff Recommendation** *Approve the Substitute Ordinance.*

**APPLICANT REQUEST**  
**Establish a Transit-Oriented Redevelopment District.**

Transit-Oriented Redevelopment District

A request to establish a Transit-Oriented Redevelopment District on various properties located along Lebanon Pike, from Park Drive to Stewarts Ferry Pike (144.15 acres).

**Existing Zoning**

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

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

One and Two-Family Residential (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.

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.

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.

Specific Plan-Auto (SP-A) 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 automobile uses.



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### **Existing Overlay Zoning**

Downtown Donelson Urban Design Overlay (UDO) is an adopted form-based code for the area. The code was adopted by Council to implement the, “vision for the redevelopment of an aging community center into a pedestrian-friendly, mixed-use downtown for the Donelson community,” as requested during a public participatory planning process for the area along Lebanon Pike between Briley Parkway and Stewarts Ferry Pike. While the standards in the code do not necessarily provide any increased intensity than is provided by the underlying zoning, they do assure a more predictable form of development that emphasizes sensitivity to the pedestrian environment and minimizes intrusion of the automobile into the built environment. For instance the UDO places a cap on building heights, ranging from three to five stories, thus keeping buildings more pedestrian-oriented. Without the adopted UDO (the standards incorporated into the proposed Redevelopment District), the underlying zoning would permit much taller buildings, only regulated by the Zoning Code’s height control plane standard.

### **DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN**

The Donelson Transit-Oriented Redevelopment District is located within a Tier One Center as identified on the Growth and Preservation Concept Map. Centers are pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities. Tier One centers are the focus of coordinated investments to shape growth and support transit service in the near term.

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.

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

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain 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.

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



## Metro Planning Commission Meeting of 4/26/18

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 Residential Corridor (T3 RC) is intended to maintain, enhance, and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

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

### **REQUEST DETAILS**

#### Background

In May 2017, the Tennessee Legislature passed legislation enabling housing authorities to create Transit-Oriented Redevelopment Districts in transit-deficient areas. A transit-deficient area is an area where facilities for high capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals and welfare of the community. High capacity transit means a form of mass transit that carries more people or provides more frequent service than a local bus service with the goal of providing faster, more convenient, and more reliable service for a larger number of passengers; and includes subway, monorail, heavy rail, commuter rail, light rail, streetcar, and bus rapid transit.

In fall 2017, the Metropolitan Development and Housing Agency (MDHA) began meeting with officials and property owners about developing a Transit-Oriented Redevelopment District along the existing Music City Star commuter rail line, within the Donelson community. The Donelson Transit-Oriented Redevelopment Plan was then prepared for the redevelopment district based on public input and consists of text, maps, and a boundary description. The Plan was approved by the MDHA board in February 2018. The MDHA Board approved revisions to the plan April 10, 2018.

The Planning Commission's role in the adoption or amendment of Redevelopment Plans is advisory. Since this is the first Transit-Oriented Redevelopment District, the Executive Director of Planning is recommending a public hearing be held to gather public input and ensure a public process.





## **Metro Planning Commission Meeting of 4/26/18**

### Purpose

A Transit-Oriented Redevelopment Plan sets a 30 year transit-oriented redevelopment period, establishes tax increment financing (TIF) capacity, grants MDHA land acquisition authority for public purposes, creates a design review process, and provides land use controls. The purpose of the Donelson Transit-Oriented Redevelopment Plan (Plan) is to work towards addressing transit deficiencies, as well as to assist in the implementation of the adopted Downtown Donelson Urban Design Overlay (UDO). The main actions proposed for the project area are to create better transit connections; additional retail spaces, including small-scale, local retail businesses; and housing that attracts new residents with a mixture of incomes, including workforce and affordable units. New streetscapes, infrastructure, and public facilities should be created.

### Boundary

As defined by the state legislation, the Transit-Oriented Redevelopment District could encompass a much larger area along Lebanon Pike, however, MDHA worked with staff to identify an area that is narrowed in focus to only include property within the Downtown Donelson UDO and to not include the surrounding residential neighborhoods.

### Land Use Provisions

Land uses are per the base zoning except for the conditional and prohibited uses as stated in the Plan. The conditional and prohibited uses were developed based on input received through a series of public meetings. The intent of the land use districts is to provide for facilities, businesses, services and residences that support transit-oriented development in an urban area along a major corridor.

### Development Standards

The Plan adopts the development standards of the Downtown Donelson UDO as approved in BL2009-560, effective November 2009 and amended by BL2010-799 effective January 2011 and any future amendments made by Metropolitan Council or modifications by the Metropolitan Planning Commission. The UDO was developed through a public process that included a series of community meetings from February 2009 to September 2009. These meetings started out with community visioning sessions that laid out the broad vision for the future of Donelson, and then went into UDO development that focused on developing the standards. These standards include Bulk, Architectural and Building Type, Fence and Wall, Parking and Access, Landscape Buffering and Screening, Signage, Development Incentives, and Transfer of Development Rights.

The Downtown Donelson UDO establishes sub-districts that are intended to reflect the community's vision for differing character throughout Downtown Donelson. The Regulating Plan component of the UDO is the guiding map for the implementation of the community's vision. The regulating plan shows the sub-districts and street types that govern the development standards for each property. The Redevelopment Plan primarily encompasses Sub-district 1 (Transit-Oriented Development Sub-district). The intent of this sub-district is to create Transit Oriented Development (TOD); development that is within a 5 minute walk or ¼ mile in distance to the Donelson Music City Star Station. This sub-district is intended to include a mixture of commercial, residential, and office land uses, and coordinates with other modes of transportation (bike, pedestrian and vehicular). The Plan includes additional standards for off-street parking, buffering, signage, temporary structures, and vehicular service areas.



## Metro Planning Commission Meeting of 4/26/18

### Process

Since property in the Redevelopment District is also located within the Downtown Donelson UDO, projects are required to be approved by the Planning Commission and MDHA. Planning and MDHA are working together to come up with a streamlined and unified process for review to be modeled after the current UDO Final Site Plan process. This process will provide clarity for the development community, general public, planning staff and MDHA. This subsection of the Plan may be replaced in whole or in part by the Metropolitan Council adopting a Resolution.

### Modifications

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

Minor modifications (deviations of 20 percent or less) may be approved by the MDHA Design Review Committee. Any major modifications, deviations of more than 20 percent to a UDO standard, shall be considered by the Planning Commission.

### Additional Provisions of the Plan

- Duration of Land Use Controls. The provisions of the Plan shall continue in effect until December 31, 2048.
- Land Acquisition. Land Acquisition may be used to install infrastructure such as streets, utilities, parks, public open spaces, public playgrounds, pedestrian ways, parking structures, and to construct privately-owned affordable housing or workforce housing.
- Relocation Assistance. The MDHA has established plans and procedures, and shall provide assistance to individuals and businesses permanently or temporarily displaced by its actions in acquiring land for implementation of this Plan.
- Redevelopment Obligation and Land Use Controls. The improvements within the Redevelopment District will be made in accordance with the applicable zoning ordinances, provisions, and regulations of the Metropolitan Government of Nashville and Davidson County; building, electrical, plumbing and other local codes and ordinances; the requirements of this Plan; and such other requirements as may be set forth in the contracts between MDHA and the redevelopers.
- Tax Increment Financing. Tax increment financing may be used to fund infrastructure, affordable housing, and economic development activities. Specifically, MDHA commits, with this plan, ten million dollars of tax increment financing to the development of affordable and workforce housing units.

### **UPDATES SINCE THE 4/12 MPC STAFF REPORT**

Proposed revisions have been made to the Donelson Transit-Oriented Redevelopment District Ordinance and Plan document to incorporate language that further addresses affordable housing, addresses future revisions to the Review Process, incorporates energy efficiency and environmental design assistance, and revises the section in the Plan on the Procedure for Changes in the Approved Plan. The revisions were approved by the MDHA Board on April 10, 2018.



## Metro Planning Commission Meeting of 4/26/18

- Affordable Housing

The following sections were added to the Ordinance:  
Section 6.

(a) In connection with the Plan, the term "Affordable Housing" shall mean residential units affordable to and occupied by households earning sixty percent (60%) or less of area median income (AMI); and the term "Workforce Housing" shall mean residential units affordable to and occupied by households earning more than sixty percent (60%) but not more than one hundred and twenty percent (120%) of AMI.

(b) At least once every five (5) years, MDHA shall make a recommendation to the Metropolitan Council about what portion of Minimum Housing TIF shall be used for Affordable Housing and for Workforce Housing. The period from the date this ordinance is passed until MDHA's first review and recommendation shall be referred to as the "Initial Period." Each subsequent period between reviews and recommendations shall be referred to as a "Subsequent Period."

(c) For the Initial Period, one hundred percent (100%) of Minimum Housing TIF awarded during this period must be used for Affordable Housing. During the Initial Period, if any tax increment revenues are pledged as collateral for, or to support payment of, a loan or other debt obligation related to Workforce Housing, it shall not count toward the Minimum Housing TIF established in the Plan.

(d) If any amendments to this Section 6 are determined to be necessary as a result of MDHA's periodic review and recommendation for a Subsequent Period, changes to this Section 6 may be accomplished by Resolution of the Metropolitan Council without an amendment to the Plan.

Section 7. Any Affordable Housing units created using tax increment financing under the Plan must remain qualified as Affordable Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater. Any Workforce Housing units created using Tax Increment Financing under the Plan must remain qualified as Workforce Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater.

- Review Process and Submittal Requirements

The following sections were added to the Ordinance:

Section 9. The subsection of the Plan entitled "Review Process and Submittal Requirements" may be replaced in whole or in part by the Metropolitan Council adopting a Resolution.

- Energy Efficiency and Environmental Design

Subject to the approval of the MDHA Board of Commissioners, design costs, commissioning costs and fees, and costs of required documentation associated with meeting the requirements of Leadership in Energy and Environmental Design (LEED), Green Globes, or other similar programs, as well as greening costs and energy modeling costs for certification by such programs, may be provided or subsidized by MDHA, as authorized under *Tenn. Code Ann. § 13-20-703(a)(4)(F)*.



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- Procedure for Changes in the Approved Plan

This Plan may be modified, changed or amended by MDHA or Metropolitan Council in accordance to the procedures specified in TCA Section 13-20-704. Any recommended amendment to this Plan must be approved: (1) by ordinance after a public hearing; and (2) by the MDHA Board of Commissioners.

In no event will the provisions of this Plan be amended or modified in any manner which will adversely affect any as yet not fully developed land in the Project Area that has been sold or leased by MDHA, or as to which a sales contract has been entered into by MDHA, except with the written consent of the then owners of such land or of the parties to such contract, or their successors in interest.

Notwithstanding the above, amendments to the Ordinance approving this Plan may be made in the procedure set forth in the Ordinance.

### ANALYSIS

The Donelson Community envisioned a Transit-Oriented Development materializing around the Donelson Music City Star Station nearly a decade ago. The Downtown Donelson UDO, with a TOD sub-district in this location, was adopted by Metro Council to help realize the community's vision. The proposed Donelson Transit-Oriented Redevelopment Plan will help achieve critical planning goals, not just for the Donelson community, but for the City as a whole.

- The Donelson Transit-Oriented Redevelopment Plan addresses the NashvilleNext goal of investing in the near term in the places identified by the Growth and Preservation Concept Map as most critical to shape or manage demand in order to create mixed-income communities that support a healthy environment, strong neighborhoods, high-capacity transit, walkability, and a prosperous economy.
- The Plan will help implement the existing T4 CC policy to create urban community centers and enhance infrastructure and transportation networks to improve pedestrian, bicycle, and vehicular connectivity.
- The Plan will provide additional financing for infrastructure such as roads, bike and pedestrian improvements, parks, streetscape improvements, structured parking, and utilities, all of which are critical elements in creating walkable centers with meaningful transportation choices.
- The infrastructure improvements and the development they facilitate will benefit the environment, the economy, and public health by making it easy for people to walk, bicycle, or take transit.
- The Plan includes a significant percentage of the financing generated to be applied to affordable housing within the district. This requirement offers the benefits of living in a mixed-use, pedestrian-oriented environment with access to transit to lower-income households who need these benefits most, as transportation expenses can be a significant proportion of household expenditures. The Plan will make TOD development more likely in this location, which will provide access to more affordable transportation options to those living within and surrounding the district.



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### STAFF RECOMMENDATION

Staff recommends approval of the Substitute Ordinance. The Donelson Transit-Oriented Redevelopment District is in line with the policy; it will assist in implementing the Downtown Donelson UDO; and it will help achieve critical planning goals for the community and the City.

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### ~~An~~ A Substitute Ordinance Approving the Donelson Transit-Oriented Redevelopment Plan

WHEREAS, the Tennessee General Assembly has adopted 2017 Public Acts, Chapter 254, effective as of May 2, 2017 (codified at Tennessee Code Annotated, Sections 13-20-701 through 13-20-708), authorizing a housing authority to approve and implement a transit-oriented redevelopment project in order to redevelop transit-deficient areas; and

WHEREAS, the Metropolitan Development and Housing Agency desires to redevelop the transit-deficient area located within 1,320 feet on either side of Lebanon Pike between Park Drive ~~to~~ and Stewarts Ferry Pike; and

WHEREAS, the Metropolitan Development and Housing Agency has completed studies and prepared a plan for redevelopment entitled the "Donelson Transit-Oriented Redevelopment Plan," (herein referred to as the "Plan") consisting of a text, Redevelopment Plan Maps 1 and 2, and Exhibit "A" attached thereto, all dated ~~January 30~~ April 10, 2018, which have been submitted to the ~~Metropolitan~~ Council of the Metropolitan Government of Nashville and Davidson County, Tennessee (herein referred to as the "Metropolitan Council") for review and approval; and

WHEREAS, a copy of the Plan is attached to the Substitute Ordinance as an exhibit, and any capitalized terms in the Substitute Ordinance that are not defined herein shall have the meaning provided in the Plan; and

WHEREAS, the Metropolitan Development and Housing Agency has examined the area proposed for inclusion in the redevelopment project and determined that the absence of facilities for high capacity transit options for the area constitutes a serious and growing menace that is injurious to the public health, safety, morals, and welfare of residents and that facilities for high capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals, and welfare of the community; and the members of this Metropolitan Council have been duly apprised and are aware of these conditions; and

WHEREAS, the Plan adopts the development standards set forth in the Downtown Donelson UDO as adopted by the Metropolitan Council by BL2009-560, effective November 23, 2009, and as amended by BL2010-799, effective ~~February 1~~ January 24, 2011; and

WHEREAS, the project is located in Metropolitan Nashville and Davidson County, Tennessee and is to be undertaken by the Metropolitan Development and Housing Agency in accordance with and in furtherance of the objectives of Article I, Section 8 and 21 and Article II, Section 28 of the Constitution of Tennessee; 'The Housing Authorities Law,' Chapters 20 and 45, Public Acts of Tennessee of 1935 (1<sup>st</sup> Extraordinary Session), as amended; Chapter 114 of Public Acts of



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Tennessee of 1945, as amended; Chapter 181 of Public Acts of Tennessee of 1955 (said statutes now codified in Tennessee Code Annotated Sections 13-20-201 through 13-20-209) and 2017 Public Acts, Chapter 254 (now codified at Tennessee Code Annotated Sections 13-20-701 through 13-20-708); and

WHEREAS, the Metropolitan Development and Housing Agency desires to utilize the tax increment funding provision pursuant to Tennessee Code Annotated Section 13-20-706 in furtherance of its projects; and

WHEREAS, the Plan conforms to Section 5.06.010 through Section 5.06.060 of the Metropolitan Code of Laws regarding the use of tax increment financing; and

WHEREAS, the Plan for the area is designed to implement the concepts from *Let's Move Nashville: Metro's Transportation Solution*, ~~which was~~ released in October of 2017, which incorporated ideas from the *NashvilleNext* long range plan for Nashville's future growth adopted by the Metropolitan Planning Commission in 2015, the *nMotion* regional transit plan adopted in 2016, and the recommendations of the Transit and Affordability Taskforce released in January 2018; and

WHEREAS, the Plan sets aside a minimum of ten million dollars (\$10,000,000) of tax increment financing for affordable housing ("Minimum Housing TIF"); and

WHEREAS, the Plan for the area prescribes certain land uses and controls and provides for the acquisition by negotiation or otherwise of certain properties for public use or for resale to a redeveloper or redevelopers; and

WHEREAS, the Plan provides for relocation assistance to be provided to individuals and businesses permanently or temporarily displaced by the acquisition of land by MDHA for implementation of this Plan in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970; and,

WHEREAS, the members of the Metropolitan Council have carefully considered and reviewed the proposal for redevelopment, including requirements for affordable and workforce housing and the relocation of businesses that may be displaced; and

WHEREAS, as the Metropolitan Government seeks to establish future transit-oriented redevelopment districts, it along with the Metropolitan Development and Housing Agency intends to amend the subsection of the Redevelopment Plan entitled "Review Process and Submittal Requirements," which is intended to be temporary; and

WHEREAS, in order to implement the Plan, the Metropolitan Council must approve and authorize certain actions;

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

Section 1. That it is hereby found and determined that the redevelopment area defined by the Plan entitled "Donelson Transit-Oriented Redevelopment Plan," dated ~~January 30~~ April 10, 2018, is a



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transit-deficient area as defined in and in accordance with Tennessee Code Annotated Section 13-20-702(4).

~~Section 2. That it is hereby found and determined that conditions existing within the transit deficient area are detrimental to the safety, health, morals and welfare of the people of Nashville and Davidson County and such conditions should be eliminated.~~

Section 2. That it is hereby found and determined that the transit-deficient area, or such portions thereof as deemed necessary for acquisition by the Metropolitan Development and Housing Agency by negotiation or otherwise, as provided by Tennessee Code Annotated 13-20-703, and so designated pursuant to the Plan, should be so acquired by the Metropolitan Development and Housing Agency, provided that the Metropolitan Development and Housing Agency shall not use eminent domain to eliminate transit-deficient areas and may only use eminent domain to acquire land, or interests in land, for public facilities and public infrastructure, including high capacity transit facilities.

Section 3. That the Plan entitled "Donelson Transit-Oriented Redevelopment Plan," consisting of a text, Redevelopment Plan (~~R.P.~~) Maps 1 and 2, and Exhibit "A" attached thereto, all dated ~~January 30~~ April 10, 2018, as filed with the Metropolitan Clerk, is hereby in all respects approved.

Section 4. That it is hereby found and determined that the Plan for the project area conforms to the *NashvilleNext* Plan and adopts the design standards of the Downtown Donelson Urban Design Overlay.

Section 5. That the use of tax increment funding pursuant to Tennessee Code Annotated Section 13-20-706, is hereby approved for undertaking activities specified in the Plan.

Any property taxes levied upon property within the boundaries of the Donelson Transit-Oriented Redevelopment District each year after the effective date of this Ordinance shall be divided as provided in Tennessee Code Annotated Section 9-23-103. In accordance with Section 5.06.020 of the Metropolitan Code, the Metropolitan Development and Housing Agency is hereby authorized to collect and use all incremental tax increment revenues generated from all parcels identified in the Donelson Transit-Oriented Redevelopment District for uses permitted in the Plan and as allowed under Tennessee Code Annotated Section 13-20-706 and Tennessee Code Annotated Section 9-23-103.

No incremental tax revenues for property in the Project Area may be pledged as collateral for, or to support payment of, a loan or other debt obligation related to a project or property outside of the Project Area.

### Section 6.

(a) In connection with the Plan, the term "Affordable Housing" shall mean residential units affordable to and occupied by households earning sixty percent (60%) or less of area median income (AMI); and the term "Workforce Housing" shall mean residential units affordable to and occupied by households earning more than sixty percent (60%) but not more than one hundred and twenty percent (120%) of AMI.



## Metro Planning Commission Meeting of 4/26/18

(b) At least once every five (5) years, MDHA shall make a recommendation to the Metropolitan Council about what portion of Minimum Housing TIF shall be used for Affordable Housing and for Workforce Housing. The period from the date this ordinance is passed until MDHA's first review and recommendation shall be referred to as the "Initial Period." Each subsequent period between reviews and recommendations shall be referred to as a "Subsequent Period."

(c) For the Initial Period, one hundred percent (100%) of Minimum Housing TIF awarded during this period must be used for Affordable Housing. During the Initial Period, if any tax increment revenues are pledged as collateral for, or to support payment of, a loan or other debt obligation related to Workforce Housing, it shall not count toward the Minimum Housing TIF established in the Plan.

(d) If any amendments to this Section 6 are determined to be necessary as a result of MDHA's periodic review and recommendation for a Subsequent Period, changes to this Section 6 may be accomplished by Resolution of the Metropolitan Council without an amendment to the Plan.

Section 7. Any Affordable Housing units created using tax increment financing under the Plan must remain qualified as Affordable Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater. Any Workforce Housing units created using Tax Increment Financing under the Plan must remain qualified as Workforce Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater.

Section 8. That it is hereby found and determined that, in addition to the elimination of transit-deficient areas from the Donelson Transit-Oriented Redevelopment District, the undertaking of the Donelson Transit-Oriented Redevelopment Project in such area will further promote the public welfare and proper development of the community.

Section 9. The subsection of the Plan entitled "Review Process and Submittal Requirements" may be replaced in whole or in part by the Metropolitan Council adopting a Resolution.

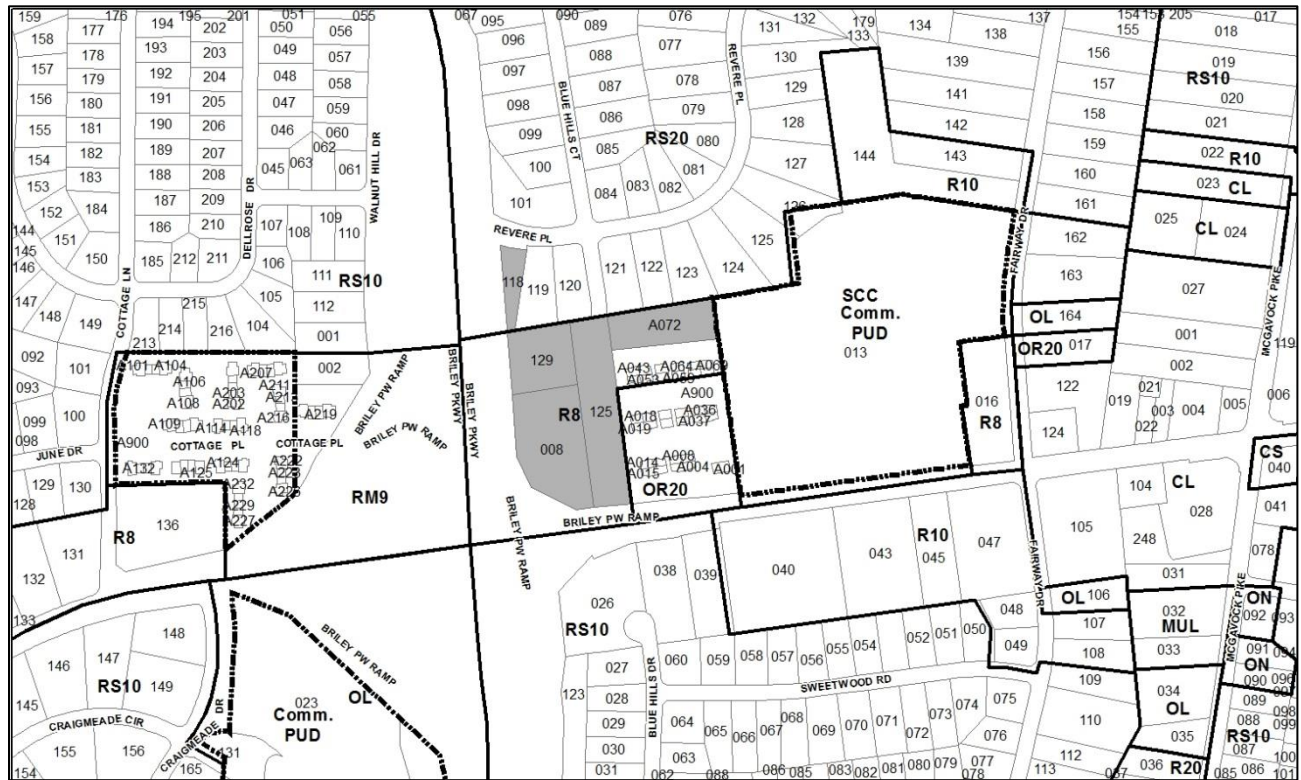
Section 10. That it is hereby found and determined that the Plan for the Donelson Transit-Oriented Redevelopment District will afford maximum opportunity, consistent with sound needs of the locality as a whole, for the redevelopment of the area by private enterprise.

Section 11. That this Ordinance shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.





# Metro Planning Commission Meeting of 4/26/18



## 2017NHL-002-002

### BELAIR MANSION NEIGHBORHOOD LANDMARK DEVELOPMENT PLAN

Map 094-15, Parcel(s) 118

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

Map 095-03-0-A, Parcel(s) 072

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



**Project No.**  
**Project Name**

**Neighborhood Landmark 2017NHL-002-002**  
**Belair Mansion Neighborhood Landmark**  
**Development Plan**

**Council District**  
**School District**  
**Requested by**

15 - Syracuse  
4- Shepherd  
Lewis and Connie James, applicants and owners.

**Deferrals**

This item was deferred at the April 12, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**  
**Staff Recommendation**

Birkeland  
*Defer to the May 10, 2018, Planning Commission meeting.*

**APPLICANT REQUEST**

**Permit bed and breakfast use within the existing structures.**

Neighborhood Landmark Final Site Plan

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

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 10, 2018, Planning Commission meeting at the request of the applicant.





**Project No.** **Concept Plan 2018S-059-001**  
**Project Name** **1020 East Old Hickory Blvd.**  
**Council District** 09 - Pridemore  
**School District** 3 – Speering  
**Requested by** Civil Site Design Group, PLLC, applicant; The Turning Point Church, Edward Meek, and Equity Trust Company, owners.

**Deferrals** This item was deferred at the April 12, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the May 10, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Request for concept plan approval to create 56 lots.**

Concept Plan

A request for concept plan approval to create up to 56 lots on properties located at 1009, 1021 New Providence Pass, New Providence Pass (unnumbered), 1020 E Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 200 feet east of Farris Avenue, zoned Office / Residential (OR20) and Single-Family Residential (RS10) (15.51 acres).

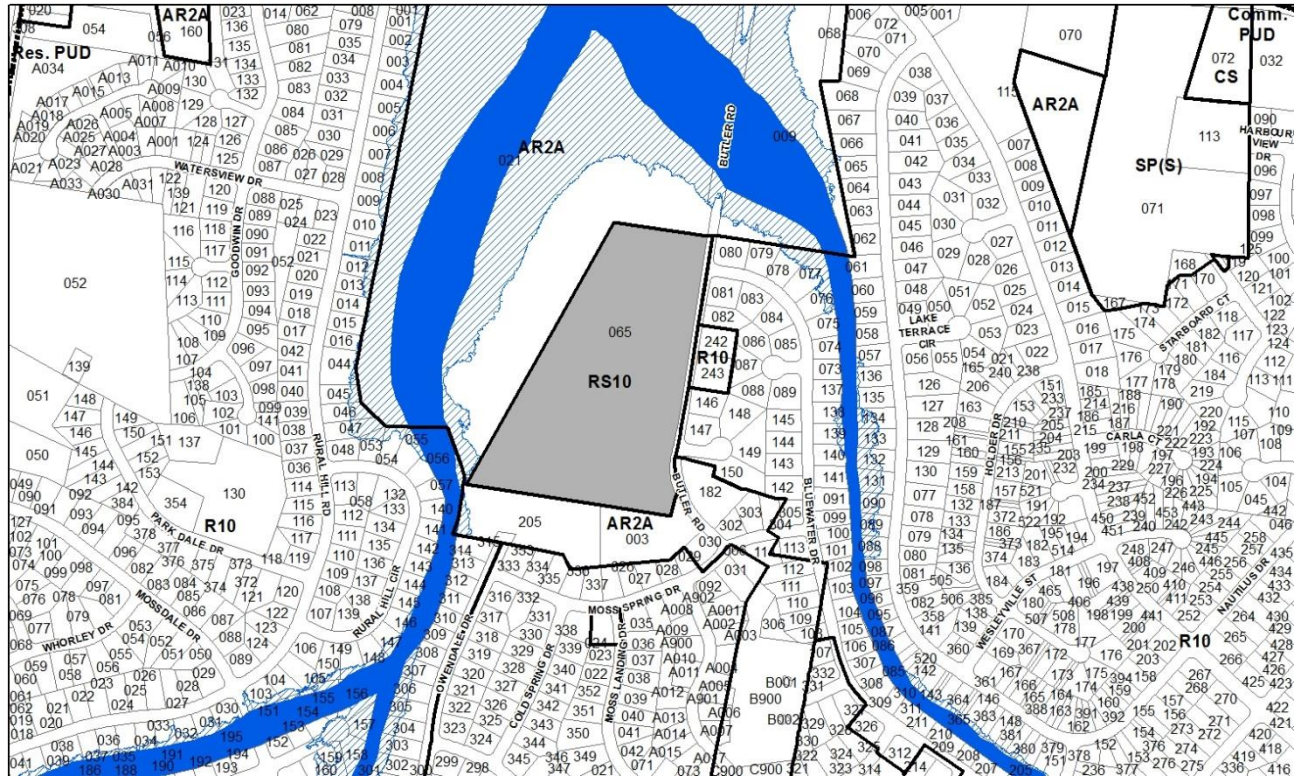
**STAFF RECOMMENDATION**

Staff recommends deferral to the May 10, 2018, Planning Commission meeting at the request of the applicant.





# Metro Planning Commission Meeting of 4/26/18



**2018S-060-001**  
**BLUEWATER POINT SUBDIVISION**  
Map 136, Parcel(s) 065  
13, Antioch-Priest Lake  
29 (Karen Johnson)



<b>Project No.</b>	<b>Concept Plan 2018S-060-001</b>
<b>Project Name</b>	<b>Bluewater Point Subdivision</b>
<b>Council District</b>	29- Johnson
<b>School District</b>	7- Pinkston
<b>Requested by</b>	S+H Group, applicant; McKiss, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

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**APPLICANT REQUEST**

**Concept plan approval to create 53 single-family lots.**

Concept Plan

A request for concept plan approval to create up to 53 lots on property located at 3612 Butler Road, west of the terminus of Bluewater Drive, zoned Single-Family Residential (RS10), 16.57 acres.

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 61 lots based on the cluster lot provisions.*

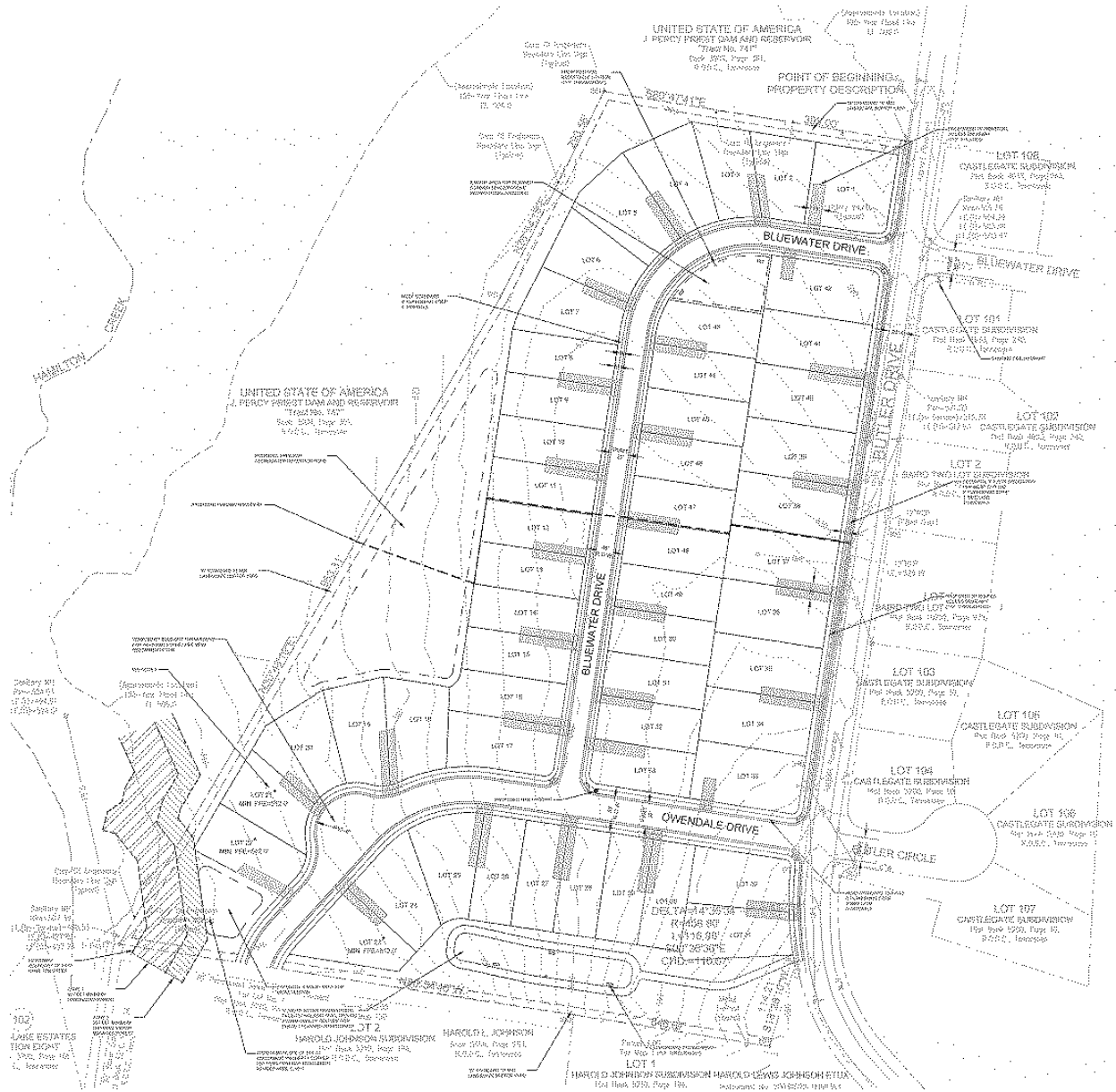
**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

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

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



# Metro Planning Commission Meeting of 4/26/18



**Proposed Concept Plan**



## Metro Planning Commission Meeting of 4/26/18

### PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. The property is approximately 16.57 acres and is located east of Butler Drive. The site currently contains a single-family residential unit. The site is surrounded by single-family residential uses to the east and south. A vacant parcel to the north and west of the site is reserved open space for Percy Priest Lake.

#### Site Plan

The site plan proposes up to 53 single-family clustered lots. Lot sizes range from 7,500 square feet to 11,154 square feet. All of the 53 lots will front on to existing or new public roads. Butler Road is an existing street and is classified as a collector by the Major and Collector Street Plan. The proposed lots along Butler Road are at least 9,000 square feet, per the requirements of the Metro Zoning Code for cluster lots along an existing street.

The concept plan proposes two new roads. Both the local road and the collector road extend from Butler Road. The new collector road extends through the site to the southwest property line for a future connection to the south, consistent with the circulation goals of the approved planning policy for this area. The new local street will include a five foot wide sidewalk and a four foot wide grass strip, consistent with local street standards. The new collector street and Butler Road will be improved with a six foot wide grass strip and a six foot wide sidewalk, consistent with the Major and Collector Street Plan.

A standard B landscape buffer is proposed along all property lines that abut existing lots. Two open space areas with amenities including benches and a walking trail are provided in the development, meeting the requirements of the Zoning Code for the cluster lot option.

This site includes sensitive environmental features identified by the conservations policy. A stream is located at the southwest corner of the property. The proposed concept plan proposes lots outside of the required stream bufferyards.

### ANALYSIS

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space and the preservation of natural features in Single-Family (RS) and One and Two-Family (R) zoning districts. To promote creative designs, single family lots are allowed to contain less land area than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. With this plan, the applicant is proposing to cluster the parcels to 7,500 square foot lot sizes, reducing down to one zone district. The cluster lot option does not allow more density than what would be allowed under RS10 zoning. The cluster lot option allows a reduction in lot sizes to work with exiting topography, protect natural features, and create more useable open space.

In cluster lot subdivisions, a minimum of 15% of the development is open space. Of the total 16.57 acres, 3.66 acres will remain as open space, or 22% of total area. Recreational facilities are required and include benches and a walking trail. The proposed concept plan protects the sensitive environmental features on site by providing required stream buffers and developing lots outside of the buffer area.





## **Metro Planning Commission Meeting of 4/26/18**

The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision. The plan provides for street connectivity by extending the existing collector street and providing a stub for future connectivity to the southwest of the property, if that property redevelops in the future.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

In accordance with TIS findings, developer shall construct 2 project accesses with a minimum of one entering lane and one exiting lane.

- Developer shall install Stop signs on the eastbound approaches of the project accesses at the intersections with Butler Road. Also, within the project site, a stop sign should be installed on the southbound approach of the north-south street at the intersection with the east-west street.
- Adequate sight distance shall be provided at project access roads.
- For a speed of 30 mph, the minimum stopping sight distance is 200 feet. This is the distance that a motorist on Butler Road will need to come to a stop if a vehicle turning from the project site creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 335 feet. This is the distance that a motorist on the project accesses will need to safely complete a turn onto Butler Road.
- It is important to note that Butler Road includes a horizontal curve south of Butler Court.
- However, the southern project access will be on the outside of this curve, and so initial field observations and measurements indicate that the minimum distances are available. Also, at the intersection of Moss Spring Road and Butler Road, Moss Spring Road includes a small vertical curve to the east of Butler Road. However, initial field observations and measurements indicate that the minimum distances are available.
- Developer shall submit sight distance exhibit with final subdivision plans. Developer shall install intersection warning signs with appropriate speed plaque at access roads per MUTCD standards as necessary if sight distance is restricted.

### **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.



## **Metro Planning Commission Meeting of 4/26/18**

### **STAFF RECOMMENDATION**

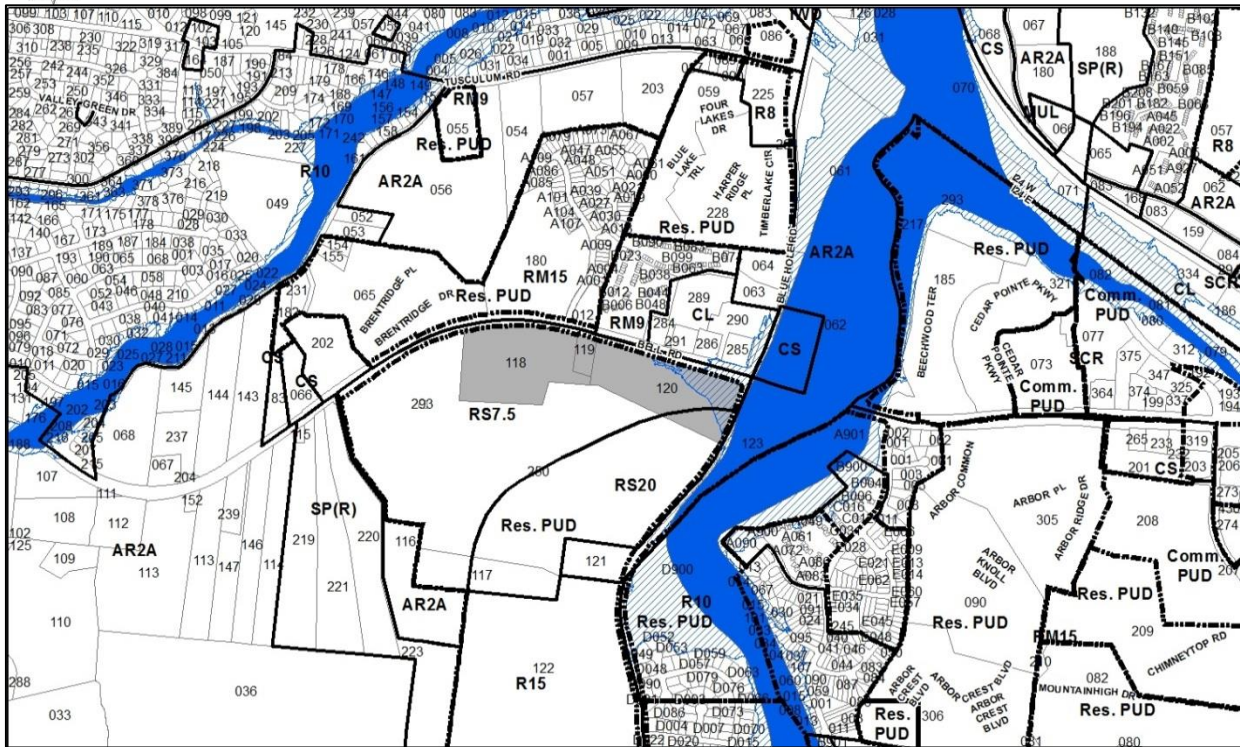
Staff recommends approval with conditions.

### **CONDITIONS**

1. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
2. Add the following note to the plan/plat: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
3. Comply with all conditions and requirements of Metro agencies.



# Metro Planning Commission Meeting of 4/26/18



**95P-025-004**

**MILLWOOD COMMONS PUD PHASE II (OXFORD COMMONS)**

Map 162, Parcel(s) 118-120

12, Southeast

31 (Fabian Bedne)



**Project No.**  
**Project Name**

**Planned Unit Development 95P-025-004**  
**Millwood Commons PUD Phase II (Oxford Commons)**

**Council District**  
**School District**  
**Requested by**

31- Bedne  
2 – Brannon  
Gresham, Smith and Partners, applicant; Oxford Brentwood Apartments, LLC, owner.

**Staff Reviewer**  
**Staff Recommendation**

Burse  
*Approve with conditions and recommend approval of the sidewalk variance request with the condition that a sidewalk with an alternate design is constructed as shown on the site plan.*

**APPLICANT REQUEST**

Revise a portion of the preliminary plan and approve final site plan.

Revise Preliminary 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 for property located at Bell Road (unnumbered) and Blue Hole Road (unnumbered), at the southwest corner of Blue Hole Road and Bell Road, zoned Single Family Residential (RS20) and Single-Family Residential (RS7.5) (25.99 acres), to permit 301 multi-family residential units.

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 5.8 dwelling units per acre. RS7.5 would permit a maximum of 139 units. The allowed number of units is determined by the PUD.

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 2.17 dwelling units per acre. RS20 would permit a maximum of 4 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 this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.





## **Metro Planning Commission Meeting of 4/26/18**

### **HISTORY**

The Millwood Commons PUD consists of approximately 159 acres on the south side of Bell Road, west of Blue Hole Road. Metro Council approved the original PUD plan in 1996, which included 1,024 residential units (908 multi-family units and 116 single-family units). In 2007, the PUD was revised to reduce the number of multi-family residential units from 908 to 884 but still permitted 116 single-family units for a total of 1,000 residential units. In 2015, Phase 1A was approved for a revision and final site plan for 252 multi-family residential units which have been built. In 2016, Phase II of the PUD, the Phase currently under review, was approved for 280 multi-family residential units. This request is to increase the amount of multi-family residential units in Phase II from the previously approved 280 to 301, which is within the 884 multi-family units allowed.

### **SITE PLAN**

The vacant 25.99 acre site is located at southwest intersection of Bell Road and Blue Hole Road. Site access will be from Bell Road through private drives. Secondary emergency access will be from Blue Hole Road. The site plan proposes nine structures: eight multi-family buildings and a clubhouse. Stormwater mitigation areas are located throughout the site. A significant amount of existing vegetation along Bell Road and along Blue Hole Road will remain. Landscaping is proposed throughout the interior of the site. Additionally, Bell Road is classified as a scenic arterial. A ten foot wide landscape area is required behind the property line.

The site plan provides an interior pedestrian network which will connect to new public sidewalks along Bell Road and Blue Hole Road. The plan also proposes an alternative sidewalk design for the site along a portion of site frontage along Bell Road and the entire site frontage along Blue Hole Road. A variance from the Zoning Code will be required for the alternate sidewalk design.

### **SIDEWALK VARIANCE**

Section 17.40.340 of the Metro Zoning Code states that the Board of Zoning Appeals shall not grant variances within a Planned Unit Development or sidewalk requirements without first considering a recommendation from the Planning Commission.

The applicant must submit a request for a sidewalk variance to the Board of Zoning Appeals. The purpose of the request is to deviate from the MCSP standard along Blue Hole Road and 620 linear feet on Bell Road due to stormwater regulations within the 100-year floodplain. Sidewalk improvements will be installed per Major and Collector Street Plan standards along site frontage on Bell Road except for 620 linear feet on Bell Road. The applicant has proposed an alternate sidewalk design on Blue Hole Road that will consist of a sidewalk 5 feet in width and a planting strip 5 feet in width, except for 230 linear feet where the grass strip only will be reduced to 2 feet in width. The sidewalk and planting strip along Blue Hole Road will deviate from Major and Collector Street Plan standards along the entire length of Blue Hole Road.

By allowing an alternate sidewalk plan, sensitive environmental features, in this case the 100-year floodplain, remain undisturbed.



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Planning evaluated the following factors pertaining to the alternate sidewalk design:

1. The property is within the Urban Services District and adjacent to existing transit service on Bell Road, so while sidewalks are currently sparse on Bell Road and Blue Hole Road, developing a connected sidewalk network to connect pedestrians from transit service to adjacent businesses is crucial.
2. Building the required MCSP standards would require relocating a stream and disturbing stream buffers, as well as extending a culvert along Blue Hole Road.

Given the factors above, staff recommends approval of the variance request with a condition that the applicant shall construct a sidewalk 5 feet in width and a planting strip 5 feet in width but permits the planting strip to be reduced to 2 feet in width along site frontage on Blue Hole Road and not be required to install sidewalks consistent with Major and Collector Street Plan standards along 620 linear feet on Bell Road, as shown on the proposed site plan.

### ANALYSIS

This request is being considered as a revision (minor modification) and does not require Council approval. Section 17.40.120.G permits the Planning Commission to approve minor modifications under certain conditions. Staff finds that the request is consistent with the requirements of Section 17.40.120.G, provided below for review.

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 of 4/26/18

- 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 use and site layout are consistent with the plan approved by Metro Council. This plan does not alter the basic development concept established by the approved PUD plan; therefore, staff recommendation is to approve with conditions.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions.**

- Provide an executed Declaration of Covenants and Restrictions and long term maintenance plan.
- For all public drainage structures not in ROW or in open-space/PUDE, provide minimum drainage width easement. Refer to Chapter 6 of Volume 1 of the Stormwater Management Manual for minimum easement widths for various pipe and ditch sizes.
- Revise ephemeral stream crossing under Brittany Park Drive to be a box culvert.





## **Metro Planning Commission Meeting of 4/26/18**

- Provide stormwater maintenance approval for dual 36” culverts under Brittany Park Drive, culvert extensions and proposed connection to existing box culverts under Blue Hole Road and/or revise as necessary.
- Confirm pipe/structure table, plans, and calculations are consistent.

### **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.
- Prior to building permit approval, submit recorded copy of the ROW dedication(s) and plat Brittany Park Drive (include bond)
- Add note to the plans that there are to be no vertical obstructions (poles, signs, guy wires, etc.) within the sidewalks.
- The bridge/culvert plans are under review by MPW bridge section, comments are forthcoming.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

In accordance with findings of revised TIS received 3/21/18, the developer shall install the following roadway improvements.

- Developer shall construct an eastbound right turn deceleration lane on Bell Rd at access road for entering traffic. The right turn deceleration lane should include approximately 175 feet of storage and 175 feet of taper.
- The design of the Site Access Point should consist of one entering lane and two exiting lanes. The exiting lanes should include one left turn and through shared lane and one right turn only lane or as approved by MPW traffic engineer. The remainder of the internal site driveway / Brittany Park Drive extension should be constructed as a two-lane roadway.
- If a traffic signal is installed at the Brittany Park Drive / Site Access intersection, protected + permitted phasing for the westbound left turn movement and a right turn overlap phase for the northbound right turn movement should be installed prior to the buildout of Phase 1b of Millwood Commons.
- Adequate sight distance should be provided for vehicles turning left from Site Access Point at Brittany Park Drive onto Bell Road. A minimum of 565 feet of intersection sight distance west of the Site should be provided.
- Adequate sight distance should be provided for vehicles turning right from Site Access Point at Brittany Park Drive onto Bell Road. A minimum of 430 feet of intersection sight distance east of the Site should be provided.



## Metro Planning Commission Meeting of 4/26/18

- Internal intersections along the site access drive should be located to accommodate 95th percentile queue lengths shown in report – current site plan indicates approximately 190 feet to the first internal intersection which analysis indicates is acceptable.
- Prior to permit plan approval, Oxford Commons Developer shall: (1) submit to Public Works for approval a traffic signal plan for the future signalization of site access road and Bell Road. Signal plan shall include pedestrian crosswalks, pedestrian signals, and associated pedestrian infrastructure, and (2) contribute a pro rata share towards this future signalization.

### **STAFF RECOMMENDATION**

Approve with conditions and recommend approval of the sidewalk variance request with the condition that a sidewalk with an alternate design is constructed as shown on the site plan.

### **CONDITIONS**

1. Application for a sidewalk variance shall be submitted to the Board of Zoning Appeals (BZA). Add BZA case number to the approved site plan. A variance must be granted prior to issuance of building permits.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
6. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
7. 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 reapproval by the Planning Commission and/or Metro Council.
8. Add the following note to the plan: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



# Metro Planning Commission Meeting of 4/26/18



## 2018Z-044PR-001

Map 070-07, Parcel(s) 013, 017, 022, 034.01-034.04, 034, 039  
03, Bordeaux – Whites Creek – Haynes Trinity  
02 (DeCosta Hastings)



**Project No.**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2018Z-044PR-001**  
02 - Hastings  
1 – Gentry  
Civil Site Design Group, PLLC, applicant; D&M  
Development, LLC, John Denton, Charlie and Michael  
Larue, owners.

**Staff Reviewer**  
**Staff Recommendation**

Hill  
*Defer to the May 10, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Zone change from R8 to RM20-A, RM20, and MUL.**

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Multi-Family Residential (RM20-A) zoning on property located at 1014 B West Trinity Lane, from One and Two-family Residential (R8) to Mixed Use Limited (MUL) zoning on property located at 1018 West Trinity Lane and from One and Two-Family Residential (R8) to Multi-Family (RM20) on properties located at 1014 C, 1014 D West Trinity Lane, 948, 948 B Youngs Lane and Youngs Lane (unnumbered), at the southwest corner of Youngs Lane and West Trinity Lane (6.49 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 10, 2018, Planning Commission meeting at the request of the applicant.