



METROPOLITAN PLANNING COMMISSION MINUTES

June 14, 2018
4:00 pm Regular Meeting

2601 Bransford Avenue
Metropolitan Public Schools
Administration Building

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
Dr. Pearl Sims
Dr. Terry Jo Bichell
Councilmember Fabian Bedne

Commissioners Absent:

Lillian Blackshear
Daveisha Moore

Staff Present:

Bob Leeman, Interim Executive Director
George Rooker, Special Projects Manager
Kelly Adams, Admin Services Officer III
Lucy Kempf, Planning Manager II
Lee Jones, Planning Manager II
Michael Briggs, Planning Manager I
Greg Claxton, Planner III
Shawn Shepard, Planner III
Lisa Milligan, Planner III
Anita McCaig, Planner III
Marty Sewell, Planner III
Dara Sanders, Planner III
Latisha Birkeland, Planner II
Levi Hill, Planner II
Abbie Rickoff, Planner II
Patrick Napier, Planner I
Gene Burse, 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 4:07 p.m.

B: ADOPTION OF AGENDA

Mr. Gobbell moved and Mr. Tibbs seconded the motion to adopt the agenda. (8-0)

C: APPROVAL OF May 24, 2018 MINUTES

Dr. Sims moved and Mr. Haynes seconded the motion to approve the May 24, 2018 minutes. (8-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Johnson explained that the neighbors have some concerns with indefinitely deferring Item 7, but understands that it is protocol.

E: ITEMS FOR DEFERRAL / WITHDRAWAL

2. **2015SP-049-003**
1225 STAINBACK AVENUE (AMENDMENT)
3. **2018SP-017-001**
GLENDALE & SCENIC
4. **2018SP-024-001**
1207 PIERCE ROAD
5. **2018SP-033-001**
2423 BUENA VISTA
6. **2018SP-035-001**
ELM HILL PLACE
7. **2018SP-040-001**
3156 ANDERSON ROAD
9. **2018Z-038PR-001**
10. **2018Z-039PR-001**

Mr. Gobbell moved and Dr. Bichell seconded the motion to approve the Deferred and Withdrawn Items. (8-0)

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.

8. **2017Z-078PR-001**
12. **2018SP-012-002**
SOUTHPOINTE MARKETPLACE SP (AMENDMENT)
13. **2018S-094-001**
MARY H. RODGERS SUBDIVISION

15. 2018Z-056PR-001

16. 153-79P-001
7661 HIGHWAY 70 SOUTH

20. **Accept the Director's Report and Approve Administrative Items**

Dr. Bichell moved and Mr. Tibbs seconded the motion to approve the Consent Agenda. (8-0)

G: ITEMS TO BE CONSIDERED

1. **2018CP-005-002**
EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Council District 5 (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: Approve the June 28, 2018 draft plan.

APPLICANT REQUEST

Amend East Nashville Community Plan and amend designations of the Major and Collector Street Plan

Major Plan Amendment and Major and Collection Street Plan Amendment

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.

EAST NASHVILLE COMMUNITY PLAN

Background

More than 40 rezoning requests have been adopted by Metro Council for the study area between 2013 and 2018, as summarized below:

- 14 Specific Plan (SP) zoning districts approved with a combined potential yield of 484 new residential units – 348 within two SPs. The next largest, drops down to only 32 units;
- Nine rezones from IWD to RM20-A on Cherokee Avenue;
- 16 rezones to RM15-A and RM20-A (higher density residential); and
- 10 rezones from RS5 (and one RS10) to R6 and R6-A.

An analysis of residential building permit activity, generated as the Codes Department issues construction permits, revealed additional evidence of a rapidly developing neighborhood. Total construction value of all new permits issued from 2013 to March 2018 is \$19.9 million and includes:

- \$16 million for new construction;
- \$806,000 for building additions; and
- \$3.1 million for rehabilitation of existing structures.

Due to the development activity in the area, the Planning Commission felt it was important to reevaluate the policy in this area. In January 2018, the Planning Commission instructed Planning staff to engage residents, property owners, business owners, and other stakeholders in the Highland Heights neighborhood and develop a small area plan to guide future growth for the neighborhood. Planning staff established the boundary of the study area, which is bounded by Dickerson Pike, Douglas Avenue, Ellington Parkway, and East Trinity Lane in the East Nashville community. This instruction followed a three-year period that included more than 43 development proposals presented at Planning Commission for the same area.

In 2016, the Planning Commission adopted an amendment to the East Nashville Community Plan that changed the policy of approximately 270 acres within the study area from T4 Neighborhood Maintenance policy to T4 Neighborhood Evolving policy. Planning staff, in coordination with the District 5 Councilmember, had worked with Highland Heights, Maxwell Heights, McFerrin Park, East Hill, and Greenwood to review the appropriateness of existing T4 Neighborhood Maintenance (T4 NM) and T4 Neighborhood Evolving (T4 NE) policies, in addition to an overall evaluation of all Community Character Policies applied to the areas. The review was warranted because these neighborhoods received less detailed attention during the NashvilleNext process and, at that time, experienced lower levels of community participation compared to other areas of the county. The level of development interest that followed adoption of the 2016 plan amendment exceeded expectations of the community. As such, part of the Planning Commission's instruction to staff in January 2018 was to reevaluate the appropriateness of the 2016 amendment while also engaging the community in a process to develop a small area plan.

ANALYSIS

Planning staff met with the District 5 Councilmember, Scott Davis, and various Metro/state agencies, including Historical Commission, Parks, Public Works, Transit Authority, and Tennessee Department of Transportation, to complete our analysis of the study area prior to the community participation process. The team also discussed the study area with Stormwater and Nashville Electric Service.

Existing Community Character Policy

While 10 policies are applied to the study area, T4 Urban Neighborhood Maintenance (T4 NM) and T4 Urban Neighborhood Evolving (T4 NE) are applied to the majority of the residential neighborhood core – those not along or adjacent to the Dickerson Pike and East Trinity Lane corridors. T4 Urban Neighborhood Center (T4 NC) is applied at small nodes along Douglas Avenue and East Trinity Lane, while T4 Urban Mixed Use Neighborhood (T4 MU) is applied along Cherokee Avenue and the southeast corner of the study area.

A combination of T4 Urban Community Center (T4 CC), T4 Urban Mixed Use Corridor (T4 CM) and T4 Urban Residential Corridor (T4 RC) is applied to the arterials of Dickerson Pike and East Trinity Lane. Finally, Civic (CI), Open Space (OS), and Conservation are applied to schools, parks and environmentally sensitive areas, respectively.

Existing Major and Collector Street Plan

The streets that form the west and north boundaries of the study area – Dickerson Pike and East Trinity Lane, respectively – are Arterial Boulevards. Douglas Avenue and Lischey Avenue are Collector Avenues. Ellington Parkway, which forms the east boundary of the study area, is a Freeway that provides access to Highland Heights at its East Trinity Lane and Douglas Avenue interchanges. Ellington Parkway's offering of access to the wider community also limits connectivity to the East Hill side of the highway, with the exception of Chickasaw Avenue that bridges the highway and ultimately links to Delmas Avenue in East Hill. The remainder of the study area is served by local streets.

Pedestrian infrastructure is adequate along north-south streets, with the exception of current conditions along Dickerson Pike. Metro Public Works has programmed a sidewalk project for Dickerson Pike. While East Trinity Lane and Douglas Avenue have sidewalks, the remaining east-west streets west of Jones Avenue only offer a handful of one-block sidewalk segments. Meanwhile, no streets east of Jones Avenue have sidewalks within the study area.

In addition to the lack of pedestrian infrastructure, the existing condition of streets within the study area is considered inadequate by stakeholders who participated in the development of the small area plan. For many, this highlighted the lack of curb-and-gutter and sidewalk infrastructure along the local streets. Street widths do not adequately provide for the on-street parking that is vital to the success of T4 Urban transect communities in Nashville. The pavement edge of many local streets shows wear and tear in locations where on-street parking occurs in the absence of curb-and-gutter.

Existing Public Transit Service and nMotion

Three bus routes link the study area to Downtown Nashville. In addition, multiple routes use Ellington Parkway without stopping in Highland Heights. Routes that stop in the study area include two local service routes along Dickerson Pike, a local service route along both Meridian Street and Lischey Street, and a local service route along Douglas Avenue, Montgomery Avenue, Chickasaw Avenue, and Jones Avenue.

nMotion, the strategic plan for public transportation for the Nashville region, proposes Bus Rapid Transit service along Dickerson Pike with preliminary station locations identified at intersections with Douglas Avenue, Gatewood Avenue, and Trinity Lane. nMotion also proposes new bus service for Trinity Lane.

Existing Zoning

The majority of the study area is zoned residential, with commercial and mixed use districts along the major corridors and at prominent intersections. The core of the study area is predominantly zoned for medium-density, single-family dwellings, with pockets sprinkled throughout zoned for two-family dwellings. Portions of East Trinity Lane and Cherokee Avenue are zoned for multifamily residential. Commercial and mixed use zoning covers Dickerson Pike,

the western portion of East Trinity Lane, and at the corners of several intersections with Douglas Avenue, East Trinity Lane, and Jones Avenue. Portions of Cherokee Avenue and the southeast corner of the study area are zoned for industrial. The Dickerson Pike Urban Design Overlay (UDO) covers both sides of the Dickerson Pike corridor and primarily governs signage.

Existing Land Use

Land use, for the most part, mirrors zoning entitlements described above in many areas with primarily residential land use within the neighborhood core, though often at intensities or with grandfathered higher intensity residential uses in some locations.

NashvilleNext Growth and Preservation Concept Map

A Tier Two Center: represents the area along Dickerson Pike, which receives a priority for public investments to manage growth, though less so than Tier One centers. Dickerson Pike is identified as an Immediate Need High Capacity Transit Corridor for high capacity transit, while East Trinity Lane is identified as Long-term Need Priority Corridor for improvements to transit service.

Historic Resources

Simultaneous to staff initiating the Highland Heights study process, the Metropolitan Historical Commission (MHC) staff also began conducting a historic resources survey of the study area. The survey identified hundreds of properties meeting MHC's criteria for listing among properties that are "Worthy of Conservation" (WOC) and identified multiple new potential historic districts. In addition, structures on the greenhouse site are listed as WOC or National Register Eligible. Several other sites are identified, as well. All of these properties are identified in a revised map, as identified on the errata sheet, which will be incorporated into the Charrette Report upon adoption.

COMMUNITY PARTICIPATION – PROCESS

Advisory Committee

Planning staff developed an Advisory Committee to help steer the study during the early stages of the project. The eight-member committee made up of residents, property owners, neighborhood leaders, and developers was established to help steer the study and promote community engagement opportunities. This included:

- February 14th Orientation where staff introduced the committee to the process, engaged them in early discussions about issues in the community, and discussed preferred outreach;
- March 5th Neighborhood Bus Tour (during Charrette Week)
- March 6th Charrette Progress (during Charrette Week)
- May 3rd Post-Charrette where staff presented a preliminary draft document.

Following the May 3rd meeting, committee members provided feedback to staff in the form of emails and one-on-one conversations. Throughout the process, committee members communicated with staff on a regular basis to clarify their vision and explain the specifics of the recommendations included in the plan. Staff met individually with committee members when they were unable to attend scheduled meetings. Committee members assisted staff's effort to publicize stakeholder engagement and later assisted staff in publicizing availability of draft documents for review.

Outreach

Staff mailed a public notice of the Highland Heights Charrette Week, which included a schedule of community meetings, to approximately 3,700 property owners within and near the study area. Additional outreach occurred via a project website and with flyers for the Advisory Committee members and other stakeholders to share with their contacts and email lists. Committee members distributed meeting flyers door-to-door to most study area properties. Press releases distributed to the media also promoted the study's participation opportunities. As an outcome of the media strategy, a WTVF Channel 5 reporter and cinematographer joined along for the bus tour with the Committee and later featured the study during their evening news telecast.

Engagement

Community engagement efforts for Highland Heights centered on a four-day charrette the week of March 5th. A charrette is a collaborative planning and design effort organized to build consensus and focus on one or more common goals. Planning staff worked on location from the East Precinct community room located one block east of the study area on East Trinity Lane; though due to scheduling conflicts, staff facilitated the Visioning Workshop at Howard Office Building's Sonny West Conference Room. The Highland Heights Charrette Report, an appendix of the Highland Heights Study, documents engagement activities of Charrette Week in detail. A summary is provided below.

Charrette Week

- March 5th Visioning Session: Approximately 75 community members gathered at Howard Office Building's Sonny West Conference Room to discuss their vision and expectations for the neighborhood's future. The workshop included a presentation of what Planning staff knew about the area and a breakout session during which participants completed three group exercises on a map and reported back their work. Staff facilitated 10 small group discussions

during the breakout session. Exercise results informed the staff's work plan throughout the remainder of Charrette Week.

- **March 6th and 7th Open Design Studios:** Provided more than 30 stakeholders an opportunity to check in on the work in progress and participate as staff busily consolidated input and drafted proposals to present at the Work-in-Progress for feedback from participants.
- **March 8th Work-in-Progress:** Staff presented a summary of the week's work to a gathering of approximately 50 stakeholders, including the results of the visioning exercises, the vision statement, and the planning team's concepts for achieving the community's vision. Following the presentation, attendees interacted with staff stationed at multiple information boards displaying the week's work-in-progress materials. Staff at each station gathered feedback from participants. Input received led to refinement of the materials, where necessary, following Charrette Week. All presentation and work-in-progress materials were posted on the project website following the meeting.

Stakeholder Meetings

Staff held stakeholder meetings with business and neighborhood groups before, during, and after Charrette Week to better understand issues they face and to begin developing a vision statement that articulated the community's expectations for the future. Staff met individually with stakeholders following release of each draft to explain the format and field questions about recommendations.

Plan Preparation and Review

Staff made the Planning Commission Draft of the study available to the public on the project website on May 15th. Staff announced its availability via an email notice distributed to participants who provided contact information on sign-in sheets at Charrette Week activities and to the membership of the neighborhood association. Committee and neighborhood association members also made themselves available to answer questions from the community about the plan and process. A final static draft for adoption, which was presented to Planning Commission with this staff report, was posted online on June 8th. The static draft included minor edits to the Planning Commission Draft. A cover highlighted changes to the document since the previous draft.

COMMUNITY PARTICIPATION – INPUT

Perspectives

Community engagement activities associated with this process provided a forum for stakeholders to identify many local concerns related to city living. Overall, three major points of view emerged, initially during Charrette Week and carried over into plan development and review, that the planning team would work to bring together during the remainder of the study process. These points of view are from the following primary perspectives:

- Property owners who live in the study area with no plans to leave (i.e. sell while the market is high) typically fell on the side of maintaining the status quo;
- Property owners seeking to sell while the market demand is high with hopes of receiving development entitlements beyond single family residential, see things differently; and
- Property owners who purchased property for the purpose of redeveloping it, also see things from a different perspective.

Goals

In spite of the differing perspectives, the general consensus of stakeholders during Charrette Week was evidenced by the summary of issues identified (presented in Part 1: Set Up of the study). These ultimately translated into the goal statements presented in Part 2: The Plan. The goals were intended to guide development of the Community Character Policy, Supplemental Policies, and Action Plan. The goals include:

- **Residential character of the neighborhood's core.** Protect existing single family character of the core while concentrating intensity into small nodes.
- **Transit-supportive mixed-use corridors.** Enhance and create vertically mixed use building types along Dickerson Pike and the western portion of East Trinity Lane.
- **Adequate infrastructure.** Enhance stormwater infrastructure with improvements that serve existing and future neighborhood stakeholders.
- **Neighborhood centers.** Enhance the character of small, walkable, mixed-use development nodes at important intersections.
- **Prepare for redevelopment of Holtkamp greenhouse property.** Plan for the potential long-term redevelopment of the property.
- **Compatible infill.** Infill development should contribute to the established development pattern in terms of massing, height, and placement.
- **More and better open space.** Enhance Tom Joy Park and look for additional public open space opportunities, as well as including usable open space with new private development.
- **Housing choice and diversity.** Allow for a variety of housing type choices in order to maintain socioeconomic diversity.

- **Connected and walkable.** New development must connect to and enhance the public street and sidewalk network.
- **Historic homes and adaptive reuse.** Maintain residential structures and districts within the study area. In addition, eligible historic structures offer opportunities for adaptive reuse in order for property owners to fund long-term maintenance of the structures.

Post-production Community Input Themes

The Planning Commission draft was presented to the public via the project website on May 16th. Staff received input from 22 community stakeholders prior to the May 25th deadline, which included input from seven Advisory Committee members.

From the outset, staff understood the challenge it faced in balancing the competing interests present in Highland Heights. Working first with the Advisory Committee, and then the greater public, staff set out to reach consensus by offering multiple iterations of the recommendations of the Highland Heights Study. While the process did establish general agreement on issues and goals, this agreement did not transcend to all of the specific recommendations for Community Character Policy and Supplemental Policies.

Disputes primarily surfaced regarding the extent to which subdistrict policies applied to neighborhood core properties – those not along or adjacent to the Dickerson Pike and East Trinity Lane corridors – would restrict the intensity of future residential infill. Recommendations for areas outside the neighborhood core generally remained unchanged following staff's Work-in-Progress presentation. Participants generally accepted the logic behind the applications of policies calling for higher intensity, mixed use development given their location in relation to Downtown, existing and planned public transportation, and access to I-65 and Ellington Parkway. The stakeholder reaction summary that follows focuses on staff's effort to resolve tension among stakeholders with regard to the neighborhood core.

Work-in-Progress Recommendations

Recommendations presented at the Work-in-Progress were described by staff as preliminary, meaning each recommendation would be subject to the input received following the presentation as well as in-depth analysis by staff. Two residential subdistricts were applied to the bulk of the core of the neighborhood at the time of the Work-in-Progress presentation.

One of the subdistricts proposed only single-family and detached accessory dwelling units (DADU), while the other proposed both single-family and two-family houses with the opportunity for DADU. Feedback received during the meeting regarding the proposed application of these two subdistricts was mixed. Some participants felt that the subdistrict that did not propose any two-family dwellings should be expanded to include additional portions of the neighborhood core. Other participants felt that the proposed policies were too restrictive and that a subdistrict policy should be applied that supports a broader range of building types in particular locations of the neighborhood's core.

Preliminary Draft Recommendations

On May 3rd, following staff's analysis of stakeholder feedback and results of MHC's historic resources survey, staff facilitated a workshop with Advisory Committee members to review the Preliminary Draft Highland Heights Study. Members of the Highland Heights Neighborhood Association's development steering committee also reviewed the Preliminary Draft. Members of both groups provided comments to staff during the week that followed.

In response to input and analysis, as it relates to the neighborhood core, the Preliminary Draft generally expanded the subdistrict policy that restricts building types to single-family and DADU to include a broader area containing a combination of predominant single-family patterns of development, properties identified as historically significant by MHC's staff, and areas with underlying lots yielding a consistent single-family development pattern that is expected to continue into the future. Staff also shifted some properties from subdistrict policies that restrict uses to single-family and DADU to subdistrict policies that also include support for two-family.

The feedback received on the Preliminary Draft again was mixed. Many residents of the neighborhood felt that staff did not go far enough in expanding the single-family and DADU subdistrict. The same residents also believed that subdistrict policies supporting multi-family building types should be reduced to exclude the north and northwestern portions of the neighborhood. Other property owners and residents interested in increased development opportunities within the neighborhood believed there should be additional opportunities for multi-family development along north/west corridors through the core of the neighborhood. The same contingent felt that the subdistrict applied to the greenhouse property was too restrictive and should permit a wider range of housing types and increased mixture of non-residential uses.

Planning Commission Draft Recommendations

On May 16th staff released the Planning Commission Draft to the public, via the project website, for review. In response to feedback from Advisory Committee members and the general public, the Planning Commission Draft generally expanded the areas where subdistrict policy restricts uses to single-family and DADU in the northwestern portion of the neighborhood and reduced the areas where subdistrict policies supported multi-family in locations in the

northern portion of the neighborhood. Again feedback from the community was mixed, as some respondents felt that staff did not go far enough in expanding or contracting subdistricts that permit a broader range of building types and intensities.

In addition to balancing competing interests, staff is also charged with making recommendations that are consistent with the goals of NashvilleNext and that are based on sound, professional understanding of the mechanics of neighborhoods and cities that are often unique to the training of those in the city planning profession.

PROPOSAL

(IN CONJUNCTION WITH THE PLANNING DEPARTMENT STAFF REPORT, PLANNING STAFF HAS POSTED TO THE WEBSITE AN UPDATED DRAFT AND ERRATA SHEET SHOWING ALL CHANGES. THE DRAFT IS POSTED ON JUNE 8)

Following the extensive community engagement and plan development process described above, staff recommends the solutions described below with the intent of addressing the concerns identified by the Planning Commission in January 2018. The identification of issues and concerns and recommendations to guide future growth are described in the Highland Heights Study that staff is recommending to the Planning Commission.

Adopt the Highland Heights Study

The policy document staff is presenting to the Planning Commission for adoption consists of three parts, in addition to an appendix. The mechanics of each part is described below.

- **Part 1: Set Up** introduces the study area and provides summaries of community history, recent development activity, and process. In addition, it provides a summary of issues that emerged from community engagement and staff research activities.
- **Part 2: The Plan** presents the vision statement, plan goals, Community Character Policy amendments, and recommended supplemental policies to be included with adoption of the study. Supplemental Policies are intended to provide an additional level of guidance beyond that provided by the Community Character Manual (CCM). They address unique features of the area and expand upon standard guidance of CCM in order to tailor policy to the needs of the study area. Application of these supplemental policies is in light of determining that the Community Character Policies applied to the study area do not provide the level of detail necessary to guide new development that is desired by community stakeholders.

Supplemental Policies include the following:

- *Building Regulating Plan* that identifies nine distinct subdistricts, represented by a building regulating plan map, appropriate building types table, intent and appropriate zoning districts, and associated building type standards.
- *Mobility Plan* that identifies street hierarchy types and future road connections and associated cross sections for each street type. Note that amendments to the MCSP, discussed later in this staff report, would align MCSP with the Mobility Plan.
- Two separate *Stand-Alone Supplemental Policies* for the 40-acre Holtkamp greenhouse site and for Cherokee Avenue are also included. These further explain future growth expectations for these two locations.

Where conflicts exist between the Supplemental Policy and underlying CCM policy, the Supplemental Policy serves as the appropriate guidance.

- **Part 3: Action Plan** documents three types of actions that will assist with implementation of the vision and goals stated in the study:
 - Policy actions to be taken in conjunction with adoption of the Highland Heights Study (as described in Part 2: The Plan, above)
 - Policy actions to be taken separate from adoption of the Highland Heights Study in the future, including the following:
 - Growth & Preservation Concept Map amendment to be included with the next annual update of NashvilleNext that changes the existing Tier Two Center at Dickerson Pike and Trinity Lane to a Tier One Center
 - Capital Improvement Budget item to be considered in the next CIB cycle that adds improvements to Tom Joy Park
 - Walk-n-Bike amendment to add a priority sidewalk for Chickasaw Avenue
 - Plan-to-Play amendment to add expansion and program improvements to Tom Joy Park
 - Potential implementation opportunities related to zoning (including base zoning, Specific Plan zoning, Urban Design Overlay), future consideration of expanding the Urban Zoning Overlay to include the study area, as well as future consideration of expansion of the Skyline Redevelopment District, and or consideration of establishing a Transit Oriented Redevelopment District to include the Dickerson Pike transit corridor.
- **Appendix: Charrette Report** describes staff's research and set-up in advance of Charrette Week, documents participation and input during Charrette Week engagement activities, presents the draft policies and designs presented at the Work-in-Progress, and identifies the next steps that were scheduled to be taken during the time in between the conclusion of Charrette Week and the public hearing at Planning Commission.

Amend the Major and Collector Street Plan

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment on the major streets (Arterial-Boulevards and Arterial-Parkways) and collectors (Collector-Avenues) that make up the backbone of the city's transportation system. It is a part of, and implements, Access Nashville 2040, which is the functional plan component of NashvilleNext, the General Plan for Nashville and Davidson County.

The MCSP was comprehensively updated and re-adopted with the adoption of NashvilleNext on June 22, 2015. It was amended on August 24, 2017 with related NashvilleNext amendments. As an element of NashvilleNext, the MCSP is amended as updates occur to each Community Plan and further engineering studies are completed to reflect the changes that have occurred in the community since the MCSP was adopted and/or to respond to future planned, growth, development, and preservation.

The mobility concept shown in the MCSP needs to be amended to show Metro's current vision integrating land use and transportation connectivity in the study area. The Highland Heights Study proposes changes to the MCSP to facilitate wider sidewalks, bicycle connectivity, and access to transit. These elements will be better aligned to the proposed policy update with the following amendments to the MCSP:

- Amend the designation of East Trinity Lane from Lischey Avenue to Ellington Parkway from T4-M-AB3-LM and T4-R-AB3-LM to reflect a consistent T4-M-AB3-LM.

This change involves only the land use context of the MCSP designation. Currently, the corridor switches as you travel through the area based on changes in land use policy from Neighborhood Center to Residential Corridor. The change to a consistent Mixed Use context will ensure a wider, consistent four-foot-wide grass strip and eight-foot-wide sidewalk are constructed along East Trinity Lane as properties redevelop.

- Add the following North-South Connectors to the MCSP as Local Streets: Meridian Street, Jones Avenue, Montgomery Avenue, and a small portion of Edwin Street to East Trinity Lane.

This change includes several streets that connect through the community from the north to the south that are Local Streets. These streets function similarly to Lischey Avenue, which is a Collector-Avenue, but because of the spacing of Collector-Avenues within the transportation network, they are identified as Local Streets. Since there are fewer connections from east to west through the neighborhood, traffic diverts onto all of the north-south streets in Highland Heights. Currently, these streets have a Local Street sidewalk standard which consists of a four-foot-wide grass strip and five-foot sidewalk.

Adding these streets to the MCSP as Local Streets will ensure that a four-foot-wide grass strip and eight-foot-wide sidewalk are constructed with redevelopment to promote walkability and ensure safety. It also highlights the need to implement traffic calming on these streets to promote slower vehicular speeds, improved bicycling conditions, and greater bicycle connectivity through the neighborhood to adjacent areas.

- Add the following East-West Connectors to the MCSP as Local Streets: Edwin Street, Marshall Street/Chickasaw Avenue, Gatewood Street, and Marie Street.

This does not change the designation of these streets from a Local Street. Inclusion in the MCSP will ensure that the street and sidewalk design are clearly identified with the MCSP interactive mapping tool.

- Add the following Public Street Connections to the MCSP as Local Streets:
 - New east-west street linking Dickerson Pike to Meridian Street between Edwin Street and Marshall Street
 - Marshall Street extensions from Dickerson Pike to Meridian Street and from Lischey Avenue to Jones Avenue
 - 5th Avenue North extension to Lischey Avenue
 - Crockett Court extension northwest to Jones Avenue
 - New north-south street linking Edwin Street to Chickasaw Avenue
 - New north-south street linking Marie Street to Gatewood Street

This will ensure that the future street connections are clearly identified with the MCSP interactive mapping tool.

No other changes to the MCSP are proposed involving Dickerson Pike or Douglas Avenue. Constrained Street Rights-of-Way have been developed for those corridors which incorporate future Bus Rapid Transit with wide sidewalks along Dickerson Pike and wider sidewalks along Douglas Avenue. These Constrained Rights-of-Way are still relevant and tend to widen and narrow in size based on potential future transit station locations and/or the street's pavement width.

STAFF RECOMMENDATION

Staff recommends approval of the June 8, 2018 draft plan.

Dr. Sims recused herself and stepped out of the room at 4:22 p.m.

Mr. Sewell presented the staff recommendation of approval of the June 28, 2018 draft plan.

Gordon Harmon, 1826 Joy Circle, spoke in favor of the application with consideration of a few conditions.

Courtney Williams, 1303 Lischey Ave, spoke in favor of the application.

Devan Baldwin, 334 Lischey Ave, spoke in favor of the application with less density on core streets.

Sam McCullough, 532 Edwin St, spoke in favor of the application; we have to have density in order to have affordability.

Bobby Matthews, Jr. spoke in favor of the application as it will create additional housing opportunities.

Martha Carroll, 325 Gatewood Ave, spoke in favor of the application but does have some concerns about density in the corridor.

Sandra Stratton, 325 Gatewood Ave, spoke in favor of the application.

Frank Hundley spoke in favor of the application.

Linda Rex, 1401 Lischey Ave, spoke in favor of the application.

Alex Tyson, 1225 Stainback, spoke in favor of the application although density should be limited in certain areas.

Austin Jackson, 5729 Cedar Ridge Crossing, spoke in favor of the application because it will provide more affordable housing.

Shandelle Rice, 2165 Baker Road, spoke in favor of the application.

Jessica Williams spoke in favor of the application.

Omid Yamini, 1204 N 2nd St, spoke in favor of the application.

Myron Dowell, 109 Douglas, spoke in favor of the application; density is needed to provide affordability.

Todd Sisson, 1820 Joy Circle, spoke in favor of the application.

William Smallman, 1512 Paris Ave, spoke in favor of the application.

Seth Jennings, 1308 Montgomery Ave, spoke in favor of the application.

William Scales, 1806 Lischey Ave, spoke in favor of the application.

Ashonti Davis, 321 Edwin St, spoke in favor of the application.

Jason Feller, 2628 Houston Ln, spoke in opposition to the application.

Matthew Arnold, 844 Cherokee Ave, spoke in opposition to the application. Single family residences can't sustain the density needed.

Doug Betty, 1309 Jones Ave, spoke in opposition to the application. Density along Jones Avenue needs to be increased.

Duane Cuthbertson, 2814 12th Ave S, spoke both for and against the application.

Vita Rainey, 1320 Montgomery Ave, spoke in opposition to the application because she feels like she is being squeezed out. This puts everyone in the same box and not everyone belongs in the same box.

Chuck McDonald, Rosedale Ave, spoke in opposition to the application.

Chairman Adkins closed the Public Hearing.

Mr. Tibbs spoke in favor of staff recommendation.

Dr. Bichell spoke in favor of staff recommendation and expressed excitement about the plan and that staff and the community could come to a compromise.

Councilmember Bedne spoke in favor of staff recommendation; it is nice to see the community coming together and taking ownership.

Mr. Gobbell spoke in favor of staff recommendation.

Mr. Haynes spoke in favor of staff recommendation.

Mr. Haynes moved and Mr. Tibbs seconded the motion to approve the June 28, 2018 draft plan. (7-0)

Dr. Sims stepped back in the room.

Councilmember Bedne left the meeting.

Resolution No. RS2018-137

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-005-002 is approved the June 28, 2018 draft plan. (7-0)

- 2. 2015SP-049-003**
1225 STAINBACK AVENUE (AMENDMENT)
Council District 05 (Scott Davis)
Staff Reviewer: Levi Hill

A request to amend a Specific Plan to permit all uses in the RM40-A zoning district in four units on properties located at 330, 332, 334, 336, and 336 B Douglas Avenue, at the southeast corner of Douglas Avenue and Stainback Avenue, (0.14 acres), requested by Goodhope Development Consulting, applicant; Strategic Options International, LLC, owner.

Staff Recommendation: Disapprove as submitted. Approve a revised plan with conditions and disapprove without all conditions.

The Metropolitan Planning Commission deferred indefinitely 2015SP-049-003. (8-0)

- 3. 2018SP-017-001**
GLENDALE & SCENIC SP
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 28, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-017-001 to the July 26, 2018, Planning Commission meeting. (8-0)

- 4. 2018SP-024-001**
1207 PIERCE ROAD SP
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 indefinitely.

The Metropolitan Planning Commission deferred indefinitely 2018SP-024-001. (8-0)

5. **2018SP-033-001**
2423 BUENA VISTA SP
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 69 multi-family units, requested by Dale & Associates, applicant; Judith & Salem Forsythe, owners.

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

The Metropolitan Planning Commission deferred 2018SP-033-001 to the June 28, 2018, Planning Commission meeting. (8-0)

6. **2018SP-035-001**
ELM HILL PLACE SP
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 28, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-035-001 to the June 28, 2018, Planning Commission meeting. (8-0)

7. **2018SP-040-001**
3156 ANDERSON ROAD SP
Council District 29 (Karen Y. Johnson)
Staff Reviewer: Gene Burse

A request to rezone from AR2a to SP-R zoning on property located at 3156 Anderson Road, approximately 480 feet east of Wilford Pack Drive (4.88 acres), to permit 22 multi-family residential units, requested by Dale and Associates, applicant; John Coleman, Jr., owner.

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission deferred indefinitely 2018SP-040-001. (8-0)

8. **2017Z-078PR-001**
Council District 21 (Ed Kindall)
Staff Reviewer: Latisha Birkeland

A request to rezone from RS5 to R6-A zoning for property located at 2814 Georgia Ave, approximately 335 feet west of 28th Avenue North (0.22 acres), requested by Land Development Solutions, applicant; Art Vandalay Real Estate, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from RS5 to R6-A

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

R6-A zoning is supported by the T4 Urban Neighborhood Evolving policy. The proposed zone change would allow up to two units on this lot. The neighborhood is a mixture of one and two family residential uses. The site is approximately 330 feet from 28th Avenue North, an active corridor. Bus service runs along 28th Avenue North and a bus stop is located north of Georgia Avenue, approximately 660 feet from the site. Therefore, this zone change would add diversity of housing at appropriate locations in the neighborhood.

ANALYSIS

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

No traffic table was prepared as there is no anticipated increase in traffic.

METRO SCHOOL BOARD REPORT

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

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

The proposed zoning district will generate no additional students beyond what would be generated under the existing RS5 zoning district. Students would attend Shwab Elementary School, Here Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

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

Approve. Consent Agenda (8-0)

Resolution No. RS2018-138

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017Z-078PR-001 is **approved. (8-0)**"

9. 2018Z-038PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Gene Burse

A request to rezone from RS5 to R6-A zoning on property located at 1519 Meridian Street, approximately 75 feet south of Marshall Street (0.32 acres), requested by Land Development Solutions, applicant; Magness Devco 2017, GP, owners.

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

The Metropolitan Planning Commission deferred 2018Z-038PR-001 to the June 28, 2018, Planning Commission meeting. (8-0)

10. 2018Z-039PR-001

Council District 05 (Scott Davis)
Staff Reviewer: Patrick Napier

A request to rezone from RS5 to R6-A zoning on properties located at 1702 Meridian Street, approximately 30 feet northwest of Edith Avenue (0.34 acres), requested by Land Development Solutions, applicant; 1702 Meridian, GP, owner.

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

The Metropolitan Planning Commission deferred 2018Z-039PR-001 to the June 28, 2018, Planning Commission meeting. (8-0)

11. 2009SP-001-002

PLATINUM STORAGE BELLEVUE

Council District 35 (Dave Rosenberg)
Staff Reviewer: Levi Hill

A request to amend a Specific Plan on properties located at 7860 Learning Lane and 8236 Collins Road, at the northeast corner of Learning Lane and Collins Road, zoned Specific Plan – Commercial (SP-C) and within the River Trace/Highway 100 Urban Design Overlay District (1.76 acres), to permit a self-service storage facility, requested by Thomas and Hutton, applicant; St. Thomas Hospital, Employees Credit Union, owner.

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

APPLICANT REQUEST

Amend a Specific Plan to permit a self-service storage facility.

Preliminary SP

A request to amend a Specific Plan on properties located at 7860 Learning Lane and 8236 Collins Road, at the northeast corner of Learning Lane and Collins Road, zoned Specific Plan – Commercial (SP-C) and within the River Trace/Highway 100 Urban Design Overlay District (1.76 acres), to permit a self-service storage facility.

Existing Zoning

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

Proposed Zoning

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

History

Metro Council approved the Specific Plan for this site March 19, 2009. The approved SP permits a 15,824 square foot day care center for up to 175 children. No final site plan for the development has been applied for at this time.

BELLEVUE COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies.

T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

Consistent with Policy?

The property is located within the Suburban Community Center policy area which is intended to enhance and create suburban community centers. The plan proposes a self-service storage facility in proximity to the intersection of an arterial and collector. The T3 CC policy supports uses intended to serve suburban communities generally within a 10 to 20 minute drive. The request proposes enhanced pedestrian facilities and architectural standards consistent with the land use policy. A portion of the site is located in the Conservation policy in response to a water course crossing

the site. Metro Water has determined this to be a wet weather conveyance and any development will be subject to the appropriate storm water regulations.

PLAN DETAILS

The site is located at the northeast corner of intersection of Collins Road and Learning Lane. Collins Road is identified as a collector while Learning Lane is identified as a local street by the Major and Collector Street Plan (MCSP). The site consists of two parcels totaling 1.76 acres.

The site is currently developed with a single- family residence. Adjacent property to the east and north is developed with a school while property west of the site contains a medical clinic. Adjacent property to the south is being used for commercial.

Site Plan

The plan proposes to construct a 71,882 square foot self-service storage facility. The plan proposes 15 parking spaces located on the east and north side of the building, consistent with the parking requirements of the Metro Zoning Code. Heights are limited to 3 stories in 39 feet, as measured to the highest point on the roof. A six foot sidewalk and six foot planting strip is proposed along Learning Lane while an eight foot sidewalk and six foot planting strip is proposed along Collins Road, consistent with MCSP requirements. Additionally, the plan proposes a 10 foot type C landscape buffer along the eastern and northern property boundary as well as internal landscaping. Access to the site is limited to one driveway on Learning Lane.

ANALYSIS

The plan is consistent with the land use policy as it would allow a self-service storage facility in proximity to multiple residential neighborhoods within a 10 to 20 minute drive. The request proposes landscape buffers to help mitigate potential impacts to neighboring properties. Additionally, the proposed use is consistent with the surrounding land use policies in the area.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Returned for corrections

- Cite the New FEMA: Panel Number (H), Zone X, AE, or A and Date (4/5/2017) to plat.
- Cite C/D Note: Size driveway culverts per the design criteria set forth by the Metro Storm Water Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP).
- 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.
- Include Surveyor Stamp/Signature & Date.

HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

Approve with conditions

- Water and sewer utilities plans will need to be approved by HVUD and the State of Tennessee.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TAS is required prior to Final SP to determine any roadway improvements.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Day Care Center (565)	1.76		15,824 S.F.	790	133	123

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Mini-Warehouse (151)	1.76		71,882 S.F.	171	11	18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 56,058 S.F.	-619	-122	-105

STAFF RECOMMENDATION

Staff recommends deferral to the June 28, 2018, Metro Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a self-service storage facility.
2. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
3. All development shall meet the standards of the River Trace/Highway 100 Urban Design Overlay.
4. Fences located along the side and rear property boundaries shall be limited to a maximum height of 8 feet. Fences located between the building the any street shall be limited to a maximum height of four feet and shall be a minimum of 30 percent transparent.
5. A minimum 10 foot, type "C" landscape buffer with a six foot opaque wall shall be provided along the eastern and northern property boundary.
6. Heights are limited to 3 stories in 39 feet, as measured to the highest point on the roof.
7. All signage shall be compliant with the signage standards of the River Trace/Highway 100 Urban Design Overlay.
8. Comply with all conditions of Public Works.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions.

Mr. Hill presented the staff recommendation of approval with conditions and disapproval without all conditions.

Travis Todd, 5904 Crosspoint Lane, spoke in favor of the application.

Skip Belafonte, applicant, spoke in favor of the application.

Steve Nathan, 205 Sweetgum Court, spoke in opposition to the application due to unintended consequences.

Chairman Adkins closed the Public Hearing.

Mr. Haynes spoke in favor of staff recommendation.

Dr. Sims spoke in favor of staff recommendation.

Mr. Gobbell spoke in favor of staff recommendation.

Dr. Bichell spoke in favor of staff recommendation.

Mr. Tibbs spoke in favor of staff recommendation.

Ms. Farr moved and Mr. Tibbs seconded the motion to approve with conditions and disapprove without all conditions. (7-0)

Resolution No. RS2018-139

“BE IT RESOLVED by The Metropolitan Planning Commission that 2009SP-001-002 is **Approved with conditions and disapprove without all conditions (7-0)**

CONDITIONS

1. Permitted uses shall be limited to a self-service storage facility.
2. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
3. All development shall meet the standards of the River Trace/Highway 100 Urban Design Overlay.
4. Fences located along the side and rear property boundaries shall be limited to a maximum height of 8 feet. Fences located between the building the any street shall be limited to a maximum height of four feet and shall be a minimum of 30 percent transparent.
5. A minimum 10 foot, type “C” landscape buffer with a six foot opaque wall shall be provided along the eastern and northern property boundary.
6. Heights are limited to 3 stories in 39 feet, as measured to the highest point on the roof.
7. All signage shall be compliant with the signage standards of the River Trace/Highway 100 Urban Design Overlay.
8. Comply with all conditions of Public Works.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

12. 2018SP-012-002

SOUTHPOINTE MARKETPLACE SP (AMENDMENT)

Council District 31 (Fabian Bedne)
Staff Reviewer: Shawn Shepard

A request to amend a Specific Plan on properties located at 6444 and 6438 Pettus Road and on a portion of properties located at 6424 and 6434 Pettus Road, at the northeast corner of Nolensville Pike and Pettus Road, zoned SP-C (5.65 acres), to permit the modification of layout and access points, requested by Kimley-Horn, applicant; David Hill, Houston E. Hill, Barbara A. Wardlaw and Alvin C. Beerman et ux, owners.

Staff Recommendation: Approve with conditions disapprove without all conditions.

APPLICANT REQUEST

Amend a Specific Plan to modify the site layout and access points.

Preliminary SP

A request to amend a Specific Plan on properties located at 6444 and 6438 Pettus Road and on a portion of properties located at 6424 and 6434 Pettus Road, at the northeast corner of Nolensville Pike and Pettus Road, zoned Specific Plan – Commercial (SP-C) (5.65 acres), to permit the modification of layout and access points.

Existing Zoning

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

Proposed Zoning

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

HISTORY

Metro Council approved the preliminary SP for the Southpointe Marketplace commercial development on March 21, 2018. The approved preliminary SP included a maximum of 38,000 square feet of non-residential uses including financial institution, grocery store, personal care services, personal instruction, restaurant and retail. The current application proposes to modify the layout of buildings and access points on the site, including shifting one of the access points on Pettus Road closer to the Pettus Road and Nolensville Pike intersection and converting it from a two-way access to a right-in-only access. The relocated access represents a new access configuration that was not evaluated as part of the approved preliminary, and therefore an amendment to the preliminary SP is required.

SOUTHEAST NASHVILLE COMMUNITY PLAN

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, 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.

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

Consistent with Policy?

The Conservation policy present on the site indicates the presence of a feature determined by Metro Stormwater to be a wet weather conveyance that does not require buffering or protection. The proposed SP is consistent with the T3 NC policy applicable to the majority of the site. T3 NC policy is intended to create neighborhood centers to serve surrounding suburban neighborhoods. The proposed SP is located adjacent to recently approved SPs that include an assisted living facility to the east and a residential neighborhood containing 170 units to the north. The current application proposes changes to the building layout and access points within a previously approved SP; the approved mix of uses is unchanged. This SP includes a neighborhood scale grocery store, retail, service and restaurant uses that are intended to serve the residents of the adjacent assisted living and residential developments as well as the surrounding suburban residential neighborhood.

PLAN DETAILS

The site is comprised of two parcels and portions of two others totaling 5.8 acres at the intersection of Pettus Road and Nolensville Pike. As described above, the site is zoned Specific Plan to permit a non-residential development with a maximum of 38,000 square feet. The properties are currently developed with single-family residential uses. The Metro Council recently approved a Specific Plan for an assisted living facility on property east of the site and a Specific Plan for 170 residential units on property north of the site. Those Specific Plans include a proposed public road which will connect this development to the assisted living and residential developments and also to Nolensville Pike.

Site Plan

The current plan proposes to modify the building layout and relocate and modify one of the access points for the SP. The previously approved plan included a 22,000 square-foot grocery store with attached retail bays located in the northern portion of the site, with a quick-service restaurant and additional set of retail bays located along the Nolensville Pike frontage, for a total of 38,000 square feet of non-residential uses. The use mix and maximum square footage is unchanged with this plan; however, the layout of the buildings has been modified to remove one freestanding building and to alter the footprint of the grocery with attached retail bays. The proposed grocery retains an entrance at the corner of the building addressing both Nolensville Pike and Pettus Road.

Vehicular access in the approved preliminary SP is provided in two locations along Pettus Road and in three locations along the proposed public road on the east side of the site. The current plan proposes relocation of one of the access points along Pettus Road to move it approximately 75 feet south, closer to the intersection of Nolensville and Pettus, and to convert it to a right-in-only access point. The current plan reduces the total number of parking spaces from 212 to 205, which still exceeds the requirements in the Metro Zoning Ordinance for the uses and square footage proposed. The alterations to site layout and parking result in the removal of a row of parking spaces immediately adjacent to an approved residential development to the north. Eleven parking spaces are shown in an area indicated as a proposed outparcel with a 2,400-square-foot building. Depending on the use of that building, a

shared parking agreement may be required at the time of permit to ensure that parking requirements are met for the future outparcel.

The sidewalks along Pettus Road, Nolensville Pike, and the proposed public road along the eastern side of the site are unchanged from the original approval. Landscape buffers and perimeter landscaping consistent with the Metro Zoning Ordinance requirements are included in the updated plan, including a 10-foot, Type A landscape buffer along the northern property line between this development and the adjacent residential development to the north. The architectural design standards for minimum glazing and entrances, prohibited materials, and requirements for articulations or other architectural features to avoid uninterrupted blank facades included in the original plan are unchanged. Height remains limited to 2 stories in 30 feet. The SP also includes additional details on style and location of exterior and parking lot lighting, particularly for the area at the northern edge of the site where the plan transitions to adjacent residential development.

ANALYSIS

The amendment to the SP does not alter the maximum square footage or mix of uses permitted, and the uses proposed are appropriate given the site location and the T3 NC policy. The site is located at the intersection of Nolensville Pike, which is a major arterial, and Pettus Road, which is identified as a collector. The site is adjacent to two recently approved developments, an assisted living facility, and a suburban residential neighborhood. Both of these developments will benefit from an easily accessible center with neighborhood services, including a grocery and additional retail. The revised building layout maintains an entrance at the corner of the grocery building, addressing Nolensville and Pettus. The updated layout also reduces the number of parking spaces located at the rear of the store adjacent to the residential SP located to the north by shifting those parking spaces toward the side of the store along Pettus Road. This change will help to minimize potential impacts of parking, such as noise or glare, on the adjacent residential development. The amended SP also maintains the Type A landscape buffer and lighting plan provided in the original SP to further minimize impacts and ensure an appropriate transition from the commercial to the residential development along the boundary between the two SPs.

The reconfigured access depicted on the current plan, to include a right-in-only access drive from Pettus, has been conditionally approved by Metro Public Works. Based on evaluation of an updated Traffic Impact Study and the revised site plan, Metro Public Works has determined that the right-in-only access should either be removed from the plan or that a median will need to be installed along Pettus Road to ensure that the right-in-only access functions safely. Depending on final design, the addition of a median along Pettus Road could require additional right-of-way beyond what is depicted on the current plan, which could result in the loss of perimeter landscaping and parking spaces along the western boundary of the site. All of the proposed buildings are located in the center and eastern portions of the site, so the impacts of additional right-of-way dedication would be limited to the parking areas and would not materially affect the site layout; however, parking consistent with the requirements of the Metro Zoning Ordinance must be provided for all uses and all landscaping requirements of the Zoning Ordinance must be met, so the applicant may not be able to achieve the maximum square footage of all uses if right-of-way dedication results in a loss of parking spaces and landscaping areas.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Remove the Right in only driveway on Pettus (OR) submit construction plans for a median installation on Pettus Road, for approximately 300' from the proposed stop bar, to restrict any other vehicular movements at this driveway.
- If at Final SP, the South Point Residential development has not constructed the Pettus Road improvements, this SP shall install the 3 lane section across this SPs property and make appropriate AASHTO tapers to the existing Pettus Road alignment.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Proposed Right In only access on Pettus Rd shall be located with adequate distance to TDOT Nolensville RD widening plan and designed for appropriate one way entering traffic flow with no queueing into Pettus Rd through lane.
- Pettus Rd shall be constructed with a median if necessary to discourage any exiting traffic from driveway. Appropriate one way signage shall be installed.
- Access driveway shall be aligned with a drive aisle without stop control to allow direct traffic flow into site.
- Developer shall design access 5 truck loading access as one way entering access drive and install appropriate one way signage and do not exit signage .
- Remove hatching for LTL transition on new public road.
- Align drive aisles and locate an appropriate distance from public roads for adequate operation. Show drive alignment with assisted living drives on opposite side of new road.
- Align proposed drives on new road with approved assisted living development if feasible.
- Adequate sight distance shall be provided at all site driveways.
- Provide parking per metro code.

No traffic table was prepared as there is not anticipated to be any change in traffic.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 38,000 square feet of a combination of the following uses: financial institution; grocery store; personal care services; personal instruction; restaurant, fast-food; restaurant, full service; restaurant, take-out; and retail (excluding automobile sales, used or automobile service).
2. All other conditions of Council Ordinance BL2018-1085, as amended, shall apply.
3. Comply with all conditions of Metro Public Works and Traffic and Parking.
4. Per Public Works: Remove the Right in only driveway on Pettus (OR) submit construction plans for a median installation on Pettus Road, for approximately 300' from the proposed stop bar, to restrict any other vehicular movements at this driveway.
5. All requirements of the Metro Zoning Ordinance for parking and landscaping shall be met with the final site plan.
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 CN 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.

Approve with conditions disapprove without all conditions. Consent Agenda (8-0)

Resolution No. RS2018-140

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-012-002 is **approved with conditions disapprove without all conditions. (8-0)**

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 38,000 square feet of a combination of the following uses: financial institution; grocery store; personal care services; personal instruction; restaurant, fast-food; restaurant, full service; restaurant, take-out; and retail (excluding automobile sales, used or automobile service).
2. All other conditions of Council Ordinance BL2018-1085, as amended, shall apply.
3. Comply with all conditions of Metro Public Works and Traffic and Parking.
4. Per Public Works: Remove the Right in only driveway on Pettus (OR) submit construction plans for a median installation on Pettus Road, for approximately 300' from the proposed stop bar, to restrict any other vehicular movements at this driveway.
5. All requirements of the Metro Zoning Ordinance for parking and landscaping shall be met with the final site plan.

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 CN 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.

13. 2018S-094-001

MARY H. RODGERS SUBDIVISION

Council District 01 (John Cooper)

Staff Reviewer: Abbie Rickoff

A request for final plat approval to create two lots on property located at 3751 Westport Drive, approximately 1,600 feet west of Clarksville Pike, zoned RS15 (2.11 acres), requested by Daniels & Associates, Inc., applicant; Mary Rodgers, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 3751 Westport Drive, approximately 1,600 feet west of Clarksville Pike, zoned Single-Family Residential (RS15) (2.11 acres).

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 6 lots, based on the acreage only. However, application of the Subdivision Regulations will result in fewer lots on this property.*

BORDEAUX-WHITES CREEK-HAYNES TRINITY 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.

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 two lots on the west side of Westport Drive. The 2.11-acre site contains a single-family dwelling and accessory structures. The proposed plat would create 2 lots as follows:

- Lot 1: 48,733 SF (1.12 acres) and 118.5 feet of frontage
- Lot 2: 43,074 SF (0.99 acres) and 145.98 feet of frontage

Section 3-5.2 of the Subdivision Regulations requires that newly created lots in areas that are previously subdivided and predominately developed must be comparable to the surrounding lots in regards to frontage and area. Neither of the proposed lots meet the compatibility requirements for area.

The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations, under which the Planning Commission may grant approval of a subdivision that does not meet the compatibility criteria if the subdivision can provide for harmonious development within the community.

ANALYSIS

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

Zoning Code

The proposed lots meet the minimum standards of the RS15 zoning district.

Street Frontage

Both proposed lots have frontage on a public street.

Community Character

Section 3-5.2.d of the Subdivision Regulations requires that newly created lots in areas that are previously subdivided and predominately developed must be comparable to the surrounding lots in regards to frontage, area, setback, and orientation. For the purposes of this analysis, "surrounding parcels" is defined by the Subdivision Regulations as the five R, RS, AR2A, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less.

1. Lot frontage analysis: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. Along Westport Drive, lots created must have frontage at least equal to 118.5 feet. The proposed lots have 118.5 feet of frontage (lot 1) and 145.98 feet of frontage (lot 2). Both of the proposed lots meet compatibility requirements for frontage.

Lot 1 Frontage	
Proposed Frontage	118.5 ft.
Minimum Frontage	118.5 ft.
70% Average	108.79 ft.

Lot 2 Frontage	
Proposed Frontage	145.98 ft.
Minimum Frontage	118.5 ft.
70% Average	108.79 ft.

2. 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. Along Westport Drive, the proposed lots must be equal to or greater than approximately 67,082 square feet (1.54 acres). Proposed Lot 1 is approximately 48,733 square feet (1.12 acres), and proposed Lot 2 is approximately 43,074 square feet (0.99 acres). Neither of the proposed lots meets compatibility requirements for area.

Lot 1 Size	
Proposed Size	48,733 SF
Minimum Size	33,105 SF
70% Average	67,082 SF

Lot 2 Size	
Proposed Size	43,074 SF
Minimum Size	33,105 SF
70% Average	67,082 SF

2. Street setbacks: Future structures are required to comply with setbacks as established by Metro Zoning Code.

3. Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels. Lots 1 and 2 front Westport Drive and are consistent with the surrounding parcels.

Analysis

Based on the Subdivision Regulation's definition of surrounding lots, neither of the proposed lots meets the area requirements. The applicant requests approval under Section 3-5.2 of the Subdivision Regulations, which states that when surrounding parcels do not exist, or do not meet the criteria to be used in the analysis, the Planning Commission may grant an exception to the compatibility requirement by considering whether the subdivision can provide for the harmonious development of the community.

In this case, staff evaluated the neighborhood context in order to determine the development implications on the surrounding development pattern. The site is situated on the seam of the T3 Suburban transect where the surrounding character to the south and east includes already-developed, single-family lots; and the T2 Rural transect where the development pattern to the north and west includes larger vacant properties and low intensity residential development.

The Westport Drive blockface includes five surrounding parcels to the south in T3NM policy, and one surrounding parcel to the north in T2 Rural Maintenance (RM) policy. Westport Drive ends past the T2RM parcel, signifying the transition from a suburban development pattern to a rural pattern. The size of the surrounding T2RM parcel is approximately 7.15 acres, dissimilar to any of the 5 surrounding parcels to the south in T3NM policy, which range from approximately 0.76 acres to 2 acres. The lots proposed for subdivision are approximately 0.99 and 1.12 acres, which is in keeping with the predominant character of developed properties on Westport Drive.

Staff considered the existing block pattern, surrounding development context and land use policies, and the additional standards that are being proposed with this subdivision, and concluded that, in this case, the proposed subdivision would provide for harmonious development that is compatible with existing development along Westport Drive.

Based on the Subdivision Regulation's criteria for determining compatibility, the proposed lots do not meet area requirements. The Planning Commission may grant approval if it determines that the subdivision provides for

harmonious development of the community. The applicant has proposed additional conditions to attempt to meet the harmonious development provision, including limiting height to a maximum of 2 stories in 35 feet, limiting access to a driveway a maximum of 16 feet between the primary structure and the street, and requiring raised foundation on all residential structures.

FIRE MARSHAL 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

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Correct Note #22 as follows: The existing garage on Lot 1 is not to be used or occupied prior to the issuance of a use and occupancy permit for a single-family residence on Lot 1.
2. Update Note #5 to include parcels (094) and (315).
3. 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.
4. A corrected copy of the final plat incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to plat recordation.

Approve with conditions. Consent Agenda (8-0)

Resolution No. RS2018-141

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-094-001 is **approved with conditions.**
(8-0)

CONDITIONS

- 1 Correct Note #22 as follows: The existing garage on Lot 1 is not to be used or occupied prior to the issuance of a use and occupancy permit for a single-family residence on Lot 1.
- 2 Update Note #5 to include parcels (094) and (315).
- 3 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.
- 4 A corrected copy of the final plat incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to plat recordation.

14. 2018S-102-001

DRAKES BRANCH DEVELOPMENT

Council District 01 (John Cooper)

Staff Reviewer: Abbie Rickoff

A request for concept plan approval to create up to 68 clustered lots on property located at 4775 Drakes Branch Road, north of the terminus of Golden Hill Drive, zoned RS15 (31.44 acres), requested by Kimley-Horn and Associates, applicant; Nashland Builders, LLC, owner.

Staff Recommendation: Defer to the July 26, 2018 Planning Commission meeting.

The applicant requested deferral to the July 26, 2018 Planning Commission meeting.

Mr. Tibbs moved and Mr. Haynes seconded the motion to defer to the July 26, 2018 Planning Commission meeting. (7-0)

15. 2018Z-056PR-001

Council District 21 (Ed Kindall)
Staff Reviewer: Gene Burse

A request to rezone from OL to MUL-A zoning on property located at 511 27th Avenue North and to rezone from OL to RM20-A zoning on properties located at 514, 516, and 518 27th Avenue North and 2700 Delaware Avenue, at the corner of Delaware Avenue and 27th Avenue North (1.45 acres), requested by Catalyst Design Group, applicant; Theam Associates, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from OL zoning to RM20-A and MUL-A zoning.

Zone Change

A request to rezone from Office-Limited (OL) to Mixed Use Limited-Alternative (MUL-A) zoning on property located at 511 27th Avenue North and to rezone from Office-Limited (OL) to Multi-Family Residential- Alternative (RM20-A) zoning on properties located at 514, 516, and 518 27th Avenue North and 2700 Delaware Avenue, at the corner of Delaware Avenue and 27th Avenue North (1.45 acres), requested by Catalyst Design Group, applicant; Theam Associates, LLC, owner.

Existing Zoning

Office Limited (OL) zoning is intended for moderate intensity office uses.

Proposed Zoning

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

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

EAST NASHVILLE COMMUNITY PLAN

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

Consistent with Policy?

Yes. The proposed Multi-Family Residential-Alternative (RM20-A) and Mixed Use Limited-Alternative (MUL-A) zoning districts are consistent with the T4 Urban Neighborhood (T4 MU) policy at their proposed locations at this site. While T4 MU policy supports zoning districts that permit development of higher intensity, locations at the edge of this policy area must transition appropriately to less intense policy areas. In this case, the site is located at the edge of (T4 MU) policy and is adjacent to T4 Urban Neighborhood Evolving (T4 NE) policy.

The proposed RM20-A zoning for the west portion (four parcels) of the site is consistent with T4 Urban Mixed Use Neighborhood (T4 MU) policy, in this location. Multi-Family Residential- Alternative (RM20-A) zoning permits residential uses of moderate intensity, such as single-family residential, two-family residential and multi-family residential uses, which would appropriately transition to the adjacent Single-Family Residential (RS5) zoning district located west and north of this portion of the site.

The proposed MUL-A zoning at the triangular portion of the site is consistent with policy. This proposed zoning district at this portion of the site will provide opportunity for development to transition appropriately to adjacent zoning districts that offer similar intensity of land uses. Also, at this location, MUL-A zoning will allow future development to buffer nearby less intense uses from the active railroad line located at the edge of the neighborhood.

ANALYSIS

The site consists of five vacant parcels located at the intersection of 27th Avenue North and Delaware Avenue. The 1.45 acre site is split on both sides of 27th Avenue North with 1.01 acres located on a triangular parcel on the east side of 27th Avenue North and 0.44 acres on the west side of 27th Avenue North. The site is located at the intersection of two local streets which are not served by transit. The nearest transit stop is located approximately 1,000 feet away on Charlotte Pike. Surrounding properties consist of single-family residential, multi-family residential, institutional, and warehouse uses. Adjacent zoning districts include Single-Family Residential (RS5), Industrial Restrictive (IR), Office

Limited (OL) and Multi-Family Residential-Alternative (RM20-A). Zoning districts and policies of higher intensity are located south of the site across the railroad and closer to Charlotte Pike, an arterial boulevard per the Major and Collector Street Plan. Charlotte Pike is also identified as a corridor for future high capacity transit. T4 Urban Neighborhood Evolving policy is immediately adjacent to the site.

MUL-A zoning on the triangular portion of the site will allow future development to serve as a buffer from the existing active railroad line south of the site. This zoning district will allow an opportunity for future development at this portion of the site to appropriately transition to adjacent zoning districts, such as Office-Limited (OL) and Industrial Restrictive (IR) located north of the site, that also permit uses of higher intensity. These districts are located at the edge of the neighborhood.

Multi-Family Residential-Alternative (RM20-A) zoning is proposed for the portion of the site located west of 27th Avenue North. This zoning district zoning would allow less intense development at this portion of the site and would meet goals of the policy area such as creating urban neighborhoods through scale and massing and would provide a variety of housing options. RM20-A zoning on the west portion of the site will allow for future development to appropriately transition between the adjacent zoning districts of higher intensity, such as Industrial Restrictive (IR) and Mixed Use Intensive-Alternative (MUI-A) located south of the site, and the less intense Single-Family (RS5) zoning district west and north of site.

The intent of the T4 Urban Mixed Use Neighborhood (T4 MU) policy is to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development.

Rezoning these parcels to MUL-A and RM20-A will provide an opportunity for this site to provide a mixture of uses that will appropriately transition to adjacent zoning districts and meet goals of the policy at this location.

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: **OL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.45	0.75 F	47,371 S.F.	751	104	132

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)	0.5	1.0	22 U	257	15	30

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
Office (710)	0.25	1.0	10,890 S.F.	242	32	92

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)	0.25	1.0	10,890 S.F.	504	16	48

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.45		9 U	189	10	27

Traffic changes between maximum: **OL, RM20-A and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		1943	177	329

METRO SCHOOL BOARD REPORT

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

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

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

The proposed RM20-A zoning district and MUL-A zoning district are not expected to generate more students than the existing OL zoning district. Students would attend Park Avenue Enhanced Option Elementary School, McKissack Middle School, and Pearl-Cohn 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 approval.

Approve. Consent Agenda (8-0)

Resolution No. RS2018-142

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-056PR-001 is **approved. (8-0)**"

16. 153-79P-001

GALLERIES AT BELLEVUE PUD (REVISION)

Council District 22 (Sheri Weiner)

Staff Reviewer: Shawn Shepard

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District on property located at 7661 Highway 70 South, approximately 500 feet southeast of Coley Davis Road, zoned SCR (1.49 acres), to permit 4,600 square feet of building on two lots, requested by Dewey Engineering, applicant; Joe Gower, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Revise preliminary plan and final site plan approval for a portion of a Planned Unit Development.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District on property located at 7661 Highway 70 South, approximately 500 feet southeast of Coley Davis Road, zoned Shopping Center Regional (SCR) (1.49 acres), to permit 4,600 square feet of building on two lots.

Existing Zoning

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional 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 Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

REQUEST DETAILS

This is a request to revise the preliminary PUD plan and for final site plan approval for a portion of the Galleries at Bellevue PUD. Metro Council approved the Galleries at Bellevue PUD in 1979 for approximately 225,000 square feet of retail and commercial uses. Approximately 180,000 square feet of retail and restaurant uses have been constructed within the PUD. The original plan for this portion of the PUD was never built, and this portion of the PUD plan has been revised numerous times. The most recent revision, approved by the Planning Commission in 2008, proposed 29,500 square feet of retail use on this site, Parcel 308. That development was never constructed and the parcel remains vacant except for an access drive and surface parking lot.

The current request is to revise the PUD plan and for final site plan approval to permit 4,600 square feet on two lots.

PLAN DETAILS

The plan proposes the construction of one 2,400 square foot building and one 2,200 square foot building. For PUDs, permitted uses are those permitted by the approved PUD plan and the base zoning which in this case is SCR. The buildings are located in the center of the site, in the approximate current location of a drive aisle that provides internal circulation within the PUD. The drive aisle will shift to the southern portion of the site. A total of 53 surface parking spaces are provided throughout the site. The plan requires that any proposed use meet the standards of the Metro Zoning Ordinance for parking.

The parcel contains approximately 1.49 acres, configured in a "U" shape with split frontage along Highway 70 S. The revised PUD plan depicts a future lot line, which would split the parcel into two lots. Lot 1, located on the western side of the property, contains approximately 0.50 acres. Lot 2, located on the eastern side of the property, contains approximately 0.99 acres. Each lot would retain a direct connection to Highway 70 S via internal access drives within the PUD, located on the eastern and western property boundaries.

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.

This request does not expand the boundary of the PUD and maintains the original classification of the PUD as commercial. No new access points are proposed. The 4,600 square feet of floor area proposed with this plan is a reduction in floor area from the currently approved plan and does not increase the total floor area more than ten percent beyond the floor area last approved by Metro Council for the PUD. The proposal is consistent with the concept of the PUD and no changes are being proposed that conflict with the Council approved plan. Therefore, this revision can be considered a minor modification.

At the time of permit, the applicant will be required to specify the uses proposed for each building and to demonstrate compliance with any applicable conditions for the use outlined in the Metro Zoning Ordinance and with all standards of the code pertaining to parking and landscaping. A final plat application will be required to formally subdivide the property as indicated on the plan.

As the proposed revision keeps with the overall intent of the PUD and meets the standards for a minor modification, planning staff recommends approval of this request.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Provide an executed Declaration of Restrictions and Covenants and long term maintenance plan with recording fee.
- Dedicate required P.U.D.E.'s for conveyance of off-site flows and vacate drainage easement that Building 1 encroaches upon.

WATER SERVICES RECOMMENDATION

Not Applicable

- This site is served by the Harpeth Valley Utility District

HARPETH VALLEY UTILITY DISTRICT

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. All signs shall meet the base zoning requirements for the SCR zoning district, and must be approved by the Metro Department of Codes Administration.
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 or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

Approve with conditions. Consent Agenda (8-0)

Resolution No. RS2018-143

"BE IT RESOLVED by The Metropolitan Planning Commission that 153-79P-001 is **approved with conditions. (8-0)**
CONDITIONS

- 1 All signs shall meet the base zoning requirements for the SCR zoning district, and must be approved by the Metro Department of Codes Administration.
- 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 or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

H: OTHER BUSINESS

17. Historic Zoning Commission Report
18. Board of Parks and Recreation Report
19. Executive Committee Report
20. Accept the Director's Report and Approve Administrative Items
MPC Action: Approved (8-0)

Resolution No. RS2018-144

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report and Administrative Items are- **Is Approved (8-0)**

21. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

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, 2601 Bransford Avenue, Metro Board of Education Administration Building

August 9, 2018

MPC Meeting

5pm, 700 Second Ave South, Howard Office Building, Sonny West Conference Center

August 23, 2018

MPC Meeting

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

September 13, 2018

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

J: ADJOURNMENT

The meeting adjourned at 6:16 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**.

APPROVALS	# 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**