



METROPOLITAN PLANNING COMMISSION MINUTES

May 24, 2018
4:00 pm Regular Meeting

700 Second Avenue South
(between Lindsley Avenue and Middleton Street)
Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

The Planning Commission guides growth and development as Nashville and Davidson County 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.

Commissioners Present:

Greg Adkins, Chair
Jessica Farr, Vice Chair
Jeff Haynes
Ron Gobbell
Brian Tibbs
Daveisha Moore
Dr. Pearl Sims
Dr. Terry Jo Bichell
Councilmember Fabian Bedne

Commissioners Absent:

Lillian Blackshear

Staff Present:

Bob Leeman, Interim Executive Director
Lee Jones, Planning Manager II
Lucy Kempf, Planning Manager II
Michael Briggs, Planning Manager I
Kelly Adams, Admin Services Officer III
Greg Claxton, Planner III
Lisa Milligan, Planner III
Shawn Shepard, Planner III
Dara Sanders, Planner III
Latisha Birkeland, Planner II
Abbie Rickoff, Planner II
Levi Hill, Planner II
Patrick Napier, Planner I
Jessica Buechler, Planner I
Gene Burse, Planner I
Anna Grider, Planner I
Craig Owensby, Public Information Officer
Justin Marsh, Legal

Robert Leeman, AICP

Secretary and Interim Executive Director, Metro Planning Commission
Metro Planning Department of Nashville and Davidson County
800 2nd Avenue South P.O. Box 196300 Nashville, TN 37219-6300
p: (615) 862-7190; f: (615) 862-7130

Notice to Public

Please remember to turn off your cell phones.

Nine of the Planning Commission's ten members are appointed by the Metropolitan Council; the tenth member is the Mayor's representative. The Commission meets on the second and fourth Thursday of each month at 4:00 pm, in the Sonny West Conference Center on the ground floor of the Howard Office Building at 700 Second Avenue South. Only one meeting may be held in December. Special meetings, cancellations, and location changes are advertised on the [Planning Department's main webpage](#).

The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, including zone changes, specific plans, overlay districts, and mandatory referrals, the Commission recommends an action to the Council, which has final authority.

Agendas and staff reports are [posted online](#) and emailed to our mailing list on the Friday afternoon before each meeting. They can also be viewed in person from 7:30 am – 4 pm at the Planning Department office in the Metro Office Building at 800 2nd Avenue South. [Subscribe to the agenda mailing list](#)

Planning Commission meetings are shown live on the Metro Nashville Network, Comcast channel 3, [streamed online live](#), and [posted on YouTube](#), usually on the day after the meeting.

Writing to the Commission

Comments on any agenda item can be mailed, hand-delivered, faxed, or emailed to the Planning Department by noon on meeting day. Written comments can also be brought to the Planning Commission meeting and distributed during the public hearing. Please provide 15 copies of any correspondence brought to the meeting.

Mailing Address: Metro Planning Department, 800 2nd Avenue South, P.O. Box 196300, Nashville, TN 37219-6300
Fax: (615) 862-7130
E-mail: planning.commissioners@nashville.gov

Speaking to the Commission

Anyone can speak before the Commission during a public hearing. A Planning Department staff member presents each case, followed by the applicant, community members opposed to the application, and community members in favor.

Community members may speak for two minutes each. Representatives of neighborhood groups or other organizations may speak for five minutes if written notice is received before the meeting. Applicants may speak for ten minutes, with the option of reserving two minutes for rebuttal after public comments are complete. Councilmembers may speak at the beginning of the meeting, after an item is presented by staff, or during the public hearing on that item, with no time limit.

If you intend to speak during a meeting, you will be asked to fill out a short "Request to Speak" form.

Items set for consent or deferral will be listed at the start of the meeting.

Meetings are conducted in accordance with the Commission's [Rules and Procedures](#).

Legal Notice

As information for our audience, if you are not satisfied with a decision made by the Planning Commission today, you may appeal the decision by petitioning for a writ of cert with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Planning Commission's decision. To ensure that your appeal is filed in a timely manner, and that all procedural requirements have been met, please be advised that you should contact independent legal counsel.



The Planning Department does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. Discrimination against any person in recruitment, examination, appointment, training, promotion, retention, discipline or any other employment practices because of non-merit factors shall be prohibited. For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at (615) 862-7150 or e-mail her at josie.bass@nashville.gov. For Title VI inquiries, contact Human Relations at (615) 880-3370. For all employment-related inquiries, contact Human Resources at (615) 862-6640.

MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:30 p.m

B: ADOPTION OF AGENDA

Mr. Haynes moved and Mr. Gobbell seconded the motion to adopt the agenda. (9-0)

C: APPROVAL OF APRIL 19, 2018 MINUTES APPROVAL OF MAY 10, 2018 MINUTES

Mr. Tibbs moved and Mr. Haynes seconded the motion to approve the April 19, 2018 minutes. (9-0)

Dr. Sims moved and Ms. Moore seconded the motion to approve the May 10, 2018 minutes. (9-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilman Mendes spoke regarding Item 1, discussing concerns with short term rentals, affordable housing, and the design review process.

E: ITEMS FOR DEFERRAL / WITHDRAWAL

3. **2018SP-017-001**
GLENDALE & SCENIC
4. **2018SP-033-001**
2423 BUENA VISTA
9. **2018Z-046PR-001**
11. **2018CP-005-002**
12. **2018SP-024-001**
1207 PIERCE ROAD
13. **2018SP-035-001**
ELM HILL PLACE
18. **2018NHL-002-001**
IVY HALL

Mr. Gobbell moved and Mr. Haynes seconded the motion to approve the Deferred and Withdrawn Items. (9-0)

F: CONSENT AGENDA ITEMS

NOTICE TO THE PUBLIC: Items on the Consent Agenda will be voted on at a single time. No individual public hearing will be held, nor will the Commission debate these items unless a member of the audience or the Commission requests that the item be removed from the Consent Agenda.

5. **2018SP-034-001**
291 TUSCULUM ROAD SP
6. **2017NHL-002-002**
BELAIR MANSION
7. **2018S-021-001**
DRG INTERCHANGE CENTER
8. **2018S-059-001**
1020 EAST OLD HICKORY BOULEVARD

10a. 2018CP-005-001
EAST NASHVILLE COMMUNITY PLAN AMENDMENT

10b. 2018Z-045PR-001

16. 195-76P-002
BELLE FOREST CIRCLE CARWASH

23. Accept the Director's Report and Approve Administrative Items

Mr. Haynes moved and Mr. Gobbell seconded the motion to approve the Consent Agenda. (9-0)

Dr. Sims recused herself from Items 10a and 10b.

G: ITEMS TO BE CONSIDERED

1. **2018M-001OT-001**
BL2018-1139/Jeff Syracuse
DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN
Council District 15 (Jeff Syracuse)
Staff Reviewer: Jessica Buechler

A request for an ordinance approving the Donelson Transit-Oriented Redevelopment Plan, requested by M.D.H.A., applicant.

Staff Recommendation: Approve the Substitute Ordinance including any amendments at Council to increase open space requirements or provide clarifying language in the ordinance or plan.

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.

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 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.

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.

Process

Since property in the proposed 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 staffs continue to discuss ways to improve the process. Planning believes it will be important to have a Design Review Committee (DRC) with a diverse makeup in order to provide a thoughtful review process. This DRC makeup could include MDHA staff, Planning Staff, a design professional, a property owner, and a neighborhood representative.

Planning and MDHA will sign and agree to a Memorandum of Agreement (MOA) prior to the May 24th, 2018, Planning Commission meeting. This MOA will outline a process whereby a third party consultant will study the current redevelopment district review process within Nashville as well as redevelopment district review processes throughout the United States and make a recommendation as to any necessary changes to achieve best practices. Planning and MDHA agree that this process shall be completed within one year of the effective date of the redevelopment district.

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.

Substitute Ordinance and Plan Document Revisions dated April 10, 2018

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.

- 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)*.

- 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.

In the near future, Planning staff will convene a stakeholder group to look into what amendments may be needed to the UDO document to further achieve the policy and community's goals.

STAFF RECOMMENDATION

Staff recommends approval of the Substitute Ordinance including any amendments at Council to increase open space requirement or provide clarifying language in the ordinance or plan. 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.

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~~ 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 4~~ 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 (1st Extraordinary Session), as amended; Chapter 114 of Public Acts of 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 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.

(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.

Ms. Buechler presented the staff recommendation of approval of the substitute ordinance including any amendments at Council to increase open space requirements or provide clarifying language in the ordinance or plans.

Jim Harbison, MDHA, spoke in favor of the application because it is a workable, good plan and a win for affordable housing.

Tom White, 315 Deaderick St, spoke in favor of the application. He requested that two members of the design review committee be appointed by the district councilmember and the language added prior to third reading at council.

Michael Garrigan, 115 Barton Lane, spoke in favor of the application.

Josh (last name unclear), 222 Craigeade Cir, spoke in favor of the application as it is a way to measure, evaluate, and consolidate development not only in Donelson, but within the UDO. It will promote smart growth.
Ben Miskelly, 2844 Surrey Rd, spoke in favor of the application.

Phil Claiborne, 2911 Western Hills Dr, spoke in favor of the application as it will really move the overlay forward.

Councilmember Syracuse spoke in favor of the application. This will provide an opportunity to raise the quality of life in Donelson as well as provide affordable and workforce housing.

Nell Levin, 1611 Forrest Ave, spoke in opposition to the application and requested several recommendations be added such as conducting a survey of affordable housing, a commitment from the city on firm goals for the number of affordable housing units to be built as well as the number to be preserved, a land bank for further affordable units, and creating a unified process between MDHA and Metro approving design details and zoning changes before redevelopment plan is approved.

Grace Renshaw, 220 Mockingbird Rd, spoke in opposition to the application.

Josiah Reed, 150 4th Ave N, spoke in opposition to the application. There needs to be a unified review process; this is not ready for prime time yet.

Kay Bowers, 4033 Albert Dr, spoke in opposition to the application.

John Summers, 5000 Wyoming Ave, spoke in opposition to the application and expressed that the design review committee is imperative. He also noted that it is not free money; we can't afford to do this in every council district.

Floyd Shechter, 2900 Lebanon Rd, spoke in opposition. A survey of affordable housing needs to be conducted first.

Barrett Hobbs, 124 Spring Valley Rd, spoke in opposition. This plan needs more time.

Barry Gearon, 5036 Franklin Pike, spoke in opposition and requested to be excluded from the overlay.

Jim Harbison explained that this plan was developed with the community, and that the design review process will be studied in a thoughtful way.

Chairman Adkins closed the Public Hearing.

Ms. Farr stated that a lot of the issues raised are very important. A land bank is needed city wide. A survey needs to be conducted city wide. How much of this is a broader policy debate? The design review committee is a concern. If affordable housing is going to be discussed, affordable rent needs to be discussed.

Mr. Tibbs stated that in principle, this is a good plan, but some of the issues raised are important to address and consider. Perhaps additional language should be added before this goes forward.

Dr. Bichell noted that the land bank issue seems like a huge issue and inquired if the affordable housing survey could be added as a condition.

Mr. Leeman clarified that a recommendation could be made to look into the possibility of conducting the survey but more of a framework is needed for what the survey would entail.

Councilmember Bedne stated that he can't support this without an equitable design review committee. He agrees that short term rentals should not be allowed and a survey should definitely be conducted. He suggested a deferral.

Ms. Moore also agreed that short term rentals should not be included and conducting a survey is very important.

Mr. Gobbell asked if there is a difference between short term rentals and hotels and Mr. Leeman stated that yes, they are a different use in the zoning code.

Mr. Gobbell explained that he would support a deferral but is unsure what it would accomplish.

Dr. Sims spoke in opposition to the application as is and would support a deferral.

Mr. Haynes moved and Ms. Moore seconded the motion to defer to the June 28, 2018 Planning Commission meeting with the public hearing to be reopened. (9-0)

2. **2017SP-097-001**

BL2018-1099/Scott Davis
207 MYRTLE STREET
Council District 05 (Scott Davis)
Staff Reviewer: Anna Grider

A request to rezone from RS5 to SP-R zoning for property located at 207 Myrtle Street, approximately 165 feet south of Smiley Street, (0.27 acres), to permit one detached two-family residential unit, requested by Dale & Associates, applicant; Michael Moghadam and Emily Johnson, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Preliminary SP to permit one detached two-family residential unit.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan – Residential (SP-R) zoning on property located at 207 Myrtle Street, approximately 165 feet south of Smiley Street (0.27 acres), to permit one detached two-family residential unit.

Existing Zoning

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

Proposed Zoning

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

Background

This item was heard at the December 14th, 2017 Planning Commission and received a recommendation of disapproval. At that time, the proposal was to permit up to four residential units which is not consistent with the T4 Neighborhood Maintenance policy at this location. The item has been re-referred to the Planning Commission from Metro Council. A revised plan has been submitted to permit one detached two-family residential unit.

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes, the proposed SP-R zoning is consistent with the T4 Urban Neighborhood Maintenance (T4 NM) policy, which is intended to maintain the general character of the existing urban neighborhood. The neighborhood primarily consists of single-family homes with some scattered two-family homes. The property is located on the edge of a T4 NM policy area, directly across the street from T4 Neighborhood Evolving (T4 NE) policy. The T4 NE policy area is developed predominantly with one and two-family dwellings.

The property requested to be rezoned contains a single family residential unit. The proposed zone change would allow one two-family residential unit on this lot. The proposed plan of two residential units is consistent with the existing character of the area and is supported by the T4 Neighborhood Maintenance policy.

PLAN DETAILS

The site consists of one parcel totaling 0.27 acres located on the east side of Myrtle Street, approximately 165 feet south of Smiley Street. A single-family home exists on this lot. The existing zoning district allows for single-family residential uses. The neighborhood maintenance area contains single-family and scattered two-family homes.

Site Plan

The plan proposes one detached two-family residential unit. Both of the units front Myrtle Street and are proposed to have a height of 2 stories within 30 feet. The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths, and prohibited materials.

Vehicular access is via an existing alley. Seven parking spaces are provided in the rear and accessed from the alley.

There is an existing sidewalk on Myrtle Street consisting of a five-foot sidewalk and two-foot planting strip.

ANALYSIS

The proposed zone change is consistent with T4 Neighborhood Maintenance policy at this location and is context sensitive to the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- MWS policy does not allow shared private sewer lines, unless a variance is approved, and a Letter of Responsibility is filed with MWS. Before the Final SP is approved, these items must be addressed, if this development wishes to employ a shared private sewer design.
- The required capacity fees must also be paid prior to Final Site Plan/SP approval.

STORMWATER RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.27	8.71 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.27		2 U	20	2	3

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning could generate one more student than what is typically generated under the existing RS5 zoning district. Students would attend Glenn Enhanced Option Elementary, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the proposed plan is consistent with the land use policies for the area.

CONDITIONS

1. Permitted land uses shall be limited to one detached two-family residential unit.
2. On the corrected set, revise SP Development Summary Use to Two-Family from Single family.
3. On the corrected set, revise SP Development Summary Lot Access to Alley only, remove shared access Myrtle.
4. One the corrected set, add the following note: Maximum height shall be measured to the highest point of the roof.
5. Contribution in-lieu of sidewalk construction shall be made. Sidewalks are required by the MCSP to be a five-foot sidewalk and four foot grass strip. A variance is appropriate given the existence of a complete sidewalk network on this block. Applicant must apply for a variance through the Board of Zoning Appeals.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Ms. Grider presented the staff recommendation of approval with conditions and disapproval without all conditions.

Roy Dale, 516 Heather Place, spoke in favor of the application.

Michael Moghadam, 207 Myrtle St, spoke in favor of the application.

Eric Scalzo, 305 N 9th St, spoke in opposition to the application as it doesn't maintain the character of the zoning area.

Chairman Adkins closed the Public Hearing.

Mr. Haynes spoke in favor of staff recommendation.

Dr. Sims spoke in opposition to the application as she does not support messing with neighborhood maintenance.

Mr. Gobbell spoke in favor of staff recommendation although he has concerns about the rhythm of the street.

Dr. Bichell spoke in opposition to the application because she doesn't see how this fits with the rhythm of the street.

Mr. Tibbs spoke in favor of the application and feels that the applicant addressed the concerns that were brought up the first time.

Ms. Farr expressed concerns with the rhythm of the street and stated that we should preserve neighborhood maintenance in places where we have put neighborhood maintenance.

Mr. Haynes moved and Mr. Tibbs seconded the motion to approve with conditions and disapprove without all conditions. (5-4) Ms. Moore, Dr. Sims, Dr. Bichell, and Ms. Farr voted against.

Resolution No. RS2018-125

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017SP-097-001 is approved with conditions and disapprove without all conditions. (5-4)

CONDITIONS

1. Permitted land uses shall be limited to one detached two-family residential unit.
2. On the corrected set, revise SP Development Summary Use to Two-Family from Single family.
3. On the corrected set, revise SP Development Summary Lot Access to Alley only, remove shared access Myrtle.

4. One the corrected set, add the following note: Maximum height shall be measured to the highest point of the roof.
5. Contribution in-lieu of sidewalk construction shall be made. Sidewalks are required by the MCSP to be a five-foot sidewalk and four foot grass strip. A variance is appropriate given the existence of a complete sidewalk network on this block. Applicant must apply for a variance through the Board of Zoning Appeals.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

3. 2018SP-017-001

GLENDALE & SCENIC

Council District 25 (Russ Pulley)

Staff Reviewer: Levi Hill

A request to rezone from R20 to 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), requested by Councilmember Russ Pulley, applicant; Monroe Harding Children's Homes, owner.

Staff Recommendation: Defer to the June 14, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-017-001 to the June 14, 2018, Planning Commission meeting. (9-0)

4. 2018SP-033-001

2423 BUENA VISTA

Council District 02 (DeCosta Hastings)

Staff Reviewer: Levi Hill

A request to rezone from RM4 to SP-R zoning for properties located at 2423 Buena Vista Pike and Buena Vista Pike (unnumbered), approximately 1,095 feet west of Tucker Road, (10.33 acres), to permit 51 multi-family units, requested by Dale & Associates, applicant; Judith & Salem Forsythe, owners.

Staff Recommendation: Defer to the June 14, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-033-001 to the June 14, 2018, Planning Commission meeting. (9-0)

5. 2018SP-034-001

291 TUSCULUM ROAD SP

Council District 27 (Davette Blalock)

Staff Reviewer: Patrick Napier

A request to rezone from RS10 to SP-R zoning on property located at 291 Tusculum Road, approximately 150 feet southwest of Maple Top Drive (1.28 acres), to permit one detached two-family residential unit, requested by Dale and Associates, applicant; Flavio Martinez and Rosalia Ramirez, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Zone change to permit one detached two-family residential unit.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning on property located at 291 Tusculum Road, approximately 150 feet southwest of Maple Top Drive (1.28 acres), to permit one detached two-family residential unit.

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 5 lots, based on the acreage only. However, application of the Subdivision Regulations may result in fewer lots on this property.*

Proposed Zoning

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

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.

Consistent with Policy?

The proposed SP is consistent with the T3 NM policy and is appropriate given the site's location in a suburban area. The T3 NM policy is intended to retain the existing character of the neighborhood. There are several existing two-family uses within the surrounding neighborhood as well as a large town home development directly to the north of this site. This mixture of single, two-family and multifamily housing types create a diverse character within the existing neighborhood. Therefore, the proposed two-family use will further maintain the existing character of the surrounding neighborhood.

PLAN DETAILS

The site consists of one parcel at 291 Tusculum Road, approximately 150 feet southwest of Maple Top Drive. The site contains 1.28 acres and is currently vacant. Tusculum Road is identified as an arterial street in the Major and Collector Street Plan.

The proposed SP includes a detached two-family residential unit. Each unit will front Tusculum Road and provide a minimum 40 foot setback, consistent with the setbacks of the adjacent structures along Tusculum Road. This setback distance will help to achieve a consistent character and transition to the surrounding single family structures. The site will contain a driveway connection for each unit, utilizing the two existing curb cuts from the previous structure. Each unit will contain two-car garages and will be rear loaded.

The proposed residential units shall have a maximum height limitation of 2 stories in 30 feet. Conceptual building elevation drawings were not provided within the SP; however, architectural standards have been included on the plan and are required through architectural elevations submitted with final permit.

Sidewalks will be constructed along Tusculum Road which exceed the requirements of the Major and Collector Street Plan. A 7 foot wide sidewalk and 8 foot wide grass strip will be installed along the entire frontage of the site.

ANALYSIS

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

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval. A private sewer easement may need to be acquired before Final SP approval, dependent on the proposed lot layout and actual utility field locations.

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 Final SP, submit sight distance analysis for each driveway. May require modification to the driveway layout on the Prelim SP
- Prior to Final SP, indicate driveway ramps are to be per MPW standard ST-322

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.28	4.35 D	5 U	48	4	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.28		2 U	20	2	3

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

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

METRO SCHOOL BOARD REPORT

Projected student generation existing **RS10** district: 0 Elementary 0 Middle 0 High

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

The proposed SP zoning is not expected to generate any additional students beyond the existing RS10 zoning. Students would attend Cole Elementary School, Antioch Middle School and Cane Ridge High School. Cole Elementary School has been identified as full with no additional capacity. Antioch Middle School and Cane Ridge High School have been identified as having additional capacity. This information is based upon data from the school board last updated November 2017.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of one detached two-family residential unit.
2. Maximum height shall be measured to the highest point of the roof.
3. The Final SP shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
4. With the submittal of the permit, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R40 zoning district as of the date of the applicable request or application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. Consent Agenda (9-0)
Resolution No. RS2018-126

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-034-001 is **approved with conditions and disapprove without all conditions. (9-0)**

CONDITIONS

1. Permitted land uses shall be limited to a maximum of one detached two-family residential unit.
2. Maximum height shall be measured to the highest point of the roof.
3. The Final SP shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
4. With the submittal of the permit, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R40 zoning district as of the date of the applicable request or application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

6. 2017NHL-002-002

BELAIR MANSION

Council District 15 (Jeff Syracuse)
Staff Reviewer: Latisha Birkeland

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 RS20 and R8 and partially within the Downtown Donelson Urban Design Overlay (5.92 acres), requested by Lewis and Connie James, applicants and owners.
Staff Recommendation: Approve with conditions.

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).

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 0 units, based on 0.33 acres.*

One and Two-Family Residential Districts (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 30 lots with 7 duplex lots for a total of 37 units, based on acreage 5.59 acres.*

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

HISTORY

In 2017, Metro Council approved BL2017-773, which created a Neighborhood Landmark Overlay District for property located at 2250, 2254, and Lebanon Pike (unnumbered) and Revere Place (unnumbered). This designation recognizes the unique characteristics that a structure contributes to the community and identifies the feature as a critical component of the neighborhood context and structure.

The Belair Mansion was completed in 1832 by John Harding of Belle Meade for his daughter, Elizabeth, who married Joseph Clay of Kentucky. The property was acquired by a new owner with the intent of preserving the existing structure.

PLAN DETAILS

This request proposes to allow for bed and breakfast use with mansion tours within the existing 9,106 square foot structure. The applicant also proposes to allow for a bed and breakfast use within another existing structure on the property totaling 2,060 square feet. Currently, the mansion structure is located along the western portion of the property. The other existing structure is located along the eastern portion of the property.

There is currently one vehicular access point from Lebanon Pike. No additional access points are proposed. The applicant is exceeding the parking standards of the Zoning Code and parking would be generally located to the south of the existing structures. This redevelopment of existing buildings does not require a sidewalk and grass strip to be installed along Lebanon Pike. In the future, a final site plan that expands the use or includes additional uses will likely require the installation of a sidewalk and grass strip along Lebanon Pike.

The applicant has also provided an appropriate landscape buffer on the eastern property line to screen the adjacent multi-family residential property. Additional landscaping is provided throughout the site.

ANALYSIS

A Neighborhood Landmark Development Plan requires approval by the Planning Commission and must include design standards to ensure the compatibility of the proposed plan with surrounding uses.

The Metro Historic Zoning Commission has approved minor alterations to the structures. The applicant is requesting approval of 15 bed and breakfast units within two existing structures. This request is proposing a maximum of 11,166 square feet of bed and breakfast use. An existing building on-site will be converted to the innkeeper's apartment.

In NL districts, the Zoning Code allows land uses not permitted under the underlying zoning district, which in this instance are R8 and RS20, provided that the Commission determines that they are compatible and sensitive to abutting properties. This property is located at the northeast corner of Briley Parkway and Lebanon Pike. Lebanon Pike is an active arterial-boulevard that includes various residential and commercial uses. Staff finds the proposed bed and breakfast use is compatible within this Neighborhood Landmark due to its location, the proposed buffer between the property and adjacent residential areas, the location of the parking, and the overall mixture of uses along this corridor.

Signage standards shall meet the CN zoning requirements and be limited to 24 square feet; no pole or monument signs are permitted.

This proposal continues to identify the feature as a critical component of the neighborhood and allows the structure to contribute to the surrounding community.

FIRE MARSHAL RECOMMENDATION
N/A

STORMWATER RECOMMENDATION
Approve with conditions

A Technical Review was performed for the above referenced project. The following items were noted:
Plan Information and Fees:

- Provide a response letter stating how the comments were addressed and where they were addressed.
- Provide an executed Declaration of Restrictions and Covenants and long term maintenance plan with the next submission. The recording fee must be provided and the documents recorded prior to issuance of the grading permit.
- A copy of the Tennessee Construction General Permit Notice of Coverage must be provided for all sites that disturb one or more acres of land before a grading permit will be issued.
- Plan review and grading permit fees need to be paid.

Erosion Protection & Sediment Control (EPSC) Measures:

- Provide outlet protection for all concentrated discharge locations include calculations/sizing chart.

Storm Structures and Pipes/Detention:

- The drainage report indicates that post-development flows to Area B are being increased. Post-development flows from each basin should be equal to or less than pre-development for the 2-year through 100-year storm events.
- The portion of the outfall pipe from the bioretention area that is within the right-of-way should be RCP.
- Confirm that the right-of-way culvert under the driveway is adequately sized and in good condition or include replacement in plans.

Water Quality/LID:

- The LID Map should have a consistent and identifiable project boundary for both pre and post conditions for Rv calculation. This should include disturbed area and any existing buildings that will undergo significant redevelopment. Please update LID maps and calculations accordingly. A meeting will be scheduled to clarify.
- Utilize underdrains within bioretention area and incorporate an outlet structure to convey larger storm events. Ensure no portion of the GIP is within the right-of-way.
- Use the latest version of the spreadsheet – Version 9 or later and confirm LID calculations comply with SWMM Volume 5.
- Refer to Table 1.9 of GIP-01 for bioretention planting requirements.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approve

- Per use based on 15 bed and breakfast units and home tours.

WATER SERVICES RECOMMENDATION

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.
- Applicant must consolidate all the parcels contained within this SP, into one parcel, immediately after this Final Site Plan is approved. A 'Hard Hold' Flag will be placed on all these parcels, denying any further permits to this development, until this condition has been met. Provide proof this consolidation has been recorded at the Register of Deeds to Metro Water, to have this flag removed.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 15 Bed and Breakfast units up to a maximum of 11,166 square feet within two existing buildings, mansion tours and an innkeeper's cottage.
2. Vehicular access along Lebanon Pike shall be limited to the one existing curb cut shown on the site plan.
3. There shall be no pole or monument signs and all signs shall meet the CN zoning requirements and be limited to 24 square feet.
4. The building permit 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.

Approve with conditions. Consent Agenda (9-0)

Resolution No. RS2018-127

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017NHL-002-002 is **approved with conditions (9-0)**

CONDITIONS

1. Permitted uses shall be limited to a maximum of 15 Bed and Breakfast units up to a maximum of 11,166 square feet within two existing buildings, mansion tours and an innkeeper's cottage.
2. Vehicular access along Lebanon Pike shall be limited to the one existing curb cut shown on the site plan.
3. There shall be no pole or monument signs and all signs shall meet the CN zoning requirements and be limited to 24 square feet.
4. The building permit 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.

7. 2018S-021-001

DRG INTERCHANGE CENTER

Council District 33 (Antoinette Lee)

Staff Reviewer: Levi Hill

A request for final plat approval to create six lots on properties located at 12575 Old Hickory Blvd and 3818 Logistics Way, at the corner of Old Hickory Blvd and Logistics Way, zoned AR2a and IR and within the Murfreesboro Pike Urban Design Overlay District (118.19 acres), requested by Barge, Waggoner, Sumner & Cannon, Inc., applicant; CH Realty VII-DRG Nashville Interchange Center, LLC and CH Realty VII DRG Nashville Interchange Center PH 1, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create six lots.

Final Plat

A request for final plat approval to create six lots on properties located at 12575 Old Hickory Blvd and 3818 Logistics Way, at the corner of Old Hickory Blvd and Logistics Way, zoned Agricultural/Residential (AR2a), Industrial Restrictive (IR), within a Planned Unit Development, and within the Murfreesboro Pike Urban Design Overlay District (118.19 acres).

Existing Zoning

Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan.

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. 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.

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

Conservation (CO) is intended to preserve 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.

PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. This request is for final plat approval to create six lots on approximately 118.19 acres at the corner of Logistics Way and Old Hickory Boulevard. The site is currently vacant. Three of the proposed lots will be for industrial uses while two of the proposed lots (Lot 4 and Lot 5) are designated as stormwater detention areas and drainage easements. The remaining lot (Lot 2) is identified as an access and utility easement. The lots range from 2.45 acres to 55.15 acres. Access to the site is provided from Old Hickory Boulevard, Logistics Way and a proposed access easement. Right of way dedications are proposed along both Old Hickory Boulevard frontages, consistent with the Major and Collector Street Plan.

ANALYSIS

The land use policy for the subject property is District Industrial (D IN), which is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations.

The conservation policy present on the site is in response to multiple streams on the property. Stormwater regulations would ensure minimal disturbance to the sites environmentally sensitive features as the property develops.

Zoning Code

Proposed lots meet the minimum standards of the IR and AR2a zoning districts.

Street Frontage

Proposed lots have frontage on a public street or access provided by easement.

Agency Review

All review agencies have not recommended approval.

STORMWATER RECOMMENDATION

Approve with conditions

- Correct Maintenance Agreement Number from : 20180111-_003747 to 20180111-0003747.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

METRO WATER SERVICES RECOMMENDATION

Approve with conditions

- Update plat to reflect indicate proposed water main and sanitary sewer line.
- Approval contingent on construction and completion of MWS Project #'s 17-SL-223 and 17-WL-220. A bond amount of \$75,000 is assigned to 17-SL-223, and an amount of \$170,000 is assigned to 17-WL-220.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS (if approved)

1. Label proposed lots with the following map and parcel numbers. Include this information in a note as well:
Lot 1 – parcel 225 of map 175
Lot 2 – parcel 226 of map 175
Lot 3 – parcel 227 of map 175
Lot 4 – parcel 228 of map 175
Lot 5 – parcel 239 of map 175
Lot 6 – parcel 230 of map 175
2. The building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
3. If you plan to record the final plat without constructing the required public infrastructure improvements (roads, water and sewer line extensions), then you must request a bond for those improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" at least three weeks prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the reviewing Metro agencies. Contact: the Bond Desk at 862-7202, bond.desk@nashville.gov.

Approve with conditions. Consent Agenda (9-0)

Resolution No. RS2018-128

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-021-001 is **approved with conditions (9-0)**

CONDITIONS

1. Label proposed lots with the following map and parcel numbers. Include this information in a note as well:
Lot 1 – parcel 225 of map 175
Lot 2 – parcel 226 of map 175
Lot 3 – parcel 227 of map 175
Lot 4 – parcel 228 of map 175
Lot 5 – parcel 239 of map 175
Lot 6 – parcel 230 of map 175

2. The building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
3. If you plan to record the final plat without constructing the required public infrastructure improvements (roads, water and sewer line extensions), then you must request a bond for those improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" at least three weeks prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the reviewing Metro agencies. Contact: the Bond Desk at 862-7202, bond.desk@nashville.gov.

8. 2018S-059-001
1020 EAST OLD HICKORY BOULEVARD
 Council District 09 (Bill Pridemore)
 Staff Reviewer: Levi Hill

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 C Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 200 feet east of Farris Avenue, zoned OR20 and RS10 (15.51 acres), requested by Civil Site Design Group, PLLC, applicant; The Turning Point Church, Carolyn and William Stanley, Edward Meek and Edward Meek Equity Trust Company, owners.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Concept plan approval to create 56 single-family 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 C Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 200 feet east of Farris Avenue, zoned Office / Residential (OR20) and Single-Family Residential (RS10) (15.22 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 56 units based on the cluster lot provisions.*

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 5 units.*

MADISON COMMUNITY PLAN

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

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

PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application.

The property is approximately 15.22 acres and is located between Old Hickory Boulevard and New Providence Pass, approximately 400 feet east of Farris Avenue.

The site is predominantly vacant; however, two single-family residences exist along New Providence Pass and are proposed to remain. The proposed plan is surrounded by single-family residential uses with the exception of church located immediately east of the property along Old Hickory Boulevard.

Site Plan

The site plan proposes up to 56 single-family clustered lots. Lot sizes range from 5,291 square feet to 14,320 square feet. 53 of the lots will front on to new public roads, while the remaining 3 lots will front New Providence Pass. The concept plan proposes a new public street running north and south, connecting Old Hickory Boulevard to New Providence Pass. A second new public street is proposed to provide additional internal circulation within the site. New streets will include a five foot wide sidewalk and a four foot wide grass strip, consistent with local street standards. A five foot wide sidewalk and a four foot wide grass strip will be provided along New Providence Pass while an eight foot sidewalk and six foot grass strip will be provided along Old Hickory Boulevard, consistent with local and collector street standards, respectively.

A 20 foot C-3 landscape buffer is proposed along all property lines that abut existing lots. Three open space areas totaling 3.86 acres, or 25% of the total area, with amenities including a pavilion are provided in the development, meeting the requirements of the Zoning Code for the cluster lot option.

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 existing topography, protect natural features, and create more useable open space.

In cluster lot subdivisions, a minimum of 15 percent of the development must be open space. Of the total 15.22 acres, 3.86 acres will remain as open space, or 25% of total area. Recreational facilities are required within a portion of the open space, and this proposal includes a pavilion located at the central open space.

The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision. The plan enhances connectivity for the area by connecting Old Hickory Boulevard to New Providence Pass.

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 TAS findings, developer shall construct the following roadway improvements.

- Each of the project accesses should be constructed to include a minimum of one entering lane and one exiting lane.
- The analyses conducted for the purposes of this study indicate that dedicated turn lanes are not warranted for construction on E. Old Hickory Boulevard at the main project access. Specifically, the eastbound and westbound through volumes on E. Old Hickory Boulevard do not exceed the thresholds that have been established in order to identify when dedicated turn lanes are warranted on two-lane roadways.
- Provide adequate sight distance at access points. For a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on E. Old Hickory Boulevard 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 445 feet. This is the distance that a motorist on the project access will need to safely complete a turn onto E. Old Hickory Boulevard. Initial field observations and measurements indicate that the minimum distances are available.
- Adequate sight distance shall also be provided at access off New Providence Pass.

WATER SERVICES

Approve with conditions

- Approved as a Concept Plan only. Public 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. Comply with all conditions and requirements of Metro agencies.
3. Dimension and label the required pedestrian and bicycle facilities along Old Hickory Boulevard consistent with the Major and Collector Street Plan.

Approve with conditions. Consent Agenda (9-0)

Resolution No. RS2018-129

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-059-001 is **approved with conditions (9-0)**

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. Comply with all conditions and requirements of Metro agencies.
3. Dimension and label the required pedestrian and bicycle facilities along Old Hickory Boulevard consistent with the Major and Collector Street Plan.

9. 2018Z-046PR-001

Council District 27 (Davette Blalock)
Staff Reviewer: Latisha Birkeland

A request to rezone from R6 to RM20-A zoning on properties located at Winston Avenue West (unnumbered) and JJ Watson Avenue (unnumbered), west of the terminus of JJ Watson Avenue (4.57 acres), requested by Dale and Associates, applicant; Salahadeen Osman, owner.

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission deferred indefinitely 2018Z-046PR-001. (9-0)

10a. 2018CP-005-001

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Council District 07 (Anthony Davis)
Staff Reviewer: Anna Grider

A request to amend the East Nashville Community Plan by changing from T4 Urban Neighborhood Maintenance Policy to T4 Urban Neighborhood Center Policy on properties located at 1528 B, 1528 C Riverside Drive and 200, and 210-220 Porter Village Circle, and to Transition Policy on property located at 1524 Riverside Drive, approximately 195 feet south of Porter Road, zoned R6, R10 and SP-MU (1.23 acres), requested by JTS Zoning and Land Solutions, applicant; various owners. (See associated case # 2018Z-045PR-001)

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy to change from T4 Urban Neighborhood Maintenance (T4 NM) Policy to T4 Urban Neighborhood Center (T4 NC) Policy on property located at 1528 B, 1528 C Riverside Drive and 200-222 Porter Village Circle, and to Transition (TR) Policy on 1524 Riverside Drive, approximately 195 feet south of Porter Road, zoned One and Two Family Residential (R6 and R10) and Specific Plan-Mixed Use (SP-MU) (1.23 acres).

EAST NASHVILLE COMMUNITY PLAN

Current Policy

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

Proposed Policy

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2018Z-045PR-001, a request to change the zoning from Commercial Limited (CL), One and Two-Family Residential (R6 and R10) to Mixed Use Limited-Alternative (MUL-A) zoning on properties located at 1528, 1528 B, 1528 C and 1530 Riverside Drive and 1609 Porter Road. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

T4 NM policy is currently applied to a majority of the subject properties, and it encompasses most of the surrounding area to the north, south, and west. Non-residential uses are not supported by the existing T4 NM policy. As a result, the applicant has proposed a policy change to T4 Urban Neighborhood Center (T4 NC), which is intended to create neighborhood centers with a mixture of uses to serve surrounding urban neighborhoods. T4 NC is applied to the intersection of Porter Road and Riverside Drive and continues to the west along Porter Road. T3 Suburban Neighborhood Maintenance (T3 NM) policy is applied to the east. There are areas of Conservation (CO) Policy south and west of the amendment area boundary denoting the location of stream buffers. Transition (TR) Policy is proposed for the property that fronts on Riverside Drive in order to buffer the higher intensity T4 NC Policy from the lower intensity T4 NM Policy area.

COMMUNITY PARTICIPATION

On May 9, 2018, a community meeting was held at the South Inglewood Community Center, located at 1624 Rebecca Street, to discuss the applicant’s plan amendment and zoning requests. Approximately 10 people attended, including the applicant, property owner and staff from the Planning Department.

Planning staff spoke and answered questions at the meeting regarding the plan amendment and rezoning applications. Attendees generally expressed support for the plan amendment, and sought details of the potential uses that may be introduced and the long term plan for the properties. The main concerns for attendees were related to effects of development on stormwater runoff on those homes to the south and noise associated with the addition of new offices the applicant indicated they plan to construct. Traffic and parking concerns were also raised, and these concerns were addressed by the applicant and property owners.

ANALYSIS SUMMARY

Amending the Community Character Policy from T4 NM to T4 NC and TR is appropriate because of the opportunities described above for providing additional neighborhood-scale services, utilizing the connectivity of the intersection, and forming functional boundaries while buffering the established single-family neighborhood from the more intense uses allowed in the T4 NC policy area.

ANALYSIS OF T4 NEIGHBORHOOD CENTER POLICY

The proposed amendment area is a suitable location for T4 NC policy for the following reasons:

Policy Application

The proposed application of the T4 NC policy is consistent with the intent of the application of this policy category. T4 NC policy should be applied to areas where there is a concentration of land that is zoned, used, or intended to be used as mixed use and commercial. These centers are situated to serve the daily needs of an urban neighborhood, and the center’s intensification is supported by surrounding residential development, adequate infrastructure and access, such as the intersection of arterial and collector streets.

Boundaries

T4 NC policy areas are intended to have clearly distinguishable boundaries identified by lot pattern, land uses, building types, building placement, and block structure. The current configuration of the center does not provide the circulation, parking and land area needed in order for this to develop as a functional neighborhood center to benefit the needs of the surrounding urban neighborhood. By extending the boundaries of the center to include two landlocked parcels and encompass the entirety of the townhome SP, the center becomes much more functional and better defined.

Connectivity

The proposed amendment area is located at the intersection of Riverside Drive and Porter Road, an arterial and collector respectively, in the Major and Collector Street Plan. This is a suitable location for T4 NC policy given the significance of this intersection and its accessibility. There is an existing MTA bus stop adjacent to the amendment area and bike lanes along Riverside Drive increasing the connectivity of the center.

ANALYSIS OF TRANSITION POLICY

The proposed amendment area is a suitable location for TR policy for the following reasons:

Policy Application

The proposed application of the TR policy is consistent with the intent of the application of this policy category. TR policy areas are generally small in geographic size and serve a limited function of providing transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy categories or development. The predominant uses in TR areas are small-scale offices and moderate to high density residential in various building types.

Transition

TR policy is proposed to be applied to the single-family home on Riverside Drive in order to buffer the uses and intensities allowed by the higher-intensity T4 NC policy to the established lower-intensity single family neighborhood to the south. This transition area can help minimize land use conflicts while providing an opportunity for small-scale offices and residential uses.

STAFF RECOMMENDATION

Staff recommends approval of the amendment request.

Approve. Consent Agenda (8-0-1)

Resolution No. RS2018-130

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-005-001 is **approve d(8-0-1)**”

10b. 2018Z-045PR-001

Council District 07 (Anthony Davis)

Staff Reviewer: Levi Hill

A request to rezone from CL, R6 and R10 to MUL-A zoning on properties located at 1528, 1528 B, 1528 C, 1530 Riverside Drive and 1609 Porter Road, at the southwest corner of Riverside Drive and Porter Road (1.38 acres), requested by JTS Zoning and Land Solutions, applicant; Snapshot Development, LLC, owner. (See associated case # 2018CP-005-001)

Staff Recommendation: Approve if the associated policy amendment is approved and disapprove if the associated policy amendment is not approved.

APPLICANT REQUEST

Zone change from R6, CL, and R10 to MUL-A.

Zone Change

A request to rezone from Commercial Limited (CL), One and Two-Family Residential (R6 and R10) to Mixed Use Limited-Alternative (MUL-A) zoning on properties located at 1528, 1528 B, 1528 C, 1530 Riverside Drive and 1609 Porter Road, at the southwest corner of Riverside Drive and Porter Road (1.38 acres).

Existing Zoning

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

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 4 lots with 1 duplex lot for a total of 5 units based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 1 lot with one duplex lot for a total of 2 units based on acreage only.*

Contextual Overlay provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area. *Only parcel 045 is included within the contextual overlay district. If rezoned as requested, the standards of the contextual overlay would no longer apply.*

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

Current Policy

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

Proposed Policy

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Consistent with Policy?

The requested rezoning is inconsistent with the existing NM policy. The rezoning permits a mixture of uses, including residential, retail, and office, which is consistent with the proposed T4 NC policy. The site is located at the intersection of Riverside Drive and Porter Road, an arterial and collector, respectively, in the Major and Collector Street Plan. The property has moderate levels of connectivity and is immediately adjacent to an existing MTA bus stop. The requested rezoning would allow moderately intense development along the corridor while maintaining the existing development pattern south of the site. The proposed rezoning brings the property closer to the goals of the policy by allowing mixed use development that could serve the immediate neighborhood and would be located in proximity to an arterial boulevard.

ANALYSIS

The site consists of five parcels totaling approximately 1.38 acres and is located at the southwest corner of Riverside Drive and Porter Road. The property is currently developed with an office building and a parking lot. The site has frontage on both Riverside Drive and Porter Road which are identified in the Major and Collector Street Plan as an arterial and collector, respectively. Surrounding property to the north is developed with a church while properties to the south are developed with single-family residences. Properties to the east are a mix of commercial uses and single-family residences. Surrounding properties to the west are developed with multi-family and single-family uses.

The requested rezoning to MUL-A is consistent with the proposed land use policy for the area. The proposed rezoning allows for redevelopment of property that has existing infrastructure in a way that enhances the neighborhood center and meets the goals of the policy. The bulk and building placement standards associated with MUL-A zoning ensure mixed-use development that addresses the pedestrian realm and limits the amount of parking between the building and the street as the property redevelops. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.38	0.6 F	9,931 S.F.	463	16	46

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.65	7.26 D	5 U	48	4	6

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.35	4.35	2 U	20	2	3

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.7	1.0 F	30 U	306	19	35

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.34	1.0 F	14,810 S.F.	307	41	96

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.34	1.0 F	14,810 S.F.	672	20	58

Traffic changes between maximum: **CL, R6, R10 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+754	+58	+134

METRO SCHOOL BOARD REPORT

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

Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed MUL-A district: 3 Elementary 2 Middle 2 High

The proposed zoning is expected to generate 7 more students beyond the existing zoning. Students would attend Rosebank Elementary School and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval if the associated policy amendment is approved and disapproval if the associated policy amendment is not approved.

Approve. Consent Agenda (8-0-1)

Resolution No. RS2018-131

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-045PR-001 is **approved. (8-0-1)**”

11. 2018CP-005-002

Council District 05 (Scott Davis)
Staff Reviewer: Marty Sewell

A request to amend the East Nashville Community Plan by identifying the study area for the Highland Heights Study as a distinct neighborhood planning area within the community plan area, amending the Community Character Policy, and adopting a small area plan to establish a vision and provide supplemental policy guidance for various properties bounded by Dickerson Pike, Douglas Avenue, Ellington Parkway, and East Trinity Lane (434.32 acres) and to amend the adopted Major and Collector Street Plan designations for the Highland Heights Study area. Requested by the Metro Nashville Planning Department, applicant; various property owners.

Staff Recommendation: Defer to the June 14, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018CP-005-002 to the June 14, 2018, Planning Commission meeting. (9-0)

12. 2018SP-024-001

1207 PIERCE ROAD

Council District 09 (Bill Pridemore)
Staff Reviewer: Shawn Shepard

A request to rezone from RS7.5 to SP-R zoning on properties located at Palmer Avenue (unnumbered), 1207 Pierce Road and Pierce Road (unnumbered), at the northeast corner of Lawrence Avenue and Palmer Avenue (3.36 acres), to permit 28 multi-family residential units, requested by Dale and Associates, applicant; Ruby Lee Grant, owner.

Staff Recommendation: Defer to the June 14, 2018, Planning Commission meeting..

The Metropolitan Planning Commission deferred 2018SP-024-001 to the June 14, 2018, Planning Commission meeting. (9-0)

13. 2018SP-035-001

ELM HILL PLACE

Council District 13 (Holly Huevo)
Staff Reviewer: Gene Burse

A request to rezone from RS10 to SP-R zoning on properties located at 3112, 3128 Elm Hill Pike and Elm Hill Pike (unnumbered), approximately 415 feet east of Timber Valley Drive (13.56 acres), to permit 166 multi-family residential units, requested by Southeastern Development Enterprise, LLC, applicant; Gregg and Susan Eatherly and Gerre Goss White, owners.

Staff Recommendation: Defer to the June 14, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-035-001 to the June 14, 2018, Planning Commission meeting. (9-0)

14. 2018NHL-003-001

HOTEL CHURCH

Council District 06 (Brett Withers)
Staff Reviewer: Shawn Shepard

A request for final site plan approval for a Neighborhood Landmark Overlay on properties located at 819 and 901 Russell Street, at the northwest and northeast corners of Russell Street and South 9th Street, zoned R8 and within the Edgefield Historic Preservation Overlay District (0.56 acres), to permit a hotel, requested by Powell Architecture and Building Studio, applicant; Life Church International, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Permit a hotel within the existing structure.

Neighborhood Landmark Development Plan

A request for development plan approval for a Neighborhood Landmark Overlay on properties located at 819 and 901 Russell Street, at the northwest and northeast corners of Russell Street and South 9th Street, zoned One and Two-Family Residential (R8) and within the Edgefield Historic Preservation Overlay District (0.56 acres), to permit a hotel.

Existing Zoning

One and Two-Family Residential Districts (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 3 duplex lots for a total of 6 units, subject to compliance with all standards of the Metro Subdivision Regulations.*

Edgefield Historic Preservation Overlay District (HPR) Historic Preservation districts are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development.

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

HISTORY

The building on the site, known as the former Russell Street Church of Christ, was completed in 1905 and is an example of the Romanesque Revival architectural style. The church building is not individually listed on the National Register of Historic Places; however, it is a contributing structure located within the Edgefield Historic Preservation Overlay District. The structure was heavily damaged during the 1998 tornado that went through East Nashville.

In 2001, Metro Council approved BL2001-789, which created a Neighborhood Landmark Overlay District for property located at 819 and 901 Russell Street. The Neighborhood Landmark designation recognizes the building's unique characteristics and contribution to the neighborhood context and structure. The Neighborhood Landmark designation permits adaptive reuse of neighborhood features in order to protect and preserve the feature. Since 2001, a number of different uses have been evaluated, but no owner or applicant has obtained Planning Commission approval of a Neighborhood Landmark Development Plan for the site.

PLAN DETAILS

The development plan proposes a 17-room boutique hotel within the existing, 12,223-square-foot church building at 819 Russell Street. The plan includes a coffee bar area in the lobby, noted on the plan as for hotel patrons only. The plan also includes an apartment for an on-site manager and a requirement that hotel staff be on site at all times.

No exterior renovations to the structure are proposed other than repair of damaged windows and doors. The existing entrances to the building from Russell Street and off the alley will be maintained, as will the existing sidewalks along the Russell Street and 9th Street frontages, with primary pedestrian access to the building from Russell Street. The rear alley access will be used for the ADA accessible entrance and as the service entrance. The existing church sign will be used as signage for the hotel.

The existing parking lot serving the church, located at 901 Russell Street, will provide parking for the hotel use. The surface lot, which is accessed from Russell Street and the alley to the north, contains a total of 29 parking spaces; a total of 20 spaces are required for the use by the parking standards of the Metro Zoning Ordinance. The existing parking lot will be upgraded with tree islands and perimeter landscaping consistent with the current requirements of the Metro Zoning Ordinance for parking lots. The plan also identifies a location for a proposed bicycle sharing station in the parking lot.

ANALYSIS

A Neighborhood Landmark Development Plan requires approval by the Planning Commission and must include design standards to ensure the compatibility of the proposed plan with surrounding uses. The site is located at the intersection of Russell Street and S 9th Street, approximately 225 feet southeast of Woodland Street, which is identified on the Major and Collector Street Plan as a collector, and approximately 620 feet southeast of Main Street, which is identified on the MCSP as arterial boulevard and an immediate need high capacity transit corridor. The site is on the edge of a large area of one and two-family residential zoning developed with primarily single-family homes and some scattered duplex and multi-family residential uses. The properties to the north along Woodland Street are developed with a mix of residential, office, commercial and mixed uses. The two properties just north of this site, on the opposite side of the alley located to the rear of the church and parking lot, contain existing office uses.

Neighborhood Landmark districts are intended to preserve and protect neighborhood features that are important to maintain and enhance neighborhood character by permitting . In NL districts, the Zoning Code allows land uses not permitted under the underlying zoning district provided that the Planning Commission determines that they are "compatible and sensitive to abutting properties and the overall neighborhood fabric and appropriate to preserve and maintain the district." The site is located on a corner at the edge of a residential neighborhood, with ample on-site parking, and adjacent to a commercially zoned and developed area. This unique location and context makes the site an appropriate location for a hotel use as proposed with this plan.

The plan, as proposed, addresses each of the requirements for a Neighborhood Landmark development outlined in Section 17.40.160 of the Metro Zoning Ordinance, including parking, lighting, signage, and landscaping. No new parking, lighting, or signage is proposed, but the existing parking lot will be upgraded to meet current zoning requirements for perimeter and interior landscaping, resulting in better screening of the parking from the street. Since the existing church building will be reused without alterations, the requirements to establish building mass and scale and design standards for new construction are not applicable to this particular landmark plan.

To further ensure compatibility of the use with the surrounding neighborhood, staff recommends that several additional conditions be incorporated into the plan. First, staff recommends that the use associated with this development plan be limited to hotel. Service of coffee to hotel guests in the lobby of the hotel is considered ancillary to a hotel use and does not require a separate permit; however, restaurants, whether full-service or take-out such as a coffee stand, and bar or nightclub are separate uses under the Metro Zoning Code and are not included or permitted with this application. Staff also recommends that special events, including conferences, meetings, or receptions, be prohibited, as these types of uses often result in the attraction of visitors that are not otherwise staying at the hotel, which potentially increases traffic, noise and other impacts to the neighborhood. Secondly, although the plan provides more parking than is required by the Metro Zoning Code for a hotel use, staff recommends a condition limiting the parking for use by hotel guests and staff only. Paid public parking in the provided surface lot shall be prohibited. Finally, signage shall be limited to the existing, ground sign located at the front of the church building along Russell Street.

As there are currently no exterior alterations to the structure proposed other than repair of windows and doors and landscaping, Metro Historic Zoning Commission staff have recommended approval of the plan. Any changes to the exterior of the building or parking other than plantings will require approval by the Metro Historic Zoning Commission.

The proposal allows for adaptive reuse and restoration of a significant community feature which has long been vacant. The proposed hotel use will provide for economically viable use of this unique structure in order to support its preservation, and the conditions incorporated by the applicant and recommended by staff will ensure that the use is compatible with the surrounding neighborhood context and appropriate given the location. As the proposed development plan is consistent with the purpose and intent of the Neighborhood Landmark district and, as conditioned, is sensitive to the surrounding context, staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

HISTORIC ZONING STAFF RECOMMENDATION

Approve

- The two properties are in the Edgefield Historic Preservation zoning overlay therefore any exterior alterations, beyond plantings, of the building, the site, or parking lot, will require review by the MHZC.

STORMWATER RECOMMENDATION

Approve with conditions

- Update Preliminary Note to plans: Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Storm Water approval / comments only. The final lot count and details of the plan shall be governed by the appropriate Storm Water regulations at the time of final application.
- Cite the New FEMA: Panel Number (H), 47037C0242 (H) to plat.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
- MPW solid waste policy requires that businesses of this scale set up a private hauler collection. Prior to bldg permit approval by MPW submit documentation for solid waste and recycling collection via private hauler.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Apply to T&P for loading zone for check in and ride share along Russell St frontage.

WATER SERVICES RECOMMENDATION

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.
- Approval is contingent on Metro Stormwater's approval of this Final Site Plan, which accounts for meeting Metro Water's Combined Sewer Policy.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses shall be limited to a hotel with a maximum of 17 rooms and one manager's apartment within the existing structure. No over the counter sales of food, beverage or merchandise to the general public is permitted.
2. Special events shall be prohibited.
3. Parking shall be limited to use by hotel guests and staff only. Public paid parking shall be prohibited.
4. Valet parking stands, ride-share dropoff areas, and loading and check-in areas shall be prohibited along Russell Street and S 9th Street. All service vehicle loading shall occur on-site accessed via the alley to the rear of the building. Hotel guest drop-off and loading shall be limited to the rear of the site accessed via the alley or to the hotel parking lot.
5. Signage shall be limited to the existing ground sign located at the front of the building along Russell Street. Lighting for the existing sign shall be limited to goose neck lighting installed on top of sign or ground mounted uplighting. No internal illumination is permitted.

Chairman Adkins recused himself and stepped out of the room at 7:00 p.m.

Ms. Shepard presented the staff recommendation of approval with conditions.

Manley Seal, 904A Main St, spoke in favor of the application. A hotel is the best use to rehab this building.

Michael (last name unclear), Anchor Investments, spoke in favor of the application.

Shawn Henry, 315 Deaderick St, spoke in favor of the application and stated that his client agrees with all staff conditions.

James Damato, 800 Boscobel St, spoke in favor of the application with all conditions.

Steve Powell, 1006 Shelby Ave, spoke in favor of the application as it is a sensitive and appropriate use of a historical church.

Bishop Frederick Barr, 819 Russell St, spoke in favor of the application.

Erica Barr, 819 Russell St, spoke in favor of the application. This is a great use for this historic church. It brings hope to East Nashville.

Vickie Saito, 213 Harpethwood Dr, spoke in favor of the application. She is thrilled to have such sensitivity by a developer that really cares about this historic neighborhood.

Lois Layne, 817 Russell St, reluctantly spoke in favor of the application. It could be a real asset to the neighborhood and improve property values.

Carol Norton, 801 Boscobel St, spoke in favor of the application.

Faye Weaver, 914 Russell St, spoke in favor of the application.

Anderson Williams, 800 Russell St, spoke in favor of the application.

John Summers, 5000 Wyoming Ave, spoke in opposition to the application. This use is not consistent with policy, the proposal is inconsistent with the ordinance, and this should be reused as residential.

Ray Liggett, 820 Russell St, spoke in opposition to the application because of the high density and parking concerns.

Dan Sheer, 911 Fatherland St, spoke in opposition to the application due to traffic and pedestrian traffic concerns; would rather have single family homes, not commercial.

Pete Greaves, 913 Fatherland St, spoke in opposition to the application. There is no way to control the guests/parties that could come here. This needs to be preserved as residential.

Shawn Henry clarified that there will be no food/beverage service nor any meetings or special events in this hotel.

Councilmember Withers spoke in favor of the application, even with additional conditions if necessary.

Ms. Farr closed the Public Hearing.

Mr. Tibbs spoke in favor of the application.

Mr. Tibbs moved and Mr. Gobbell seconded the motion to approve with conditions.

Dr. Bichell spoke in favor of the application as it is a perfect adaptive use of this property.

Ms. Moore spoke in favor of the application; very creative use of the property.

Mr. Gobbell spoke in favor of the application.

Mr. Haynes spoke in favor of the application.

Ms. Farr spoke in favor of the application.

A vote was taken to approve with conditions. (8-0)

Chairman Adkins stepped back in the room at 8:12 p.m.

Resolution No. RS2018-132

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018NHL-003-001 is **approved with conditions (8-0)**

CONDITIONS

1. Permitted uses shall be limited to a hotel with a maximum of 17 rooms and one manager’s apartment within the existing structure. No over the counter sales of food, beverage or merchandise to the general public is permitted.
2. Special events shall be prohibited.
3. Parking shall be limited to use by hotel guests and staff only. Public paid parking shall be prohibited.
4. Valet parking stands, ride-share dropoff areas, and loading and check-in areas shall be prohibited along Russell Street and S 9th Street. All service vehicle loading shall occur on-site accessed via the alley to the rear of the building. Hotel guest drop-off and loading shall be limited to the rear of the site accessed via the alley or to the hotel parking lot.
5. Signage shall be limited to the existing ground sign located at the front of the building along Russell Street. Lighting for the existing sign shall be limited to goose neck lighting installed on top of sign or ground mounted uplighting. No internal illumination is permitted.

15. 2018S-080-001

**WEST NASHVILLE RESUB LOTS 1201, 1203 & A
PORTION OF 1205 OF BLOCK 10**

Council District 20 (Mary Carolyn Roberts)
Staff Reviewer: Gene Burse

A request for final plat approval to create two lots on property located at 5302 Tennessee Avenue, at the corner of 53rd Ave N and Tennessee Avenue, zoned R6 (0.28 acres), requested by Edmonds Surveying Services, applicant; Betty J. and Vernon C. Tidwell, owners.

Staff Recommendation: Approve with conditions and disapprove exception request to Section 3-5.5 of the Subdivision Regulations.

APPLICANT REQUEST

Final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 5302 Tennessee Avenue, at the corner of 53rd Ave N and Tennessee Avenue, zoned One and Two-Family Residential (R6) (0.28 acres).

Existing Zoning

Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 2 duplex lots based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

WEST NASHVILLE COMMUNITY PLAN

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

PLAN DETAILS

The site is located at 5302 Tennessee Avenue and consists of one lot. This proposal is to create two lots. Each lot will have 40 feet of frontage along Tennessee Avenue and will be 150 feet deep. Each proposed lot may be eligible for a two-family residential unit. An existing improved alley currently serves the site. This proposed subdivision will allow for future infill development that will not be a burden on Metro’s ability to provide adequate services to the site. Infill development is desirable since it will utilize existing infrastructure and not be an added cost to Metro.

Proposed Lots:

- Lot 1: 6,000 square feet, (0.14 acres), and 40 feet of frontage;
- Lot 2: 6,000 square feet, (0.14 acres), and 40 feet of frontage;

ANALYSIS

Lot Compatibility

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

Zoning Code

These lots meet the minimum standards of the One and Two-Family (R6) zoning district.

Street Frontage

Both lots have frontage on a public street.

Compatibility

Section 3-5.2 of the Subdivision Regulations outlines criteria for determining compatibility for property located in Neighborhood Maintenance policy areas. Lot 1 and Lot 2 have “surrounding parcels” as defined by the Subdivision Regulations, which they are similar to in frontage and area. “Surrounding parcels” is defined as the five parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same block face, whichever is less.

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

In this instance, the lots created must have the following frontages:

Lot 1 & Lot 2 Frontage	
Proposed Frontage	40 ft.
Minimum Frontage	40 ft.
70% Average	28 ft.

Lot 1 and Lot 2 meet the frontage requirement. Both lots have the same amount of frontage as adjacent lots along the same block face on Tennessee Avenue.

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

In this instance, the lots must have the following areas:

Lot 1 & Lot 2 Area	
Proposed size	6,000 sq.ft.
Minimum Size	6,000 sq.ft.
70% Average	N/A

Lot 1 and Lot 2 meet the area requirement.

Infill Subdivision Frontage

Section 3-5.5 of the Subdivision Regulations requires infill lots to have rear or side access via an existing improved alley. The applicant has requested an exception from this section of the Subdivision Regulations to allow access from 53rd Avenue N for Lot 2. The Planning Commission may grant an exception if existing conditions prevent alley access or shared access. Adjacent lots along the same block face that orient to Tennessee Avenue have rear access from the existing improved alley as this site. Additionally, the SP immediately to the east across 53rd Avenue N takes all access from the alley.

Staff does not find existing conditions that prevent alley access to the site via the existing improved alley adjacent to the rear of the site. Alley access is the predominant method of lot access in this area and should be continued for this subdivision.

FIRE DEPARTMENT RECOMMENDATION
N/A

STORMWATER RECOMMENDATION
Approve

WATER SERVICES
Approve

PUBLIC WORKS RECOMMENDATION
Approve

TRAFFIC AND PARKING RECOMMENDATION
Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval of exception request to Section 3-5.5 of the Subdivision Regulations.

CONDITIONS

1. Add the following note to the plat: Site access shall be from the alley only.
2. Add the following note to the plat: No building permits shall be issued for structures that do not comply with all requirements of the Zoning Code, except for permits for routine maintenance of the existing structure.
3. Add the following note to the plat: "existing house to be demolished".
4. Add the following note: A raised foundation of 18"-36" is required for all residential structures.
5. Add the following note: Height is limited to 35 feet as measured to the highest point on the roof.
6. Add the following note: All structures on Lot 2 shall orient to Tennessee Avenue.
7. Setbacks shall be per Metro Zoning Code.

Mr. Burse presented the staff recommendation of approval with conditions and disapproval of exception request to Section 3-5.5 of the Subdivision Regulations.

Thomas Brett, representing applicant, spoke in favor of the application but asked to remove condition 1 and conditions 6.

Chairman Adkins closed the Public Hearing.

Mr. Tibbs spoke in favor of the application with all conditions.

Dr. Bichell spoke in favor of the application with all conditions.

Ms. Farr moved and Mr. Tibbs seconded the motion to approve with conditions and disapprove exception request to Section 3-5.5 of the Subdivision Regulations. (9-0)

Resolution No. RS2018-133

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-080-001 is **approved with conditions and disapprove exception request to Section 3-5.5 of the Subdivision Regulations. (9-0)**

CONDITIONS

1. Add the following note to the plat: Site access shall be from the alley only.
2. Add the following note to the plat: No building permits shall be issued for structures that do not comply with all requirements of the Zoning Code, except for permits for routine maintenance of the existing structure.
3. Add the following note to the plat: "existing house to be demolished".
4. Add the following note: A raised foundation of 18"-36" is required for all residential structures.
5. Add the following note: Height is limited to 35 feet as measured to the highest point on the roof.
6. Add the following note: All structures on Lot 2 shall orient to Tennessee Avenue.
7. Setbacks shall be per Metro Zoning Code.

16. 195-76P-002
BELLE FOREST CIRCLE CARWASH
Council District 22 (Sheri Weiner)
Staff Reviewer: Patrick Napier

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 100 Belle Forest Circle, at the corner of Belle Forest Circle and Highway 70 S (0.59 acres), zoned SCC, to permit a carwash, requested by DBS & Associates, applicant; P & M Investment Company, LLC, owner.

Staff Recommendation: Approve with conditions

APPLICANT REQUEST

Revise the preliminary PUD plan and for final site plan approval to permit a car wash.

Revise Preliminary PUD

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 100 Belle Forest Circle, at the corner of Belle Forest Circle and Highway 70 S (0.59 acres), zoned Shopping Center Community (SCC), to permit a car wash.

Existing Zoning

Shopping Center Community (SCC) Shopping Center Community is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title.

The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

History

Metro Council approved the PUD in 1976 for a total of 56,100 square feet of commercial uses. The PUD has since been revised numerous times to permit various retail and commercial uses. This site was given final approval from the Metro Planning Commission in 1979 for a 3,560 square foot, 11 bay, self-service car wash facility. No further revisions have been approved for this site. The proposed revision represents a reduction of 1,425 square feet of floor area within the PUD.

PLAN DETAILS

This 0.59 acre property is located at 7134 Highway 70 S and is currently developed as a car wash. The site is bordered by commercial uses to the north, east, and south. A multi-family use is located to the west of the site across Belle Forest Circle.

Site Plan

The site plan indicates the existing open bay car wash facility will be demolished. A new 2,135 square foot car wash facility will be constructed. A total of 14 parking spaces are provided, exceeding the minimum parking required by the Metro Zoning Code. The access for this site will remain unaltered from its current configuration, with access provided from Belle Forest Circle. The site plan includes the required screening wall along the Belle Forest and Highway 70 frontages consistent with the conditions for the use of a car wash facility as required by the Metro Zoning Code.

Sidewalks which meet the local street standard, a 4 foot grass strip and a 5 foot sidewalk will be constructed along the Belle Forest Circle street frontage. A Board of Zoning Appeals variance has been previously approved for the sidewalk shown along the Highway 70 S frontage. The Major and Collector Street plan requires a 6 foot grass strip and an 8 foot sidewalk; however, the Board of Zoning Appeals approved a variance permitting a more narrow grass strip based on the presence of a stream

ANALYSIS

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

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.

2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
- a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
 - 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 site plan is consistent with the overall concept of the PUD. Staff finds the revision to be a minor modification as the total floor area of the PUD has not been increased.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved with conditions

- Prior to building permit approval, an ADA ramp shall be installed at the drive access.
- Prior to building permit approval, the ADA ramp at the corner of Belle Forest Circle Hwy 70 shall be constructed shall ADA requirements are met (abide by MPW ADA ramp standard detail).

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- No queueing of vehicles into joint access or into Belle Forest circle will be allowed. Owner shall restrict access to car wash if drive thru lane is full.

STORMWATER RECOMMENDATION

Approve

HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. A corrected copy of the final site plan shall be revised to show a 6 ft. wide bike lane stripped on the existing pavement.
2. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
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. 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.
7. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.

Approve with conditions. Consent Agenda (9-0)

Resolution No. RS2018-134

“BE IT RESOLVED by The Metropolitan Planning Commission that 195-76P-002 is **approved with conditions. (9-0) CONDITIONS**

1. A corrected copy of the final site plan shall be revised to show a 6 ft. wide bike lane stripped on the existing pavement.
2. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
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. 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.
7. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.

17. 2018Z-049PR-001

Council District 05 (Scott Davis)
Staff Reviewer: Latisha Birkeland

A request to rezone from RS5 to RM15-A on properties located at 1501, 1503, 1505, 1507, 1509, 1511 Rosedale Avenue, 1500, 1502, 1504, 1506 Montgomery Avenue, 805, 809 and 813 Blue Ridge Drive, at the northeast corner of Blue Ridge Drive and Rosedale Avenue (2.74 acres), requested by Dale and Associates, applicant; Charles and Hillary McDonald, owners.

Staff Recommendation: Disapprove

APPLICANT REQUEST

Zone change from RS5 to RM15-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM15-A) on properties located at 1501, 1503, 1505, 1507, 1509, 1511 Rosedale Avenue, 1500, 1502, 1504, 1506 Montgomery Avenue, 805, 809 and 813 Blue Ridge Drive, at the northeast corner of Blue Ridge Drive and Rosedale Avenue (2.74 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 23 units.*

Proposed Zoning

Multi-Family Residential-Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 41 units.*

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Not at this location. The area requested for rezoning is located within an area of T4 Urban Neighborhood Evolving policy. Neighborhood evolving areas can support a variety housing types and are intended to achieve a range of densities and housing options.

Appropriate housing types vary within evolving policy areas given the established neighborhood context, location of the site, etc. The proposed zone change would allow up to 41 multi-family units. The neighborhood is predominantly developed with single-family dwelling units, although there is an area of one and two-family zoning to the west of the requested rezoning which could redevelop as two-family dwellings. While additional intensity of housing may be appropriate within an Evolving policy area, this site located in the interior of the neighborhood is inappropriate for the density requested.

ANALYSIS

The property is located along Rosedale Avenue, Blue Ridge Drive and Montgomery Avenue, west of Ellington Parkway. The existing zoning allows single-family residential units. The majority of the parcels included in this zone change contain legally non-conforming two-family dwelling units. The neighborhood consists of primarily single-family units with some two-family residential units located on this site. There is also an area of R6 zoning to the west which could redevelop as two-family dwellings.

The proposed zoning would allow up to 41 multi-family residential units which is inappropriate at this location given the existing neighborhood development pattern. Neighborhood Evolving policy areas are intended to develop with a broad range of housing types and densities, to support the creation of complete neighborhoods. The insertion of multi-family units at this location is inconsistent with the policy guidance. Multi-family units may be appropriate along a corridor within a Neighborhood Evolving area or as a transition from a higher intensity area. The nearest corridor to this site, Douglas Avenue, is approximately 1,300 feet to the south and the residential development located along the corridor is of less intensity than the proposal. This site, located on the interior of an established neighborhood of predominantly single-family uses with some two-family units, is the wrong location for multi-family residential development.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	2.74	8.71 D	23 U	221	18	24

Maximum Uses in Proposed Zoning District: **RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.74		41 U	373	24	41

Traffic changes between maximum: **RS5 and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	18 U	+152	+6	+17

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 5 Elementary 3 Middle 3 High

Projected student generation proposed RM15-A district: 12 Elementary 8 Middle 10 High

The proposed RM15-A zoning is expected to generate 19 more students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends disapproval.

Ms. Birkeland presented the staff recommendation of disapproval.

Roy Dale, 516 Heather Place, spoke in favor of the application.

Chuck McDonald, applicant, spoke in favor of the application.

Ashanti Davis, 321 Edwin St, spoke in opposition to the application. This does not work.

Gordon Harmon, 1826 Joy Circle, spoke in opposition to the application.

Chairman Adkins closed the Public Hearing.

Dr. Sims spoke in favor of staff recommendation.

Mr. Gobbell spoke in favor of staff recommendation.

Councilmember Bedne spoke in favor of staff recommendation.

Dr. Bichell spoke in favor of staff recommendation.

Ms. Farr spoke in favor of staff recommendation.

Mr. Haynes moved and Mr. Gobbell seconded the motion to disapprove. (9-0)

Resolution No. RS2018-135

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-049PR-001 is **disapprove. (9-0)**”

18. 2018NHL-002-001

IVY HALL

Council District 07 (Anthony Davis)

Staff Reviewer: Shawn Shepard

A request to apply a Neighborhood Landmark Overlay District on property located at 1431 Shelton Avenue, approximately 300 feet west of Stratford Avenue and located within the Inglewood Place Neighborhood Conservation District, zoned Single-Family Residential (RS7.5) (1.37 acres).

Staff Recommendation: Defer to the June 28, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018NHL-002-001 to the June 28, 2018, Planning Commission meeting. (9-0)

H: OTHER BUSINESS

19. Election of Officers

Chair - Greg Adkins

Ms. Moore moved and Mr. Haynes seconded the motion to reappoint Greg Adkins as the Chairman. (9-0)

Vice Chair – Jessica Farr

Ms. Moore moved and Mr. Gobbell seconded the motion to reappoint Jessica Farr as the Vice Chair. (9-0)

Historic Zoning Commission Representative – Brian Tibbs

Dr. Bichell moved and Mr. Gobbell seconded the motion to reappoint Brian Tibbs as the Historic Zoning Commission Representative. (9-0)

Parks Board Representative – Jeff Haynes

Dr. Bichell moved and Councilmember Bedne seconded the motion to reappoint Jeff Haynes as the Parks Board Representative. (9-0)

Executive Committee Representative – Lillian Blackshear

Dr. Bichell moved and Mr. Haynes seconded the motion to reappoint Lillian Blackshear as the Executive Committee Representative. (9-0)

20. Historic Zoning Commission Report

21. Board of Parks and Recreation Report

22. Executive Committee Report

23. Accept the Director's Report and Approve Administrative Items

MPC Action: Approved (9-0)

Resolution No. RS2018-136

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report and Administrative Items are- **Is Approved (9-0)**

24. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

June 14, 2018

MPC Meeting

4 pm, 2601 Bransford Avenue, Metro Board of Education Administration Building

June 28, 2018

MPC Meeting

4 pm, 700 Second Ave South, Howard Office Building, Sonny West Conference Center

July 26, 2018

MPC Meeting

4 pm, 700 Second Ave South, Howard Office Building, Sonny West Conference Center

J: ADJOURNMENT

The meeting adjourned at 8:45 p.m.

Chairman

Secretary



METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY
 Planning Department
 Metro Office Building, 2nd Floor

Date: June 14, 2018
 To: Metropolitan Nashville-Davidson County Planning Commissioners
 From: Robert Leeman, Interim Executive Director
 Re: Executive Director’s Report

The following items are provided for your information.

- A. Planning Commission Meeting Projected Attendance (6 members are required for a quorum)**
1. Planning Commission Meeting
 - a. Attending: Bedne; Haynes; Bichell; Tibbs; Sims; Gobbell; Farr; Adkins; Moore
 - b. Leaving Early:
 - c. Not Attending:
 2. Legal Representation –Justin Marsh will be attending.

Administrative Approved Items and Staff Reviewed Items Recommended for approval by the Metropolitan Planning Commission

In accordance with the Rules and Procedures of the Metropolitan Planning Commission, the following applications have been reviewed by staff for conformance with applicable codes and regulations. Applications have been approved on behalf of the Planning Commission or are ready to be approved by the Planning Commission through acceptance and approval of this report. Items presented are items reviewed **through 6/6/2018**.

<u>APPROVALS</u>	# of Applics	# of Applics '17
Specific Plans	1	22
PUDs	0	4
UDOs	0	1
Subdivisions	9	59
Mandatory Referrals	0	91
Grand Total	10	177

SPECIFIC PLANS (finals only): MPC Approval

Finding: Final site plan conforms to the approved development plan.

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
11/2/2017 10:50	5/21/2018 0:00	PLRECAPPR	2017SP-033-002	DONELSON STATION	A request for final site plan approval on properties located at 119, 121, 125 and 135 Donelson Pike, east of the terminus of Bluefield Avenue, zoned SP (6.39 acres), to permit 208 multi-family units and commercial space, requested by Ragan-Smith and Associates, applicant; Donelson Station Partners, LLC, owners.	15 (Jeff Syracuse)

URBAN DESIGN OVERLAYS (finals and variances only) : MPC Approval

Finding: all design standards of the overlay district and other applicable requirements of the code have been satisfied.

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
NONE						

PLANNED UNIT DEVELOPMENTS (finals and variances only) : MPC Approval

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
NONE						

MANDATORY REFERRALS: MPC Approval

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District (CM Name)
NONE						

SUBDIVISIONS: Administrative Approval

Date Submitted	Date Approved	Action	Case #	Project Name	Project Caption	Council District (CM Name)
11/1/2017 10:19	5/21/2018 0:00	PLAPADMIN	2017S-265-001	LOI SUBDIVISION	A request for final plat approval to create two lots on property located at 10 11th Avenue South, east of the terminus of McGavock Street, zoned DTC (1.48 acres), requested by Donlon Land Surveying, LLC, applicant; CHP, LLC, owner.	19 (Freddie O'Connell)
7/12/2017 13:49	5/22/2018 0:00	PLAPADMIN	2017S-193-001	PARDUE SUBDIVISION RESUB OF LOT 1	A request for final plat approval to create two lots on property located at 1620 East Stewarts Lane, approximately 730 feet southwest of Hydes Ferry Road, zoned RS10 (1.43 acres), requested by Gresham Smith and Partners, applicant; Sarah Clark Hannah, owner.	02 (DeCosta Hastings)

10/5/2017 10:48	5/22/2018 0:00	PLAPADMIN	2017S-256-001	BURKITT VILLAGE PHASE 4	A request for final plat approval to create 35 lots on property located at Burkitt Road (unnumbered), north of the terminus of Duns Lane, zoned AR2a and SP-R (6.75 acres), requested by Anderson, Delk, Epps and Associates, applicant; Regent Homes, LLC, owner.	31 (Fabian Bedne)
7/14/2016 11:30	5/23/2018 0:00	PLAPADMIN	2016S-181-001	JONES ESTATES	A request for final plat approval to create two lots on property located at 1503 Jones Avenue, at the corner of Jones Avenue and Ward Street, zoned RS5 (0.91 acres), requested by Clint Elliott Surveying, applicant; The Ryan Lee Stackhouse Living Trust, owner.	05 (Scott Davis)
3/14/2017 14:02	5/23/2018 0:00	PLAPADMIN	2017S-087-001	TENNESSEE STATE UNIVERSITY TIGER BELLE CONSOLIDATION PLAT	A request for final plat approval to create one lot on various properties located on 37th Ave N, 38th Ave N, John L. Driver Ave, and John A. Merritt Blvd, south of Tigerbelle Drive, zoned CS, OR20, and R6 (3.34 acres), requested by Cherry Land Surveying, applicant; State of TN, owner.	21 (Ed Kindall)
11/7/2017 14:31	5/23/2018 0:00	PLAPADMIN	2017S-283-001	OLD HICKORY BUSINESS PARK REVISION 2 RESUB OF LOT 2	A request for final plat approval to create two lots on property located at Hickory Industrial Drive (unnumbered), at the northwest corner of Hickory Industrial Drive and Robinson Road, zoned IWD (7.14 acres), requested by Cherry Land Surveying, Inc., applicant; Charles W. Hawkins, owner.	11 (Larry Hagar)
3/6/2018 9:45	5/23/2018 0:00	PLAPADMIN	2018S-064-001	THE HOMES AT ORLANDO AND BURGESS	A request for final plat approval to create one lot on property located at 5408 Burgess Avenue and a portion of properties located at 5400 and 5402 Burgess Avenue, approximately 185 feet south of Patina Circle, zoned RM20 and SP-R and partially within a Planned Unit Development Overlay District (1.88 acres), requested by OHM Advisors, applicant; RCP Land, LLC and Richland Creek Apartments, LLC, owners.	24 (Kathleen Murphy)
11/29/2017 13:27	5/25/2018 0:00	PLAPADMIN	2018S-011-001	NASHVILLE YARDS SUBDIVISION REVISION 1 LOT 1	A request for final plat approval to dedicate right-of-way and to create an easement on property located at 1000 Broadway, at the southwest corner of Broadway and 10th Avenue North, zoned DTC (1.69 acres), requested by Ragan-Smith and Associates, applicant; Uptown Property Holdings, LLC, owner.	19 (Freddie O'Connell)
3/28/2018 11:17	5/30/2018 0:00	PLAPADMIN	2018S-077-001	BRENTWOOD COMMONS LOT 1 REVISION 3	A request for final plat approval to revise easements and notes on a previously recorded plat on property located at 750 Old Hickory Boulevard, at the northwest corner of Old Hickory Boulevard and Health Park Drive, zoned OL and within a Planned Unit Development Overlay District (14.51 acres), requested by Harrah and Associates, applicant; Gateway Poplar, Inc., owner.	04 (Robert Swope)

Performance Bonds: Administrative Approvals

Date Approved	Administrative Action	Bond #	Project Name
5/22/18	Approved Extension	2015B-040-004	FAWN CROSSING, SECTION 5
5/25/18	Approved New	2017B-048-001	CANE RIDGE FARMS PHASE 3, SECTION 2
5/22/18	Approved Extension Reduction	2016B-019-003	BURKITT VILLAGE, PHASE 9, SECTION 1
5/25/18	Approved Extension Reduction	2013B-031-005	BURKITT SPRINGS, PHASE 2
5/25/18	Approved New	2018B-004-001	GRANBERY
5/24/18	Approved New	2018B-014-001	KEENELAND DOWNS PHASE 2
5/18/18	Approved New	2018B-016-001	THE HOMES AT ORLANDO AND BURGESS
5/18/18	Approved New	2018B-019-001	BURKITT VILLAGE PHASE 4
5/21/18	Approved Extension	2016B-054-002	FAWN CROSSING, SECTION 6
5/30/18	Approved Extension Reduction	2016B-011-003	VILLAGE 21

Schedule

- A. Thursday, June 14, 2018- [MPC Meeting](#); 4 pm, 2601 Bransford Ave, MNPS Board of Education, Board Room**
- B. Thursday, June 28, 2018- [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- C. Thursday, July 26, 2018- [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- D. Thursday, August 9, 2018- [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- E. Thursday, August 23, 2018- [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- F. Thursday, September 13, 2018- [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**
- G. Thursday, September 27, 2018- [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center**