

Metropolitan Planning Commission



Staff Reports

April 25, 2019



Metro Planning Commission Meeting of 4/25/2019

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



SEE NEXT PAGE



NO SKETCH



Project No.	CIB FY2019-20
Project Name	Capital Improvements Budget for 2019-20 to 2024-25

Council District	Countywide
School District	Countywide
Required by	Metro Charter

Staff Reviewer	Claxton
Staff Recommendation	<i>Approve</i>

CAPITAL IMPROVEMENTS BUDGET

Submit the FY2019-20 Capital Improvements Budget for consideration by the Mayor.

BACKGROUND

The Charter of the Metropolitan Government for Nashville and Davidson County requires that the Planning Commission submit a list of recommended capital improvements that are necessary or desirable to be constructed or provided during the next six years.

The Capital Improvements Budget is a planning tool to prioritize and coordinate investments in long-term, durable improvements. Investments are considered to be capital improvements when they:

- Have a lifetime greater than 10 years and
- Cost more than \$50,000.

Capital improvements include Metro facilities and equipment, such as office buildings, fire trucks, or information systems. Capital improvements also include infrastructure, such as water and sewer lines, roads and sidewalks, parks, and libraries.

Some Metro investments shape private market activity by influencing where people want to live or business owners want to locate. Some investments, such as providing access to water, sewer, or transportation networks, are required for any development beyond very low density rural character. In other cases, Metro investments in parks, schools, or other public spaces are amenities or resources that make one place more desirable for a home or business. Projects that interact with the private market in either of these ways should be guided by the General Plan. Other Metro investments, such as vehicles or hospital equipment, have limited impact on the private market and are not guided by the General Plan.

Identifying and funding most capital improvements involve two separate documents:

- **The Capital Improvements Budget (CIB):** All capital improvements requested from Departments and members of the Metro Council with a six-year time horizon. By Charter, any capital improvement must be included in the Capital Improvements Budget. Planning Commission compiles and makes recommendations on the CIB.



Metro Planning Commission Meeting of 4/25/2019

- **Capital Spending Plan:** Recommended projects during the first fiscal year of the CIB, proposed to be funded through General Obligation bonds. The Mayor submits the Capital Spending Plan to the Metro Council, which approves new bonds through a bond resolution.

Other capital improvements are funded through ordinances or resolutions authorizing the use of 4% funds, operating funds, or revenue bonds. Planning Commission does not make recommendations on the Capital Spending Plan or other funding authorizations.

Developing, recommending, adopting, and funding capital projects bring Metro Departments, Planning Commission, the Mayor, and Metro Council together, with public oversight, to decide what investments to make each year.

CAPITAL IMPROVEMENTS BUDGET PROCESS

Councilmembers begin the CIB process by requesting projects in October. Requests are reviewed by implementing departments and the Planning Department to develop cost estimates and identify how requests align with long-range plans. Planning staff compile these responses in a report submitted to the Metro Council on December 1. The Council's Budget & Finance and Planning, Zoning, & Historical Committees jointly work with all Councilmembers to establish Council priorities for projects requested for the next year's Capital Improvements Budget.

The Metro Charter specifies the process to create the Capital Improvements Budget. Each year begins with the Finance Department collecting requested projects from Metro Departments. By Charter, Finance delivers these requests to the Planning Commission four months before the end of the Fiscal Year.

Once project requests are submitted, Planning staff assess them for alignment with Metro's General Plan, NashvilleNext. The Planning Commission must recommend project priorities to the Mayor by sixty days before the start of the next Fiscal Year, which is on May 2 each year. This staff report and CIB are in support of this step in the process.

Copies of the draft Capital Improvements Budget were posted online in document form. Paper copies of the CIB were distributed to Planning Commissioners at that time as well.

Once the Mayor has received the Planning Commission's recommendations, the Charter requires the Mayor to submit his recommended Capital Improvements Budget to the Metro Council by May 15 each year. Metro Council must adopt the Capital Improvements Budget (with any modifications or amendments as it sees fit) by June 15.

COORDINATION WITH DEPARTMENT MASTER PLANS

Metro Departments conduct their own master and functional plans to guide operations and capital investments. They identify department needs and priorities for different capital programs. Though not formally part of NashvilleNext or the Capital Improvements Budget, these master plans play a critical role in achieving the community's vision for Nashville's future. Because they involve more detailed and technical planning, departments may also uncover issues that make NashvilleNext difficult to implement.



Metro Planning Commission Meeting of 4/25/2019

Planning staff supports other departments' efforts to update their master plans to ensure they are coordinated with NashvilleNext and provide a transparent way of supporting capital project requests. Additionally, if departments discover aspects of NashvilleNext that are difficult to implement, Planning staff may bring those issues to Planning Commission to determine if a change to NashvilleNext is required. This ensures that NashvilleNext remains relevant and up-to-date.

FY 2019-20 Capital Improvements Budget

The FY2019-20 Capital Improvements Budget includes requests for 643 projects costing \$7.7 billion. That spending is phased over the current fiscal year (FY2019-20) plus five further years (FY2020-21 through FY2024-25). An additional 161 projects identify spending from FY2025-26 to FY2028-29, to indicate needs beyond the six year timeframe of the CIB.

The six year CIB includes spending requests drawing on a variety of funding sources:

Funding Method	Spending requests
C Proposed G.O. Bonds	\$5,959,707,300
E Proposed Revenue Bonds	\$1,503,546,250
F Federal Funds	\$41,450,000
M Proposed 4% Funds	\$62,944,120
H Enterprise Funds	\$39,790,000
A Miscellaneous Funds	\$51,473,000
G State Funds	\$40,550,000
B Approved G.O. Bonds	\$2,760,000

The CIB also identifies projects by type, such as new standalone assets, ongoing programs, or asset protection.

Project Type	Description	Count of projects
Capital asset (one-time)	A capital asset is a new or rehabilitated physical asset that is purchased once, has a useful life of more than ten years, and is expensive to purchase.	222
Capital program	A capital program is a collection of smaller infrastructure improvements organized by an overarching plan.	274
Asset protection	Asset protection involves major renovations or improvements to existing facilities that would extend the useful life and/or add value to the asset.	222
Study or plan	Funding for a study or plan.	18
Contingency	Funding for project start-up and unexpected costs.	4



Metro Planning Commission Meeting of 4/25/2019

The FY2019-20 CIB organizes project requests in three sections:

- I. **Projects Funded by the Urban Services District:** a brief list of all projects requesting funding from the Urban Services District.
- II. **Projects Funded by the General Services District:** a brief list of all projects requesting funding from the General Services District.
- III. **Detail Project Descriptions:** detailed descriptions of each requested project. Where available, this includes a general map of the project location.

Section III reports projects' titles and descriptions, department, project status, council district, tax district, and project type, as well as requested funding by year. Projects also include maps, when available. Projects are organized by departments, with departments grouped as follows:

- a. **Public Works**
- b. **Schools**
- c. **Enterprises** (Water & Sewer, Farmer's Market, Municipal Auditorium, Sports Authority, State Fair Board, and District Energy System,)
- d. **Facilities & technology** (includes the Agricultural Extension, Council Staff, County Clerk, Election Commission, Finance, General Services, Health, Information Technology Service, Metro Action Commission, and Social Services)
- e. **Safety** (includes District Attorney, Fire, Juvenile Court, Office of Emergency Management, and Police)
- f. **Transit, development & culture** (includes Arts Commission, Historical Commission, MDHA, MTA, Parks, Planning Commission, and Public Library)

ALIGNMENT WITH THE GENERAL PLAN

Based on substantial community engagement, NashvilleNext identifies how Nashvillians want Nashville and Davidson County to manage change over the next 25 years. Aligning capital investments to this vision is a critical tool in achieving the community's desires. For FY2019-20, Planning staff conducted an assessment of projects based on NashvilleNext.

Alignment with the Guiding Principles

The General Plan includes seven Guiding Principles that represent the fundamental values expressed by Nashvillians throughout the process of creating NashvilleNext. In the long run, Metro's investments should support all of these principles, though spending in individual years may focus on some principles more than others.

The chart below shows the seven Guiding Principles and the number of projects that support each:

Guiding Principle	Number of projects supported
Ensure opportunity for all	283
Expand accessibility	220
Create economic prosperity	249
Foster strong neighborhoods	584
Advance education	411
Champion the environment	290
Be Nashville	227



Metro Planning Commission Meeting of 4/25/2019

Alignment with the Growth and Preservation Concept Map

The Growth and Preservation Concept Map gives geographic context to capital investment decisions.

The Growth & Preservation Concept Map reflects Nashvillians' desires for how and where Nashville should grow and where it should preserve in the future. It identifies a green network that provides access to nature, requires environmental protection, and preserves natural resources. It also identifies and seeks to preserve the physical character of rural, suburban, and urban areas.

Smaller and larger activity centers accommodate most future growth, improve public spaces, support transit, provide walkable areas close to most parts of the county, and sustain economic activity. The locations of these centers are generally where centers and mixed use areas were identified in prior Community Plans. Infill development should be encouraged along transit and multimodal corridors in between and immediately around activity and employment centers.

The Concept Map also identifies a network of more frequent and reliable transit service. These routes should be more direct, with fewer stops. The most heavily used routes will be identified for high-capacity transit running outside of traffic.

Concept Map summary	Number of projects supported
Expands the Green Network	91
Located to support existing conditions	209
Supports a First Tier Center	112
Supports a lower tier Center or Corridor	111
Program aligned with NashvilleNext	75
Location to be determined	35

Efficient government

Finally, a core goal of the Capital Improvements Budget is to promote effective, efficient capital spending. Planning staff have developed criteria to assess projects that support efficient government:

- **Project need:** Expanding services, improving services or maintaining services.
- **Condition:** Projects that renovate or replace an existing facility, which is obsolete or cannot support the department's operations.
- **Resource leveraging:** Projects whose funding includes outside money. Projects that support enterprise operations.
- **Project leveraging:** Projects that cluster with or coordinate with other department projects.
- **Planning context:** Projects based on a master plan, that are a priority for a board or commission, developed with public input, or whose implementation will include additional public input.
- **Regional collaboration:** Projects that support regional collaboration or intergovernmental agreements or that were developed through a regional planning process.



Metro Planning Commission Meeting of 4/25/2019

PRIORITIZATION

The Capital Improvements Budget includes several sources of priority.

Capital Priority Group

Departments identify one Capital Priority Group for each project. The Groups are:

- Mayor's Priority: Community and economic development
- Mayor's Priority: Transit and infrastructure
- Mayor's Priority: Public Safety
- Mayor's Priority: Educational outcome and youth
- Mayor's Priority: Affordable housing and the homeless
- Central government operations

Department priorities

When submitting their project requests, Metro departments assign each project a priority.

Departments with a small number of projects provide the priority in rank order (1 through however many projects they request).

Other departments use the following system for identifying their priority:

Code Priority

- 1001** Appropriated and unexpended
- 1002** Required in the year shown
- 1003** Preferred in the year shown
- 1004** Requested in the year shown
- 1005** Needed for consideration in future CIBs

Council priorities

Starting in FY19, the Metro Council changed its process for requesting capital projects.

Councilmembers now request projects by October 15 each year. Projects are assessed by the Metro Departments responsible for implementing each request, if funded, as well as the Planning Department. The Planning Department compiles a report identifying how projects align with Department master plans and the General Plan and provides it to Council by December 1. A joint meeting of the Metro Council's Budget & Finance and Planning, Zoning, & Historical Committees meets to develop Council priorities.

In FY20, each district Councilmember was allotted 100 points to assign among one or more projects countywide. Points were tallied across Councilmembers and projects were placed in priority order based on the number of points each project received. In FY20, Council assigned a priority in this way to 82 projects, with priority levels ranging from 1 to 17. The Capital Improvements Budget reports the Council priority for each of these projects. In some cases, cost estimates for Council requests were not available at the time of publication. The Metro Council may amend the Capital Improvements Budget to include a cost estimate when it adopts the CIB.

MPC Recommendations

In adopting the Capital Improvements Budget, the Planning Commission assigns a priority recommendation to each project. The draft CIB includes staff's recommendations. An overview of these recommendations follows in the next section.



Metro Planning Commission Meeting of 4/25/2019

FY2019-20 RECOMMENDATIONS

Staff recommends submitting the Capital Improvements Budget to the Mayor with the following recommendations identified:

A: Recommend as planned (81 projects)

Projects are Recommended As Planned when they substantially advance the Guiding Principles, align with the Growth & Preservation Concept Map, and use Metro resources efficiently. Projects whose funding has already been secured, or that need additional funding to be completed, are also Recommended As Planned. Planning Commission recommends projects not funding levels. In some cases, projects may not need to be fully funded in FY20.

Department	Project ID	Project Title	Council districts
Already funded projects			
Arts Commission	14AR0001	Public Art Projects	1, 2, 3, 6, 8, 9, 10, 14, 15, 16, 17, 19, 20, 21, 26, 29, 32, 34
	17AR0001	Madison Area Projects	3, 7, 8, 9, 10, 15
	17AR0003	Juvenile Court	5, 6, 19
	17AR0007	North Nashville Area Projects - Bikeways and Transportation Projects	1, 2, 3, 5, 19, 20, 21
	17AR0008	Farmers' Market	19
	17AR0009	Nolensville Area Projects	16, 17, 26
	18AR0003	Southeast Area Projects	32
	18AR0005	Donelson Area Projects	14, 15
	18AR0007	Collection Management	
	19AR0002	Artist-Designed Transportation Infrastructure Projects	
	19AR0004	Old Hickory Community Center	11
	19AR0006	Riverfront Parks Public Art Planning	6, 19
	19AR0007	Master Planning for Public Art in Parks' Capital Projects	34
	20AR0001	North Nashville Area Projects - Pocket Parks	
	20AR0002	Fairgrounds Public Art	
IT	15IT0003	EOL NETWORK SECURITY HARDWARE AND SOFTWARE	
	15IT0005	EOL NETWORK AND TELEPHONE HARDWARE AND SOFTWARE	
	16IT0001	EOL HARDWARE AND SOFTWARE FOR SERVERS AND STORAGE	
	17IT0016	END OF LIFE (EOL) PCS & LAPTOP	



Metro Planning Commission Meeting of 4/25/2019

Department	Project ID	Project Title	Council districts
	18IT0003	END OF LIFE (EOL) REPLACEMENT OF 800 MHZ PUBLIC SAFETY AND CRITICAL INFRASTRUCTURE	
Water & Sewer	09WS0001	DEPARTMENTAL FLEET / VEHICLES ADDITIONS / REPLACEMENTS	
	09WS0002	OMOHUNDRO WATER TREATMENT COMPLEX / REYER PUMPING STATION	19
	09WS0003	K.R. HARRINGTON WATER TREATMENT PLANT	15
	09WS0004	RESERVOIRS	17
	09WS0005	RTE-WATER & WASTEWATER PUMPING STATIONS	
	09WS0006	LABORATORY	
	09WS0007	CENTRAL WASTEWATER TREATMENT PLANT	19
	09WS0008	WHITES CREEK WASTEWATER TREATMENT PLANT	1
	09WS0009	DRY CREEK WASTEWATER TREATMENT PLANT	9, 10
	09WS0010	SECURITY	
	09WS0011	DEPARTMENTAL CONTINGENCY FOR UNPLANNED AND EMERGENCY EVENTS.	
	09WS0013	INFORMATION SERVICES / DATA INTEGRITY	
	09WS0014	CUSTOMER SERVICE CENTER	
	09WS0015	SYSTEM SERVICES - COLLECTION AND DISTRIBUTION SYSTEMS	
	09WS0016	ENGINEERING - DEVELOPMENT ASSISTANCE / COMPLIANCE	
	09WS0017	ENGINEERING - WATER PROJECTS	1, 2, 5, 7, 8, 17, 18, 19, 20, 21, 24, 25, 26, 34
	09WS0018	ENGINEERING - MISC. SEWER PROJECTS	



Metro Planning Commission Meeting of 4/25/2019

Department	Project ID	Project Title	Council districts
	09WS0019	CLEAN WATER NASHVILLE PROGRAM: CONSENT DECREE RELATED PROJECTS AND PROJECT MGMT.	2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 15, 16, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 33, 34, 35
	10WS0001	GENERAL WASTEWATER TREATMENT PLANT FACILITIES REPLACEMENT AND REFURBISHMENT	
	10WS0002	GENERAL WATER TREATMENT PLANT FACILITIES REPLACEMENT AND REFURBISHMENT	
	11WS0002	BIOSOLIDS AND ODOR CONTROL	19
	17WS0001	STORMWATER - FEMA/TEMA PARTICIPATION - REPETITIVE FLOOD DAMAGE HOME BUYOUT	
	19WS0001	STORMWATER FLEET / VEHICLES ADDITIONS / REPLACEMENTS	
	19WS0002	DEPARTMENTAL CONTINGENCY FOR UNPLANNED AND EMERGENCY EVENTS	
Core asset protection programs			
Fire Department	16FD0001	CONTINUED IMPLEMENTATION OF THE FIRE DEPARTMENT MASTER PLAN	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35
General Services	20GS0002	Building Operations Major Maintenance	
	20GS0004	Energy Management	
	19GS0019	Migrate Buildings from the P-2000 Platform to the Lenel Access Control Security Platform	
IT	20IT0001	EOL DATA CENTER INFRASTRUCTURE	
Library	18PL0003	FACILITIES MASTER PLAN - BLDG INFRASTRUCTURE REPAIRS & MAINTENANCE / RENOVATIONS / FF&E FOR RENOVATION PROJECTS	
MTA	15MT0001	MATCHES FOR MTA FEDERAL AND STATE GRANT	
	15MT0002	REPLACEMENT BUSES - 40' AND 60' TRANSIT BUSES	
	15MT0003	ACCESS RIDE PARATRANSIT VEHICLE REPLACEMENT	
	15MT0006	RTA THROUGH MTA GRANT MATCHES	



Metro Planning Commission Meeting of 4/25/2019

Department	Project ID	Project Title	Council districts
MNPS	03BE0005	BUS AND FLEET VEHICLE REPLACEMENT	
	13BE0041	ADA COMPLIANCE	
	14BE0037	ASBESTOS ABATEMENT / ENVIRONMENTAL	
	14BE0039	CASEWORK, FURNITURE, LAB UPGRADES	
	16BE0029	SCHOOL - SAFETY AND SECURITY	
	18BE0015	OFFICE OF SCHOOL IMPROVEMENTS - SMALL PROJECTS	
Parks	19PR0001	Deferred Maintenance	2, 6, 15, 17, 21, 22, 23, 29, 34, 35
Public Works	02PW011	BRIDGE PROGRAM - MAINTENANCE, REPAIR, REHABILITATION, REPLACEMENTS, ETC. - COUNTYWIDE	
	02TP002	Traffic Management Program	
	06PW0011	PAVING PROGRAM IN GSD	
Water & Sewer	09WS0025	STORMWATER - CAPITAL CONSTRUCTION / REMEDIAL MAINTENANCE	1, 2, 3, 5, 6, 7, 8, 14, 18, 20, 24, 29, 33
Other recommendations			
Council Staff	19DS0013	Intersection Improvement At Edmondson Pike, Mt. Pisgah Rd, And Banbury Station	4
	20DS0001	Phase II of Fair Park	17
	20DS0002	New Fire Station	4, 31, 33
Elections Commission	18EC0001	Replace Voting Machines and Voter Registration System	
Fire Department	18FD0005	Update Fire Station #2	19
General Services	19GS0017	Sheriff - Administrative Offices - Construction	19
MDHA	20HA0004	FINANCE AFFORDABLE HOUSING DEVELOPMENT	
MTA	20MT0001	DICKERSON PIKE CORRIDOR IMPROVEMENTS	2, 3, 5, 8
Office of Emergency Management	19OE0001	OUTDOOR WEATHER WARNING SIREN SYSTEM (OWS)	



Metro Planning Commission Meeting of 4/25/2019

Department	Project ID	Project Title	Council districts
Planning Commission	19PC0003	Southeast mobility and infrastructure study	4, 26, 27, 30, 31, 32
	20PC0003	East Bank Planning And Infrastructure Study	5, 6
	20PC0002	Neighborhood Planning and Infrastructure Studies	2, 4, 5, 6, 8, 9, 10, 13, 16, 17, 18, 19, 26, 27, 30, 31, 32, 33
Parks	19PR0043	Cumberland River Greenway - Opry Mills Connector	15
Public Works	06PW0019	Sidewalks - Construct and Improve	
	11PW0006	BIKEWAYS PROGRAM STRATEGIC PLAN	
	19PW0003	10TH AVENUE NORTH / BROADWAY AREA - TRAFFIC SIGNALIZATION, SIDEWALKS AND ROAD IMPROVEMENTS	19

B: Recommend as planned if funding available (576 projects)

Projects that are in alignment with NashvilleNext. Most projects in FY20 are Recommended As Planned If Funding Is Available. Due to the number of projects, projects with a “B” recommendation are not listed here. They are available in the Draft CIB.

C: Recommend further work (3 projects)

The Planning Commission will Recommend Further Work when different projects can be usefully aligned with one another to reduce costs or improve service or when projects require additional development before they can be recommended.

Department	ProjectID	Title
Council Staff	20DS0066	Expand England Park <i>MPC recommendation:</i> Recommend coordination with property owners to provide easements.
	20DS0077	Windsor Dr. Stormwater runoff mitigation project <i>MPC recommendation:</i> Recommend further consultation with MWS.
	20DS0078	Bus shelters along Hwy 70 and Charlotte Pike <i>MPC recommendation:</i> Recommend further coordination with MTA.



Metro Planning Commission Meeting of 4/25/2019

N: Not scored/ Non-general plan (79 projects)

Projects that are not scored, because they do not relate to the Planning Commission’s role in coordinating development, they are submitted with insufficient information to score, they are low department priorities, are late submissions, or are added after the Planning Commission has acted. Assessing projects that do not relate to the General Plan is likely to make them seem unimportant, when in fact they are simply not addressed by the General Plan. Projects such as these include:

- Information technology
- Fleet & equipment
- Office space retrofits or refreshes
- Omnibus categories of projects
- Contingency funding

Due to the number of projects, projects with a “N” recommendation are not listed here. They are available in the Draft CIB.

X: Do not conform to the General Plan (including recommendations for alignment):

In rare cases, project requests Do Not Conform To the General Plan. This recognizes when a proposed capital project is specifically out of step with a recommendation of the General Plan. The Planning Commission will recommend against projects that Do Not Conform to the General Plan until the project and plan are in alignment. This can be done by changing the project to conform to the General Plan or by amending the General Plan to support a vision for the future of Nashville that would be supported by the project.

Department	ProjectID	Title	Council district
Council Office	19DS0122	Widen Bell Rd. From Blackwood Dr To Smith Springs Rd	13, 14, 29
<i>MPC recommendation:</i> Recommend aligning request with the Major and Collector Street Plan, which primarily identifies this portion of Bell Road for three lanes.			



SEE NEXT PAGE



NO SKETCH



Project Nos.	Text Amendment 2018Z-010TX-001
Project Name	Tree Density, Removal and Replacement
Council Bill No.	BL2018-1416
Council District	Countywide
School District	Countywide
Requested by	Councilmembers Anthony Davis, Angie Henderson and Colby Sledge

Deferrals This item was deferred at the January 10, 2019, and March 28, 2019, Planning Commission meetings. The public hearing was held and closed.

Staff Reviewer Shepard
Staff Recommendation *Defer to June 13, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Amend the Zoning Code pertaining to tree density, removal and replacement.

BACKGROUND

This proposal is to amend portions of Chapter 17.24 of the Metro Zoning Ordinance. The full text of the currently proposed amendments is below. The Metro Planning Commission considered this proposal on January 10, 2019. The public hearing was held and closed. The Planning Commission voted to defer this case to the March 28, 2018 meeting, and subsequently to the April 25, 2019 meeting, to allow time for additional stakeholder outreach and analysis of the proposal.

At this time, staff recommends deferral to the June 13, 2019, Planning Commission meeting, to allow time for staff to finalize its recommendations based on ongoing stakeholder feedback.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend Chapter 17.24 of the Zoning Code by deleting Subsection 17.24.010 in its entirety and substituting the following (deleted text is shown in strike-thru; new text is shown in underline):

Chapter 17.24 - LANDSCAPING, BUFFERING AND TREE ~~REPLACEMENT~~
REQUIREMENTS

Article I. - General Provisions

17.24.010 - Purpose and intent.

The general purpose of this chapter is to set standards for landscaping, ~~and~~ buffering, and tree requirements in order to implement the precepts of the general plan and the associated subarea plans, as well as the requirements of the various zone districts set out previously, including properties zoned DTC district as set forth in Chapter 17.37. This chapter further establishes standards for the protection and replacement of trees to ~~insure~~ ensure their continued presence and associated



Metro Planning Commission Meeting of 4/25/2019

benefits; establishes standards for screening and landscaping parking areas to reduce their impact on adjacent properties and public thoroughfares, as well as to mitigate the ~~environmental~~ environmental impacts of large areas of unbroken pavement; establishes standards for buffering between different zone districts or selected land uses to mitigate the results of differing activities; and sets standards for plant materials, maintenance of required plants, planting in scenic easements and standards for the screening of unsightly areas.

The proposed bill would amend Chapter 17.24 of the Zoning Code by deleting Subsection 17.24.020 in its entirety and substituting the following (new text is shown in underline):

17.24.020 - Landscape plan required.

A landscape plan shall accompany any application for ~~master development plan or~~ final site plan approval under Section 17.40.170, unless exempted by Section 17.24.050, Exceptions. The plan shall show location, size, spacing, species, form and quality of all existing and proposed materials intended to fulfill the requirements of this chapter. The plan shall also show topography, location of all utilities, and either an under-ground sprinkler system or hose bib attachments. The plans and specifications submitted pursuant to this section shall be prepared by, or under the direction of, and bear the seal of a professional landscape architect registered in Tennessee.

The proposed bill would amend Chapter 17.24 of the Zoning Code by deleting Subsection 17.24.090 in its entirety and substituting the following (deleted text is shown in strike-thru; new text is shown in underline):

17.24.090 - Removal of ~~protected~~ trees.

A. It is the intent of this article to minimize the removal of protected trees and to ensure that property owners and developers take reasonable measures to design and locate the proposed improvements so that the number of protected trees to be removed is minimized. In particular, the design shall attempt to preserve specimen and historic trees. For purposes of this chapter, the term 'protected tree' means a tree with at least a six-inch diameter at breast height (DBH) that is selected to be saved or preserved for purposes of being counted toward the required tree density for the property.

B. Any tree with a diameter at breast height (DBH) of twenty-four inches (24") or more shall be survey located and depicted on the final site plan.

The proposed bill would amend Chapter 17.24 of the Zoning Code by deleting Subsections 17.24.100.A and 17.24.100.B.1 through B.3 in their entirety and substituting the following (deleted text is shown in strike-thru; new text is shown in underline):



Metro Planning Commission Meeting of 4/25/2019

17.24.100 - Replacement of trees.

- A. Trees removed pursuant to Section 17.40.470 -- tree removal permit procedures -- shall be replaced at the expense of the property owner or developer to meet the required tree density standard.
- B. Tree density.
 1. Each property, other than those residential properties provided for in subsection B.2. of this section, shall attain a tree density factor of at least ~~fourteen~~ twenty units per acre using protected or replacement trees, or a combination of both.
 2. Residential properties shall attain the following tree density factors:
 - a. Property within a single and/or two-family residential subdivision for which the preliminary site plan is filed with the planning commission after the date of enactment of this subsection B.2. shall attain a tree density factor of at least ~~fourteen~~ twenty units per acre using protected or replacement trees, or a combination of both, within the common area and excluding the area of the building lots. Proof of compliance with this requirement shall be provided prior to the release of any applicable public infrastructure bonds.
 - b. Requirements for individual single and two-family residential lots.
 - (i) Individual single and two-family lots, other than those lots zoned AG or AR2a, shall include at least one two-inch caliper tree for each thirty feet of lot frontage (or portion thereof), excluding alley frontage, placed within the front setback. Such trees must be chosen from the Forestry Recommended and Prohibited Tree and Shrub List, and shall be of a form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
 - (ii) Individual single and two-family lots on a cul-de-sac shall attain a tree density factor of at least two two-inch caliper trees for each thirty feet of lot frontage (or portion thereof). Such trees must be chosen from the Forestry Recommended and Prohibited Tree and Shrub List, and shall be of a form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
 - (iii) ~~If the width of an individual single or two family lot is less than twenty five percent of the average lot depth, the lot shall attain a tree density factor of at least seven units per acre using protected or replacement trees, or both.~~
 - (iv) Proof of compliance with this subsection B.2.b. shall be provided prior to the issuance of a certificate of occupancy.
 - c. Alternative tree density requirements for single and two-family residential lots. In lieu of the requirements of subsection B.2.b. of this section, a home builder may petition the urban forester for credit for protecting existing trees on the building lot, provided that the overall tree density, including both replacement and protected trees, is not less than seven units per acre. Protected trees used to satisfy this requirement shall be protected according to Section 17.24.110. Proof of compliance with



Metro Planning Commission Meeting of 4/25/2019

this requirement shall be provided prior to the issuance of a certificate of occupancy.

3. Compliance with this subsection B. shall be calculated using gross acreage of the property but shall not include the following:
 - a. The portion of the land area currently or proposed to be covered by buildings which meet sustainable design protocols established under section 16.36.050 of the Metropolitan Code of Laws;
 - b. The fenced area of any athletic field;
 - c. The area of a lake or pond which is covered by water year round;
 - d. ~~Semi-trailer and tractor-trailer service areas, semi-trailer and tractor-trailer drive aisles, and semi-trailer and tractor-trailer parking and loading areas;~~
and
 - e. Open areas of golf facilities.

Protected and replacement trees shall contribute toward the tree density.

STAFF RECOMMENDATION

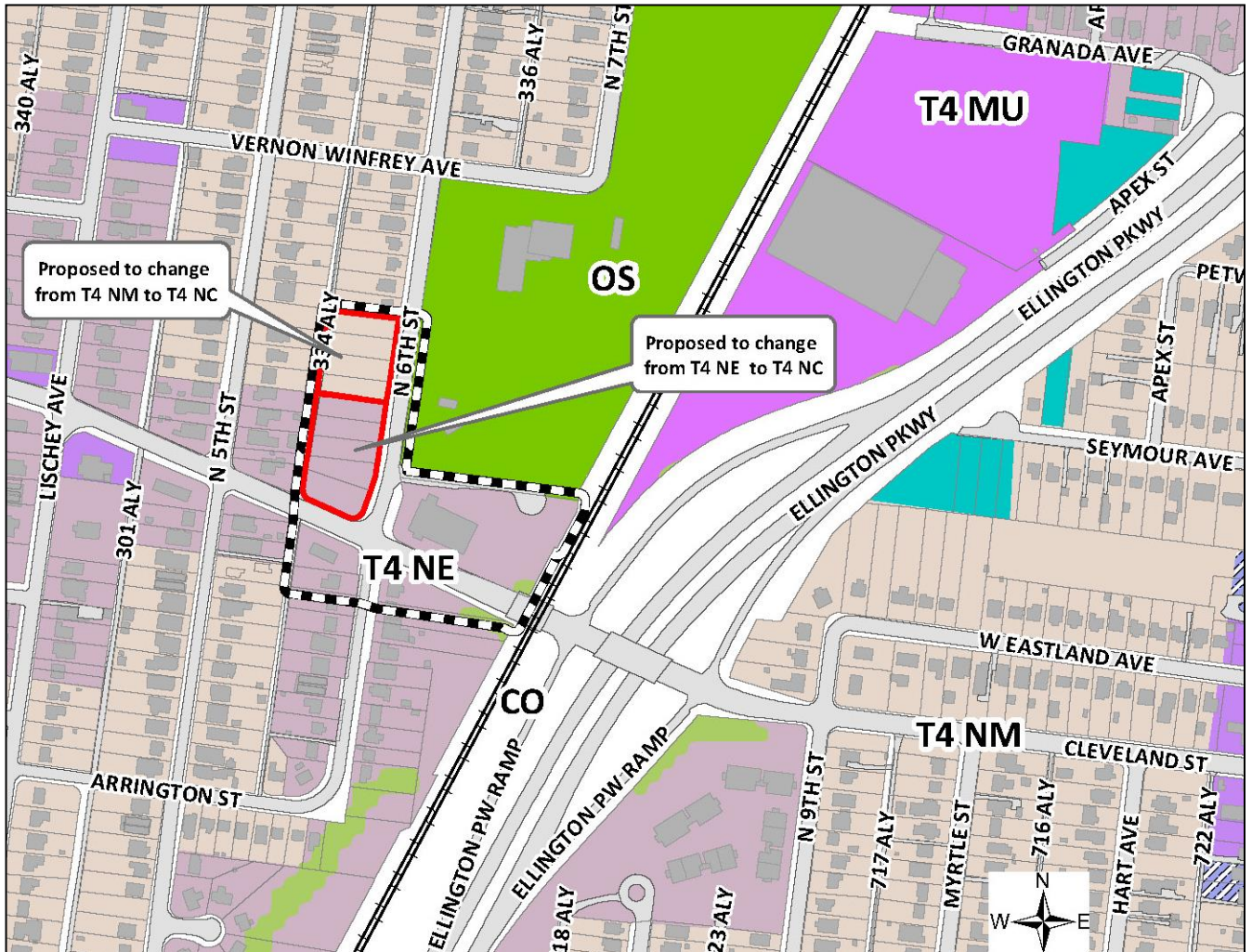
Staff recommends deferral to the June 13, 2019, Planning Commission meeting.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/25/2019



2019CP-005-001

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Various Maps; Various Parcels

26, Southeast

05 (Davis)



Project No. Major Plan Amendment 2019CP-005-001
Project Name East Nashville Community Plan Amendment
Associated Case 2019Z-004PR-001
Council District 05 – Davis
School District 5 – Buggs
Requested by Cleveland Park Development, LLC, applicant; various owners.

Deferrals This item was deferred at the March 28, 2019, and April 11, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Sewell
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the East Nashville Community Plan by changing from T4 Urban Neighborhood Maintenance (T4 NM) and T4 Urban Neighborhood Evolving (T4 NE) to T4 Urban Neighborhood Center (T4 NC) at various addresses along North 6th Street, at the northeastern corner of Cleveland Street and North 6th Street (1.75 acres).

EAST NASHVILLE COMMUNITY PLAN

Current Policy

T4 Urban Neighborhood Maintenance (T4 NM) policy is to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood.

T4 Urban Neighborhood Evolving (T4 NE) policy 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. 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.

Requested Policy

T4 Urban Neighborhood Center (T4 NC) policy is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a five-minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of streets that contain commercial, mixed use, residential, and institutional land uses.



Metro Planning Commission Meeting of 4/25/2019

BACKGROUND

The community plan amendment was requested in conjunction with Case #2019Z-004PR-001, a request to change the zoning for properties located at 900-916 North 6th Street from a residential Specific Plan (SP-R) to Mixed Use Neighborhood Alternative (MUN-A). The current SP-R district permits single-family residential and detached accessory dwelling units. The requested MUN-A zoning district permits a mix of neighborhood-scale commercial, office, and residential. Existing policies applied to these properties – T4 NM and T4 NE – do not support the commercial uses permitted by MUN-A. Due to the conflict between the applicant's zoning request and existing policy, the applicant has proposed a policy change to T4 Urban Neighborhood Center (T4 NC), which supports commercial and higher-intensity residential uses. T4 NC is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a five-minute walk of their customers.

As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting. Staff expanded the study area boundary of the plan amendment to include property located directly east and across North 6th Street and property directly across Cleveland Street, for which T4 NE is currently applied.

The study area's relationship to surrounding policy areas is as follows:

- T4 NM to west and north;
- T4 NE to west, fronting Cleveland Street and North 5th Street and also applied south of Cleveland Street (i.e. all four corners of the intersection are within T4 NE);
- Open Space (OS) to the east, consisting of Cleveland Park; and
- Nearest T4 NC areas are located 620 feet to the west at Lischey Avenue and 2,300 feet to the east at McFerrin Avenue.

While the properties the applicant has requested for a plan amendment and rezoning are vacant, the surrounding land uses and development pattern generally reflects existing zoning entitlements. Buildings located within and contiguous to the study area are single-family homes. This includes to the west and north, as well as directly south of Cleveland Street. Cleveland Park and Cleveland Street Missionary Baptist Church are both located directly east of North 6th Street from the subject properties.

COMMUNITY PARTICIPATION

On Tuesday, February 26, 2019, staff hosted a community meeting at Cleveland Street Missionary Baptist Church that was attended by 72 stakeholders, along with the district councilmember, development team, and staff. As part of the community meeting, attendees submitted 14 written questions on forms provided by staff, each of which staff read to the audience. With assistance from the applicant, staff addressed each question as well as additional questions that arose during follow-up. In addition to fielding questions, staff also received input from stakeholders via comment forms and emails – all of which are provided to the Planning Commission members. Participants completed 45 comment forms. More than 30 emails were submitted by the community and have been included in comments provided to the commissioners separate from this report.



Metro Planning Commission Meeting of 4/25/2019

Key themes expressed to staff include the following concerns:

- Pursuit of MUN-A zoning district over Specific Plan (SP);
- MUN-A zoning district permits non-owner occupied short-term rental properties (STRP);
- Metro staffing not being adequate to effectively police non-owner occupied STRPs, especially during weekends;
- Openness to mixed use if the applicant changed his zoning request to a site-plan-based SP that excluded non-owner occupied STRPs;
- Traffic increases and access via alley for new development; and
- Privacy impacts to adjacent homes.

In summary, the community expressed some willingness to accept mixed use near the intersection of Cleveland Street/North Sixth Street, but not via the approach proposed by the applicant.

ANALYSIS OF T4 NEIGHBORHOOD CENTER POLICY

The area requested for amendment, as submitted, is not a suitable location for T4 NC for the following reasons:

NashvilleNext Growth and Preservation Concept Map

The Growth and Preservation Concept Map (concept map) reflects Nashvillians' desires for growth in the future. The study area is designated *Neighborhood*, which is intended for primarily residential areas offering a mix of housing types and character, with *smaller* civic and employment areas and *small* neighborhood centers. Both the total area (size) and depth off of Cleveland Street included within the request exceeds the concept map's intent for small neighborhood centers. The applicant's request to change the policy for a 1.75-acre neighborhood center could potentially support future rezoning to zoning districts that permit mixed use to an area of up to 500 feet north of Cleveland Street into an established neighborhood.

- Request extends too deeply into an established neighborhood with a proposed area (1.75 acres) beyond that intended for centers within *Neighborhood* areas, making it an inappropriate area for T4 NC. A smaller area confined to the intersection would be a more appropriate application of T4 NC policy.

Community Character Policy

Neighborhood areas are generalized on the Growth & Preservation Concept Map and are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions. The requested T4 NC policy is intended to maintain, enhance, and create mixed use urban neighborhood centers generally located at intersections and within a five-minute walk from customers. It is typically applied to concentrations of land zoned, used, or intended for mixed use. A T4 NC area's intensification should also be supported by surrounding existing or planned residential development.

Area land use is dominated by single-family residential, institutional, and open space without the concentration of mixed use or commercial property described by CCM for T4 NC policy. Additionally, surrounding existing or planned residential development is not evident within the



Metro Planning Commission Meeting of 4/25/2019

immediate area. As such, surrounding development intensity does not support intensification via a change to T4 NC.

- Lack of a concentration of land zoned, used, or intended for mixed use, coupled with surrounding residential development – existing or planned – needed to support a neighborhood center, both discourage applying T4 NC policy at this location.

Transportation and Connectivity

In addition to zoning, use, and surrounding development intensity, T4 NC policy application should also be supported by adequate infrastructure and adequate access. Existing utilities, sidewalks, streets, and alley infrastructure are sufficient to support additional intensity. The four corners at Cleveland Street/North 6th Street provide adequate access for a typical center, along with rear access available via an existing alley. The study area is served well by existing mobility access and infrastructure. The Major and Collector Street Plan classified Cleveland Street as a four-lane Collector Arterial. Cleveland Street offers sidewalks on both sides of the road and provides a multimodal link between Dickerson Pike and Gallatin Pike. North 6th Street is a local street. Like other streets within the vicinity, North 6th Street also provides sidewalks on both sides of the road. An Ellington Parkway interchange at Cleveland Street is located approximately 500 feet east of the study area.

WeGo Route 28 provides local public transit service, with its nearest stop located 620 feet to the west at Lischey Avenue. Route 28 service operates with 30-to-50 minute frequencies on weekdays and 50 minutes on weekends. It links McFerrin Park, Cleveland Park, and Highland Heights to Music City Central. It also links to Dickerson Pike where WeGo provides higher-frequency service.

- Adequate infrastructure consisting of transportation options, connectivity, and access is in place to support a new center.

Relationship to Surrounding Policies

T4 NE is a residential policy that supports introducing a wider variety of housing types. T4 NM is a residential policy that supports maintenance of a neighborhood's established scale and character. T4 NE is applied to the four corners at Cleveland Street/North 6th Street. T4 NE extends 300 feet north of Cleveland Street along the west side of North 6th Street and extends 200 feet north of Cleveland Street along both sides of North 5th Street. Properties fronting the east side of North 5th Street are separated from the applicant's property fronting North 6th Street by an improved alley. T4 NM is applied to parcels beginning 300 feet north of Cleveland Street along North 6th Street, which is included in the applicant's request, and beginning 200 feet north along North 5th Street.

Potential for impacts to other policy areas would be minimal for a typical application of T4 NC policy limited to properties at an intersection, such as Cleveland Street/Lischey Avenue. Potential for conflicts between mixed use areas and residential-only areas will increase as development moves away from Cleveland Street and into the neighborhood. The applicant's request would make mixed use an option up to near mid-block, thus bringing a higher probability of conflicts between mixed use and the established single-family residential.



Metro Planning Commission Meeting of 4/25/2019

Policy applied to Cleveland Street east of Dickerson Pike includes three T4 NC policy areas – Meridian Street, Lischey Avenue, and McFerrin Avenue. This residential corridor with centers at selected intersections is a pattern also mirrored on Douglas Avenue, a nearby collector street. Most of these existing centers have considerable room to grow. Many parcels within each remain single use. As such, it is premature to establish an additional center along Cleveland Street at this time, especially for an oversized center, as proposed. The area proposed for change is simply too large to fulfill the role intended for neighborhood centers. Coupled with the underutilization of T4 NC policy already applied nearby, the size of the area proposed for change is especially problematic.

- Requested T4 NC policy is not appropriate due to the following: site is too large for application of a new neighborhood center and extends too deeply (midblock) into the neighborhood, increasing potential for conflicts with surrounding policy. Additionally, the request is premature since nearby T4 NC centers have yet to reach their potential.

Analysis Summary

Amending the Community Character Policy from T4 NE and T4 NM to T4 NC is not appropriate at this time because of the opportunities described above. In summary, the area of the request is not appropriate for T4 NC, as submitted, due to the following:

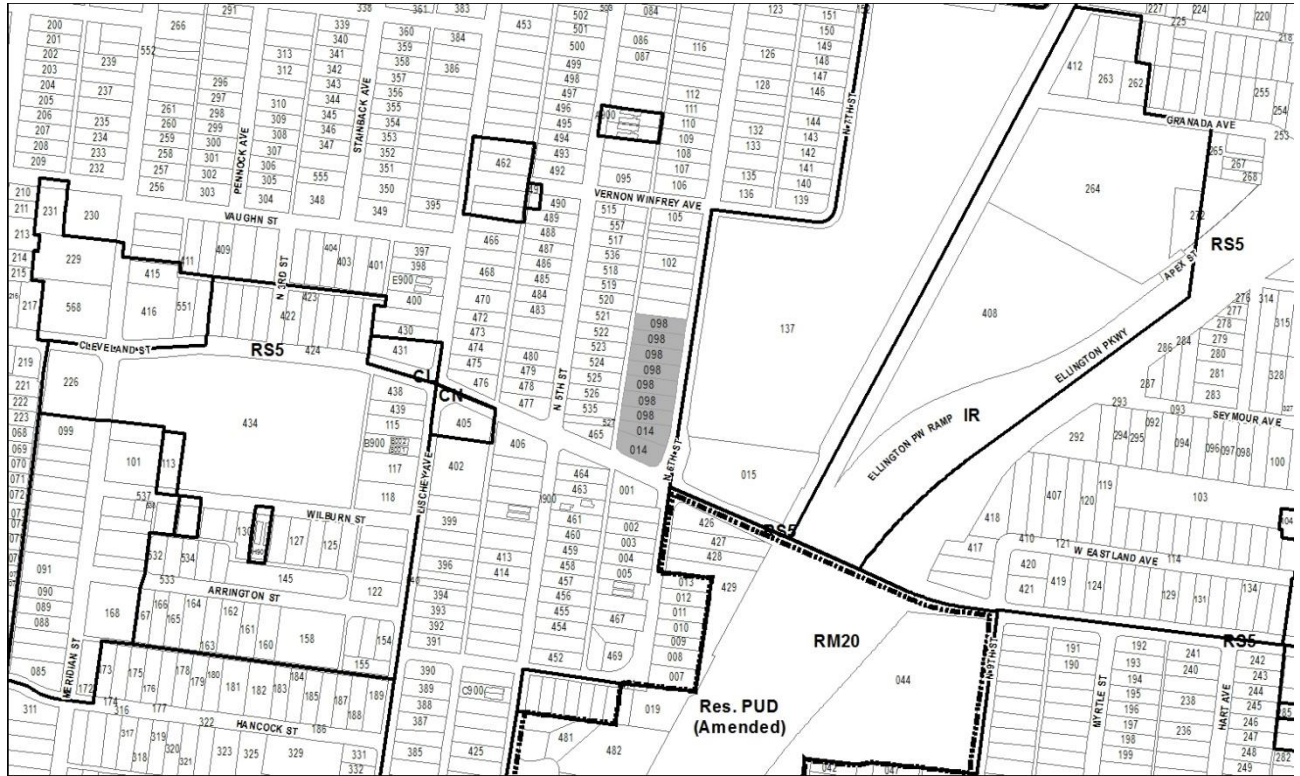
- The community expressed some willingness to accept mixed use near the intersection of Cleveland Street/North Sixth Street, but not via the approach proposed by the applicant.
- Request is premature since nearby T4 NC centers have yet to reach their potential.
- Lack of a concentration of land zoned, used, or intended for mixed use, coupled with surrounding residential development – existing or planned – needed to support a neighborhood center, both discourage applying T4 NC policy at this location.
- Request extends too deeply into an established neighborhood with a proposed scale beyond that intended for *Neighborhood* areas, making it an inappropriate area to apply T4 NC. A request for a smaller area confined to properties at the intersection would be a more appropriate application of T4 NC policy.
- Potential for conflicts between established residential areas and the requested policy.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 4/25/2019



2019Z-004PR-001

Various Maps; Various Parcels

05, East Nashville

05 (Scott Davis)



Project No. Zone Change 2019Z-004PR-001
Associated Case 2019CP-005-001
Council District 05- S. Davis
School District 5 – Buggs
Requested by Cleveland Street Missionary Baptist Church, applicant.
 Cleveland Street Missionary Baptist Church and Cleveland Park Development, LLC, owners.

Deferrals This item was deferred at the March 28, 2019, and the April 11, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Disapprove.*

APPLICANT REQUEST
Zone change from SP-R to MUN-A

Zone Change
 A request to rezone from Specific Plan – Residential (SP-R) to Mixed Use Neighborhood-Alternative (MUN-A) zoning on properties located at various addresses along North 6th Street, at the northeastern corner of Cleveland Street and North 6th Street (1.75 acres).

Existing Zoning
Specific Plan-Residential is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes detached accessory dwelling unit and all uses permitted in RS5.

Proposed Zoning
Mixed Use Neighborhood-Alternative (MUN-A) is intended for a low intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

EAST NASHVILLE COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 4/25/2019

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.

Proposed Policy

T4 Urban Neighborhood Center (T4 NC) policy is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a five-minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of streets that contain commercial, mixed use, residential, and institutional land uses.

ANALYSIS

The site consists of nine parcels totaling 1.75 acres, located along North 6th Street, north of Cleveland Street. The parcels are currently vacant. The neighborhood along North 6th Street consists of single-family residential uses, with one two-family use north of the site.

This site includes two different land use policies. The five parcels closest to Cleveland Street are within the T4 Urban Neighborhood Evolving (T4 NE) policy. The remaining four parcels are located within the T4 Urban Neighborhood Maintenance (T4 NM) policy. The applicant has applied for a policy amendment to amend the policy to T4 Neighborhood Center policy for all nine parcels. Staff has recommended disapproval of the policy amendment. (See associated staff report 2019CP-005-001.)

The existing T4 NE policy supports increased housing diversity and connectivity within the urban residential neighborhood. Successful infill in these areas needs to take into account considerations such as the existing developed character, such as street network and block structure. The T4 NM policy is intended to maintain the general character of developed urban residential neighborhoods and does not support non-residential zoning districts. The four parcels within the T4 NM policy are located interior to the neighborhood and are not located along a corridor.

The request of MUN-A zoning would permit a range of mixture of residential, retail, and office uses on all 9 parcels. Neither the T4 NM nor the T4 NE policies support non-residential uses. The proposed rezoning would allow for development that would disrupt the existing character of the residential neighborhood and would permit uses that are not supported by the policy.

FIRE MARSHAL 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: **SP-R**



Metro Planning Commission Meeting of 4/25/2019

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.75	8.71 D	15 U	182	16	17

Maximum Uses in Proposed Zoning District: MUN-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)	0.87	0.6 F	23 U	169	11	13

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.44	0.6 F	11,499 S.F.	131	38	15

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.44	0.6 F	11,499 S.F.	730	37	79

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+848	+70	+90

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-R district: 2 Elementary 2 Middle 2 High
Projected student generation proposed MUN-A district: 3 Elementary 2 Middle 2 High

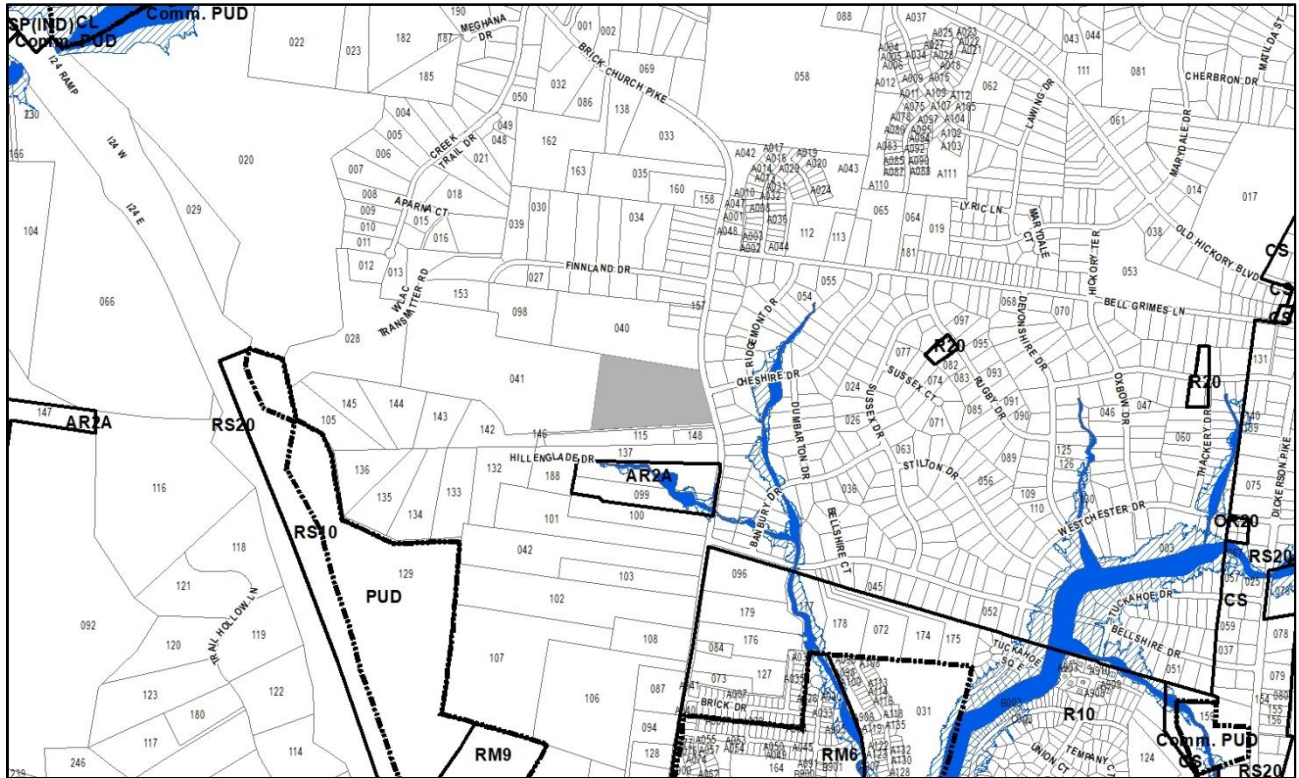
The proposed MUN-A zoning district would generate one more student than what is typically generated under the existing SP-R zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxtor Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends disapproval as the request is inconsistent with the goals of the T4 Urban Neighborhood Evolving policy and T4 Urban Neighborhood Maintenance policy.



Metro Planning Commission Meeting of 4/25/2019



2017SP-092-001

THE VILLAGES AT HODGES HILL SP

Map 041, P/O Parcel(s) 041

02, Parkwood-Union Hill

03 (Brenda Haywood)



Project No. Specific Plan 2017SP-092-001
Project Name The Villages at Hodges Hill SP
Council District 03 – Haywood
School District 1 - Gentry
Requested by Dale & Associates, applicant; Jeffrey Bullock, owner.

Deferrals This item was deferred from the April 11, 2019, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit up to 71 residential units, comprised of 55 single-family lots and 16 multi-family units.

Preliminary SP

A request to rezone from Single-Family Residential (RS20) to Specific Plan – Mixed Residential (SP-MR) zoning on a portion of property located at 4000 Brick Church Pike, at the corner of Brick Church Pike and Hillenglade Drive, to permit up to 71 residential units, comprised of 55 single-family lots and 16 multi-family units (14.8 acres).

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 27 units on the 14.8 acre-site, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

Proposed Zoning

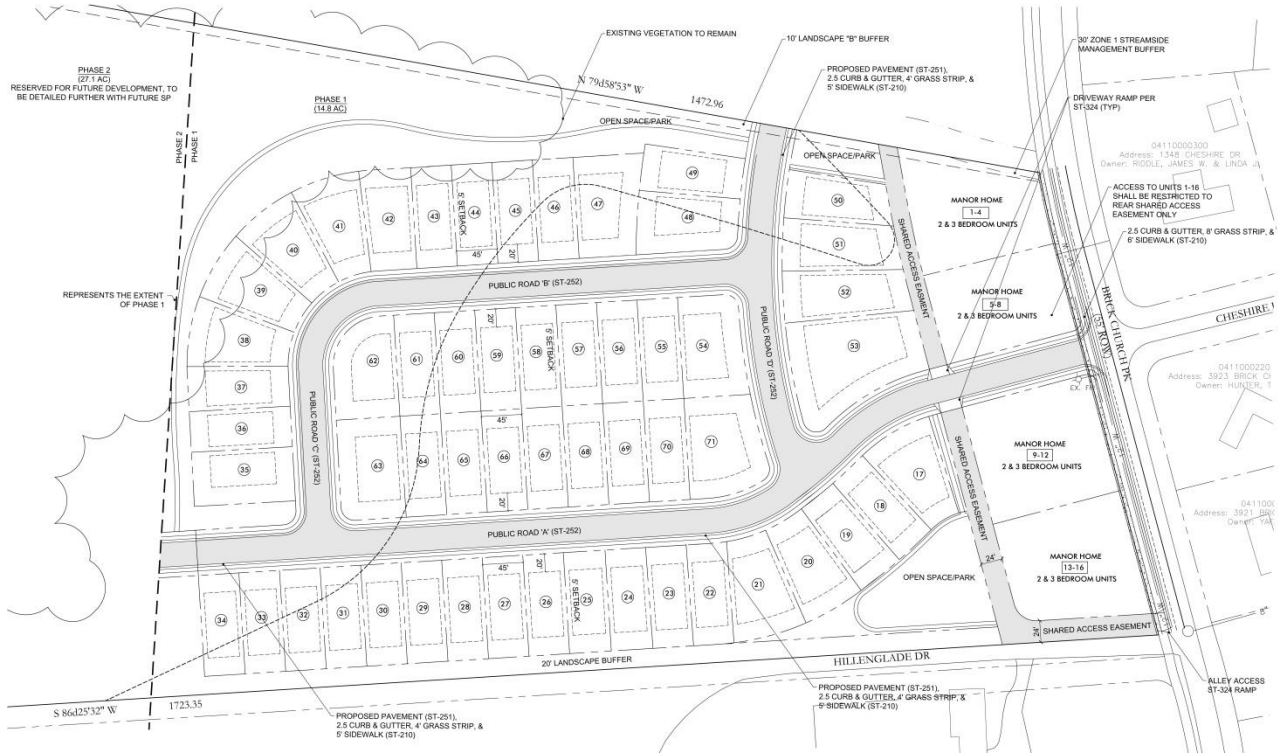
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing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

SITE CONTEXT AND PLAN DETAILS

The proposed SP is located on a portion of property (14.8 of 41.87 acres), located on the west side of Brick Church Pike, south of Old Hickory Boulevard. The front of the existing 41.87-acre property is relatively flat and open, transitioning to areas containing heavy vegetation, steeper slopes, a stream, and problem soils towards the western property line, away from Brick Church Pike. The 14.8 acres proposed for development are located at the front of the property, which contains less existing vegetation than the remainder of the property. The site formerly contained a building that was recently demolished. This request is to rezone the 14.8-acre site to an SP; the existing RS20 zoning on the remainder of the site will remain in place.



Metro Planning Commission Meeting of 4/25/2019



Proposed Site Plan



Metro Planning Commission Meeting of 4/25/2019

Surrounding land uses include primarily single-family and vacant properties, with scattered multi-family and two-family uses that are generally concentrated to the south, on the east side of Brick Church Pike.

Site Plan

The site plan proposes 71 total residential units, comprised of 55 single-family lots and 16 multi-family units. The single-family lot sizes range from approximately 5,400 square feet to 13,678 square feet, with a typical lot being in the 5,400 to 7,000 square foot range. The multi-family units are housed in 4 buildings, identified as manor homes. Each manor home will contain 4 units, appearing from the exterior as a single-family home with one primary entrance, and access to the individual living units provided inside the structure. The manor homes are located on lot sizes that range from approximately 15,000 square feet to 20,000 square feet. The manor home units are located in front of the single-family lots, with direct frontage along Brick Church Pike.

Access into the site is provided from a new public street (Road A) that aligns with Cheshire Drive, an existing public street located on the east side of Brick Church Pike. Road A connects to a series of public streets within the site that stub to the northern and western boundaries, providing access to all of the single-family lots and creating options for future connectivity. Shared access easements, located on either side of Road A, provide rear access to the manor home units. The southern shared access easement extends to the southern property line before wrapping to the east and connecting back to the corridor, intended for emergency access only. The new public streets will include a 5 foot sidewalk and 4 foot planting strip consistent with the local street standard. Brick Church Pike will include a 6 foot sidewalk and 8 foot planting strip, consistent with the arterial-boulevard standards of the Major and Collector Street Plan.

Open space is incorporated throughout the site, including a large area of open space near the northwestern corner, and a smaller open space area towards the front of the site, behind the manor home units. The larger open space includes existing vegetation, which is indicated to be retained on the plans. The smaller open space is located closer towards the corridor and includes areas for stormwater management and passive recreation. Both open spaces include pedestrian connections to the internal sidewalk network proposed on the new public streets. Landscape buffers are also provided along the northern and southern property lines.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of 3 stories in 35 feet for the single-family lots, and 2 stories in 30 feet for the manor home units.

PARKWOOD-UNION HILL COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially underdeveloped “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing



Metro Planning Commission Meeting of 4/25/2019

and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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.

CO policy at this site recognizes steep slopes, problem soils, a stream, and associated stormwater regulation buffers.

ANALYSIS

Staff finds the plan to be consistent with the T3 Neighborhood Evolving policy guidance for properties containing CO policy, which is intended to balance future development with the protection and preservation of environmentally sensitive features. The site is located in a larger area of Neighborhood Evolving and Conservation policies that contains primarily undeveloped properties along the west side of Brick Church Pike, and across the street from a T3 Neighborhood Maintenance policy area on the east side of Brick Church Pike where the development pattern includes traditional suburban development.

The original plans filed with the Planning Department proposed a mixed use development with non-residential uses and 122 multi-family residential units, including 52 stacked flat units located along the corridor. Staff had fundamental concerns about the overall development intensity, given the surrounding context and adjacency to lower-density policy areas. The original plans proposed an urban development form in a suburban transect, and did not appear to respond to the Maintenance policy area located opposite the site, where transitions in scale and massing would be appropriate. Additionally, the introduction of non-residential uses would not be considered under the current residential policy.

After ongoing discussions with the applicant, the scope and layout were modified. The non-residential uses were removed. The interior of the site, which was previously proposed with townhome units and large areas of surface parking, was replaced with single-family lots. The stacked flats units, which were proposed directly opposite the single-family homes on the east side of Brick Church Pike, were replaced with four manor home lots. The depth and spacing of the manor home lots allows for development along the corridor that is more compatible with the setbacks and spacing of the existing homes across the street. The manor homes will appear from the exterior as single-family homes, consistent with the developed character on the east side of the corridor. The applicant has also provided exhibits demonstrating the proposed height, massing, and shared entries of the manor homes. The final SP will include architectural elevations that demonstrate compliance with the exhibits provided to staff and all architectural standards outlined on the preliminary SP for review and approval.



Metro Planning Commission Meeting of 4/25/2019

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with revised TIS dated 2/2019, developer shall construct the following roadway improvements.

- The project access should be constructed to include one entering lane and two exiting lanes, striped as a separate left turn lane and a shared through/right turn lane. Each of the exiting turn lanes should include at least 100 feet of storage due to future connectivity with adjacent parcels.
Also, the project access should be constructed with adequate turning radii for school buses, moving trucks, and delivery vehicles. Project access shall be aligned with opposing Cheshire Dr and Cheshire Dr shall be widened to allow opposing lane alignments with approximately 50 ft of storage.
- A northbound left turn lane with at least 100 feet of storage should be provided on Brick Church Pike at the project access. This turn lane should be designed and constructed according to AASHTO standards with appropriate lane transition. Also, along the segments of Brick Church Pike that will be under construction to provide these turn lanes, a four-foot shoulder should be provided on west side of Brick Church Pike. These modifications should be constructed in conjunction with the construction of the project access.
- The guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book, indicate that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on Brick Church Pike will need to come to a stop if a vehicle turning from the project creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 445 feet. This is the distance that a motorist on the project access will need to safely complete turns onto Brick Church Pike. Initial field observations and measurements indicate that adequate sight distance is available at the project access.



Metro Planning Commission Meeting of 4/25/2019

- Along the frontage of the project site, adequate right-of-way should be reserved to facilitate a future widening of Brick Church Pike to the ultimate cross-section identified by the Metro Planning and Public Works Departments.
- As planned, the project should include connectivity to future development adjacent to the proposed project.
- Consideration should be given to providing parking at market demands rather than codes requirements.
- The site’s internal traffic should be controlled by stop signs as shown in Figure 9.in TIS.
- Currently, there are no bicycle, transit, or pedestrian facilities in the vicinity of the project site.

Maximum Uses in Existing Zoning District: **RS20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	14.8	2.17 D	27 U	312	24	29

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	14.8		71 U	496	35	44

Traffic changes between maximum: **RS20 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+44 U	+184	+11	+15

METRO SCHOOL BOARD REPORT

Projected student generation existing RS20 district: 4 Elementary 3 Middle 3 High
Projected student generation proposed SP-MR district: 11 Elementary 10 Middle 9 High

The proposed SP zoning is expected to generate 20 more students than the existing RS20 zoning. Students would attend Bellshire Elementary School, Madison Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 71 residential units, comprised of 55 single-family lots and 16 multi-family units. The multi-family units shall be housed in four manor homes.



Metro Planning Commission Meeting of 4/25/2019

2. Each of the manor homes shall appear from the exterior as a single-family home with one door on the street-facing façade that reads as a main entrance. Other balconies or doors on the front façade shall be limited to avoid the appearance of a stacked flat or plex building. Architectural elements could include, but are not limited to:
 - a. A pitched roof;
 - b. Window styles that repeat; and
 - c. Consistency in materials across a floor
3. The manor home lots shall include similar front setbacks as the existing residential properties on the east side of Brick Church Pike, on either side of Cheshire Drive.
4. On the corrected copy, remove all references to alley access.
5. On the corrected copy, identify the access easement along the southern property line to Brick Church Pike as emergency access only. No individual access to Units 13-16 shall be permitted from the emergency access connection.
6. On the corrected copy, modify the fallback zoning to R8-A.
7. Vehicular access to the manor home units shall be provided from the rear shared access easements only. No individual driveway access to Brick Church Pike shall be permitted.
8. A geotechnical report shall be accompanied with the final site plan application, per Sec. 17.28.050 of the Metro Zoning Code.
9. The final site plan shall identify all critical lots. Any lots designated as critical lots shall be developed in compliance with the critical lot requirements pursuant to Section 17.28.030 of the Metro Zoning Code. If critical lots cannot be developed in compliance with the critical lot requirements, the lot layout shall be modified accordingly.
10. With the submittal of the final site plan, provide architectural elevations complying with the manor home exhibits provided to staff and all architectural standards outlined on the Preliminary SP for review and approval.
11. With the submittal of a final site plan, a landscape plan shall be provided that includes landscape buffer details.
12. With the submittal of the final site plan, a tree protection plan shall be provided to indicate preservation of trees where existing vegetation is noted to be retained on the preliminary SP.
13. Areas reserved for bioretention and stormwater management shall be designed as an amenity in addition to their other functions, including any stormwater treatment areas located at the front of the site, visible from Brick Church Pike.
14. The final site plan shall itemize the bedroom counts for the manor home units. Parking shall be provided per Metro Parking Requirements.
15. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R8-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.



Metro Planning Commission Meeting of 4/25/2019

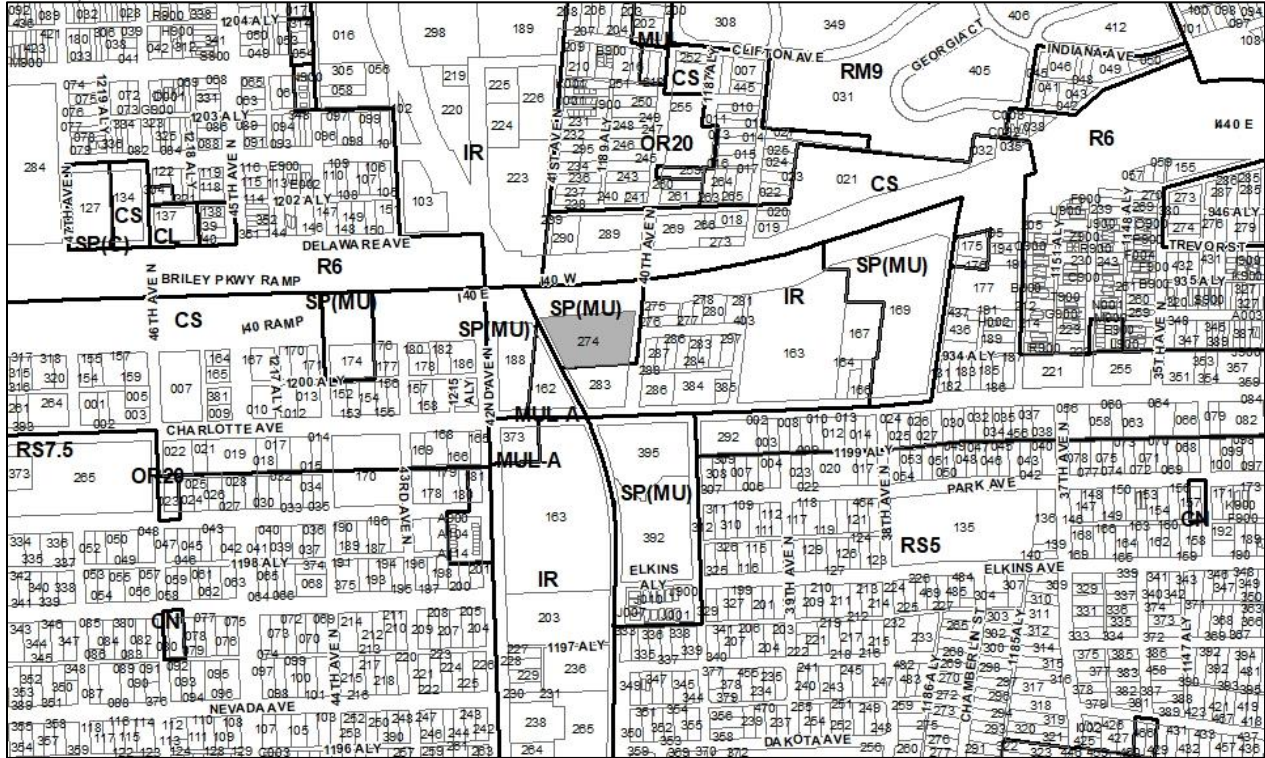
18. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
19. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based 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.
20. Comply with all conditions and requirements of Metro reviewing agencies.
21. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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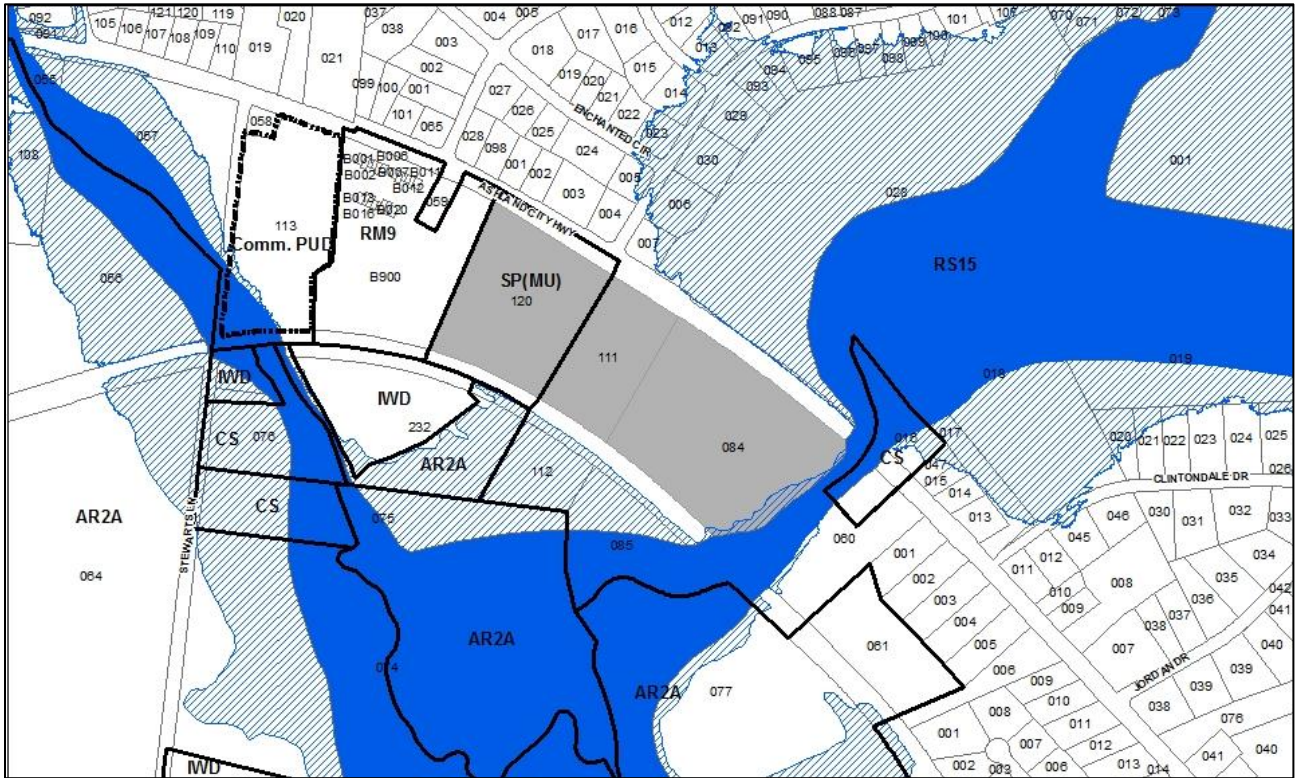
Metro Planning Commission Meeting of 4/25/2019



2018SP-029-002
 405 40TH AVENUE NORTH SP (AMENDMENT)
 Map 091-12, Parcel(s) 274
 07, West Nashville
 24 (Kathleen Murphy)



Metro Planning Commission Meeting of 4/25/2019



2018SP-057-001

EATON CREEK COMMONS

Map 069, Parcel(s) 084, 111, 120

03, Bordeaux-Whites Creek-Haynes Trinity

01 (Jonathan Hall)



Project No. Specific Plan 2018SP-057-001
Project Name Eaton Creek Commons
Council District 01 - Hall
School District 1 – Gentry
Requested by Land Solutions Company, LLC, applicant; Green Trails, LLC, owner.

Deferrals This request was deferred from the February 14, 2019, February 28, 2019, March 14, 2019, and the April 11, 2019, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Rezone from SP and RS15 to SP-R to permit 100 residential units.

Preliminary SP

A request to rezone from Specific Plan-Mixed Use (SP-MU) and Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) for properties located at 4269 Ashland City Highway and Ashland City Highway (unnumbered), approximately 830 feet East of Stewarts Lane, (23.34 acres), to permit up to 100 single-family residential units.

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 46 single-family lots.*

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes residential uses in addition to office and/or commercial uses.*

Proposed Zoning

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

BORDEAUX-WHITES CREEK-HAYNES TRINITY 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.



Metro Planning Commission Meeting of 4/25/2019

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

PLAN DETAILS

The approximately 23 acre site is located on the south side of Ashland City Highway in the Bordeaux area. Whites Creek runs along the eastern property line, and Mullins Park is on the opposite side of Ashland City Highway. The majority of the immediate area consists of single-family residential, but other uses along Ashland City Highway include multi-family residential, industrial and vacant agricultural land. The site is vacant with the exception of a cell tower. The site is relatively flat and contains some areas of dense vegetation. The site contains floodway, 100 and 500 year floodplain associated with Whites Creek. The existing SP zoning on a portion of the project site was approved in 2009, to permit a funeral home and one single-family home.

Site Plan

The plan calls for a maximum of 100 residential units with an overall density of 4.2 dwelling units per acre. As proposed the plan consist of two unit types: single-family detached (60 units), and single-family attached (40 units). As proposed all units front onto either Ashland City Highway or internal open space. The plan provides architectural standards pertaining to raised foundations, front façade and building materials.

Access into the site is proposed from two new public streets connecting to Ashland City Highway. All residential units will be accessed by a new public alley system. All new local roadways include a five foot sidewalk and four foot planting strip. The plan calls for an eight foot sidewalk and six foot planting strip along Ashland City Highway. Parking is a mix of private garage and surface parking.

As proposed the plan provides approximately ten acres of open space. This includes courtyards, stormwater treatment areas, floodplain and floodway buffer areas. The plan provides language regarding the future development of a greenway along Whites Creek. Specifically, it requires that the developer work with Metro Greenways to determine future greenway requirements. Any final site plan will require approval from Metro Greenways.



Metro Planning Commission Meeting of 4/25/2019

ANALYSIS

As proposed the plan is consistent with the CO and the T3 NE policies. While the proposal deviates from the mostly single-family development pattern in the immediate area, the T3 NE policy recognizes that the development pattern within the T3 NE policy will change over time. The plan provides an additional housing option in the area which is an important goal of the T3 NE policy. Ashland City Highway is a busy arterial and additional density along major arterials is appropriate at these type locations. The plan improves pedestrian connectivity by providing an internal sidewalk network, as well as sidewalks along Ashland City Highway consistent with the Major and Collector Street Plan. The plan also provides language regarding future greenway location and the possibility of making a greenway connection to Mullins Park. The development footprint preserves the area within the CO policy which recognizes the 100 year floodplain associated with Whites Creek.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Each of the project accesses should be constructed to include a minimum of one entering lane and one exiting lane at the intersections with Ashland City Highway.
- Developer shall construct a dedicated westbound left turn lane with a minimum of 75 feet of storage provided at each of the project accesses. These turn lanes should be designed and constructed according to AASHTO standards. To minimize weaving maneuver on 40 mph road a continuous LTL may be required along project frontage. Dimension appropriate lane widths.
- In conjunction with the preparation of final construction documents for the proposed project, sight triangles should be provided to identify the sight distances which will be available based on the specific location of the project accesses and their design parameters. For a speed of 40 mph, developer shall provide the minimum stopping sight distance of 305 feet and a minimum intersection sight distance of 445 feet.
- Provide adequate guest parking.



Metro Planning Commission Meeting of 4/25/2019

Maximum Uses in Existing Zoning District: **RS15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	16.2	2.9 D	46 U	509	38	49

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	7.14		1 U	16	6	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			2,000 S.F.	127	7	14

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (220)	23.34		100 U	814	54	66

Traffic changes between maximum: **RS15 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+53 U	+162	+3	+1

METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-R/RS15 districts: 7 Elementary 6 Middle 5 High
 Projected student generation proposed SP-R district: 14 Elementary 12 Middle 11 High**

The proposed SP-R zoning district would generate 19 additional students than what is typically generated under the existing SP-MU and RS15 zoning districts. Students would attend Cumberland Elementary, Joelton Middle School, and Whites Creek High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 100 single-family residential units.
2. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,500 square feet.



Metro Planning Commission Meeting of 4/25/2019

3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS3.75 zoning district.
4. 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.
5. 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.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/25/2019



2019SP-006-001

3RD AVENUE NORTH SP

Map 081-04, Parcel(s) 191-195, 260

08, North Nashville

19 (Freddie O'Connell)



Project No. Specific Plan 2019SP-006-001
Project Name 3rd Avenue North SP
Council District 19 - O'Connell
School District 1 - Gentry
Requested by Dale and Associates, applicant; TAB Homebuilders, LLC., owner.

Deferrals This item was deferred at the January 24, 2019, February 14, 2019, February 28, 2019, March 14, 2019, March 28, 2019, and April 11, 2019 Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the May 9, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit 25 multi-family residential units.

Preliminary SP

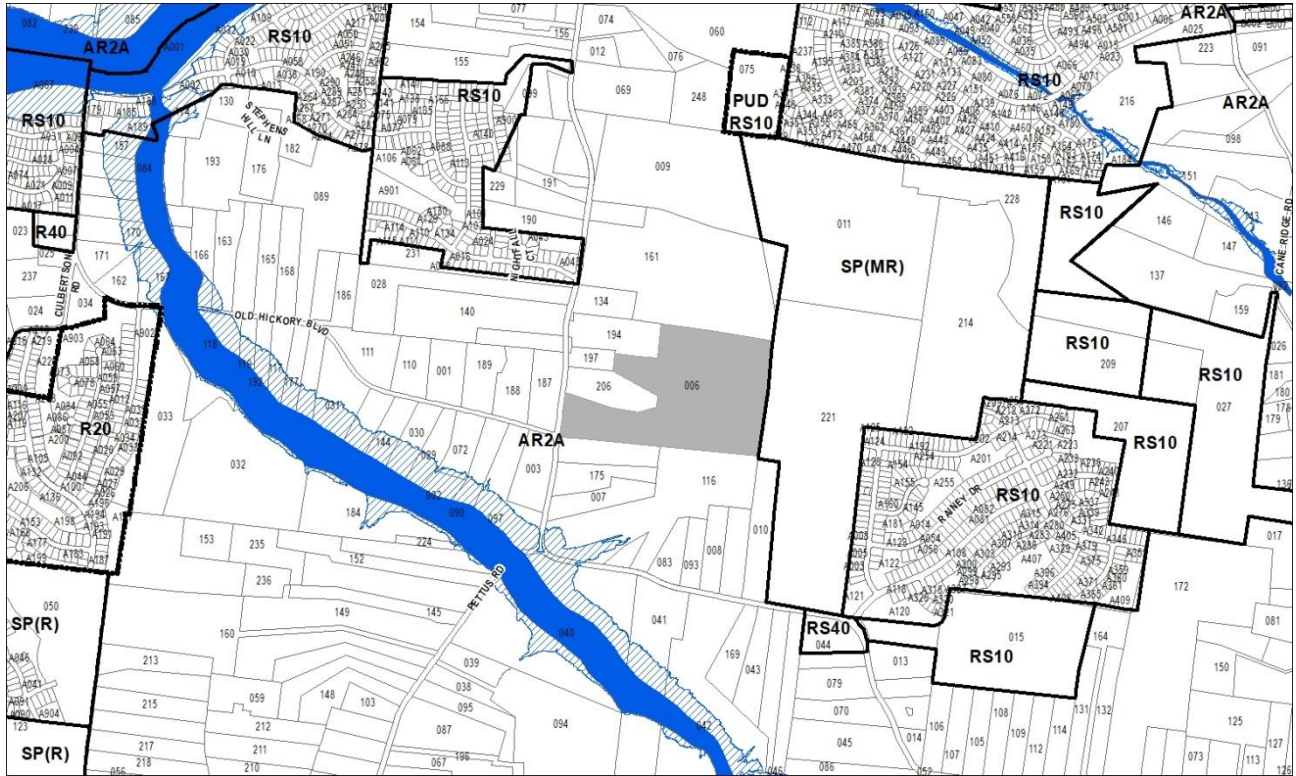
A request to rezone from One and Two-Family Residential – Alternative (R6-A) to Specific Plan - Residential (SP-R) zoning on properties located at 1825, 1827, 1829, 1831, 1833, and 1835 3rd Avenue North, at the southeast corner of Coffee Street and 3rd Avenue North (1.18 acres) to permit 25 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 9, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 4/25/2019



2019SP-020-001
PETTUS ROAD SP
Map 182, Parcel(s) 006
12, Southeast
31 (Fabian Bedne)



Project No. Specific Plan 2019SP-020-001
Project Name Pettus Road SP
Council District 31 - Bedne
School District 6 - Bush
Requested by Tifinie Capehart Consulting, applicant; Province Builders, LLC., owners.

Deferrals This item was deferred at the March 28, 2019 and April 11, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the May 9, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Rezone to SP to permit 143 multi-family residential units.

Preliminary SP

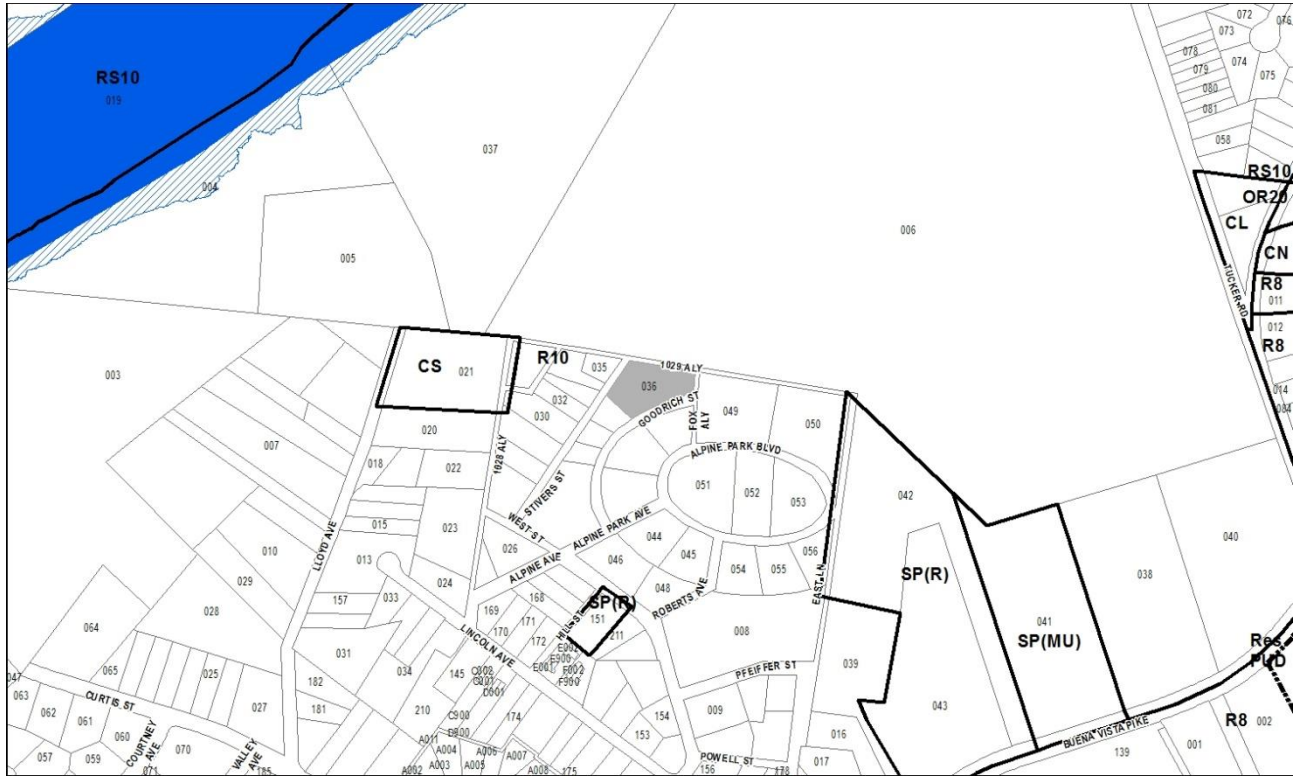
A request to rezone from Agricultural/Residential (AR2A) to Specific Plan-Residential (SP-R) zoning for property located at Pettus Road (unnumbered), at the northeastern corner of Old Hickory Boulevard and Pettus Road, (38.49 acres), to permit 143 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 9, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 4/25/2019



2019S-032-001

RESUBDIVISION OF PART OF LOT 10 ON THE PLAN OF ALPINE TERRACE SUBDIVISION

Map 070-05, Parcel(s) 036

03, Bordeaux - Whites Creek - Haynes Trinity

02 (DeCosta Hastings)



Project No. Final Plat 2019S-032-001
Project Name Re subdivision of Part of Lot 10 on the Plan of Alpine Terrace Subdivision
Council District 02 - Hastings
School District 1 - Gentry
Requested by Clint Elliott Surveying, applicant; C & H Properties, LLC., owner.

Deferrals This item was deferred at the February 28, 2019, March 14, 2019, March 28, 2019, and April 11, 2019 Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer indefinitely.*

APPLICANT REQUEST

Request for final plat approval to create three lots.

Final Plat

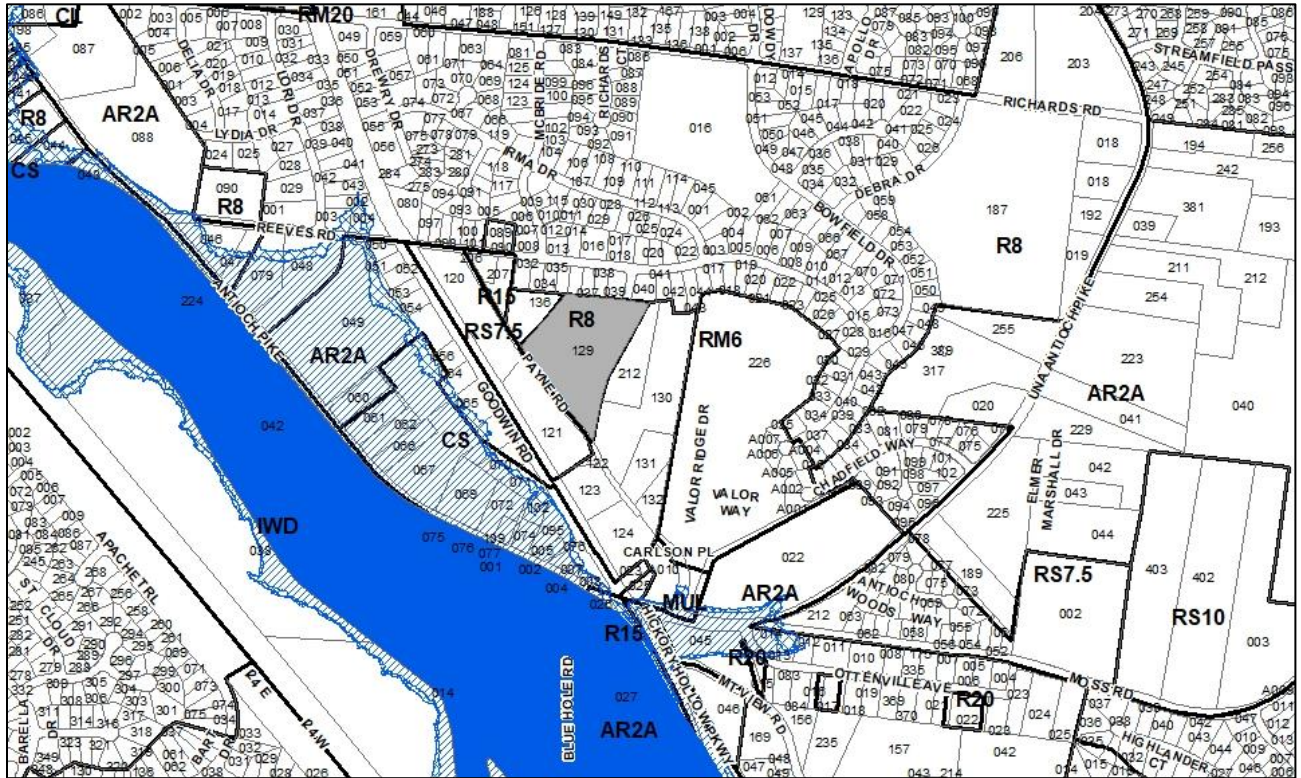
A request for final plat approval to create three lots on property located at 2420 Stivers Street, at the eastern terminus of Stivers Street, zoned One and Two-Family Residential (R10) (0.87 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 4/25/2019



2019S-039-001
4830 PAYNE ROAD
Map 148, Parcel(s) 129
13, Antioch – Priest Lake
28 (Tanaka Vercher)



Project No. Concept Plan 2019S-039-001
Project Name 4830 Payne Road
Council District 28 – Vercher
School District 6 – Bush
Requested by Dale and Associates, applicant; Sameh Lous, owner.

Deferrals This request was deferred from the March 14, 2019, and March 28, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the May 9, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Concept plan approval to create 20 residential cluster lots.

Concept Plan

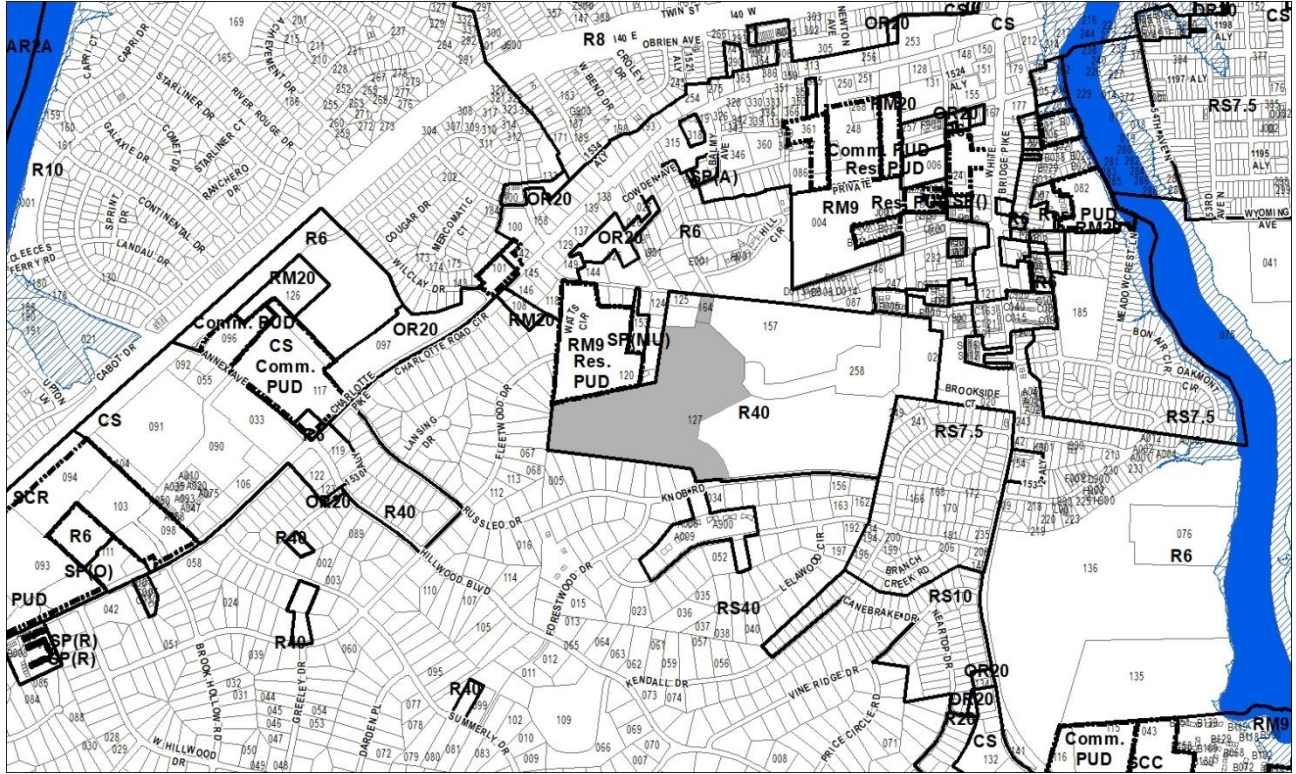
A request for concept plan approval to create 20 single-family residential lots on property located at 4830 Payne Road, approximately 600 feet south of Reeves Road, zoned One and Two-Family Residential (R8) and within the Payne Road Residential Urban Design Overlay District (5.5 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 9, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 4/25/2019



2019S-043-001

HIGHLAND VIEW

Map 103-01, Parcel(s) 164

Map 103-01, Part of Parcel(s) 127

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Concept Plan 2019S-043-001
Project Name	Highland View
Council District	20 –Roberts
School District	9 - Frogge
Requested by	Dale & Associates, Inc., applicant; Highland Park Church, Inc., owner.

Deferral This item was deferred from the March 14, 2019 Planning Commission meeting. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Create 32 residential cluster lots, including 8 duplex lots, for a total of 40 units.

Concept Plan

A request for concept plan approval to create 32 cluster lots including 8 duplex lots for a total of 40 units, on property located at Watts Lane (unnumbered) and a portion of property located at 5710 Knob Road, approximately 430 feet west of Neighborly Avenue, zoned One and Two-Family Residential (R40) (37.53 acres).

Existing Zoning

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 34 lots with 8 duplex lots for a total of 42 units based on acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

Community Character Manual Policy

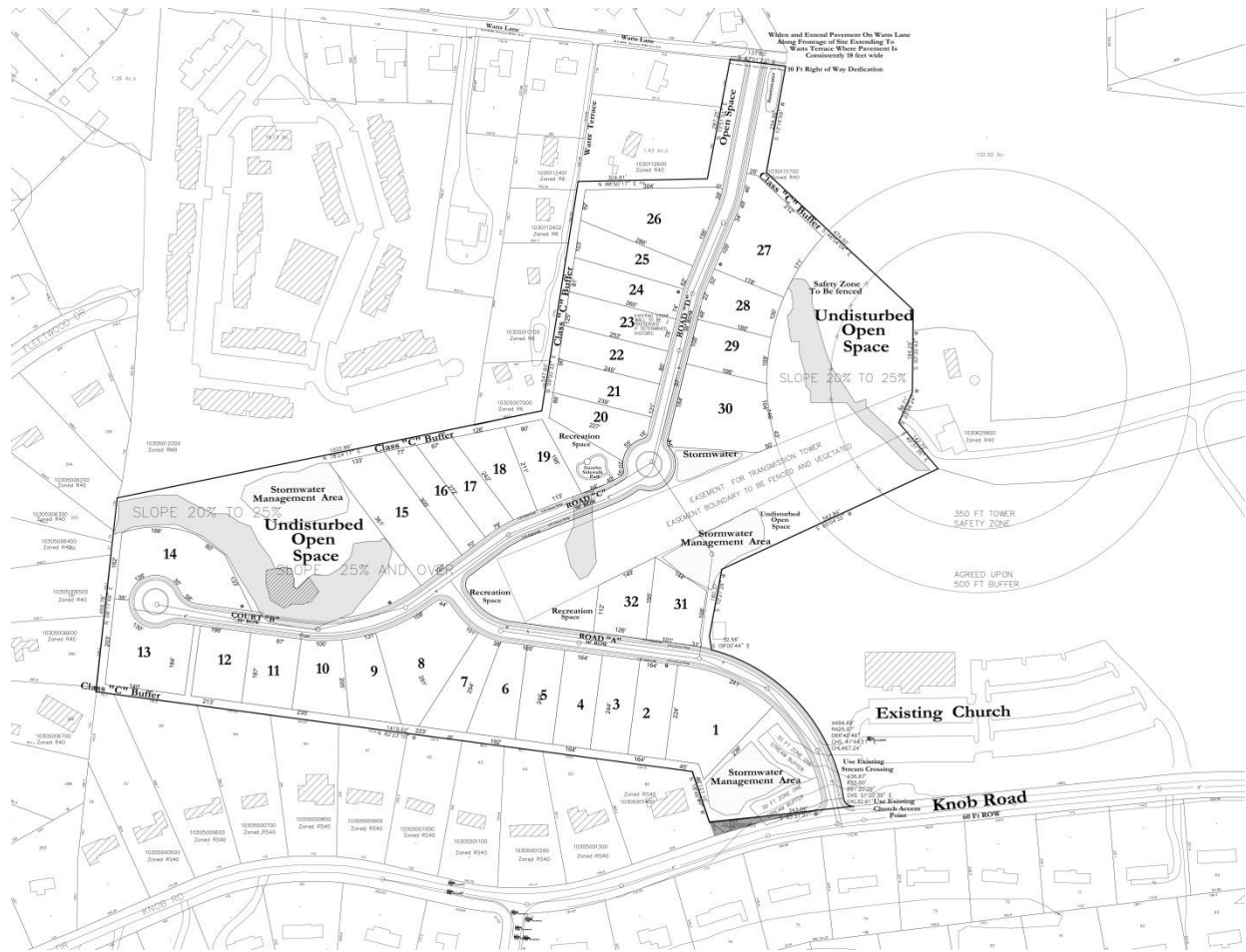
The site is within the T3 Neighborhood Maintenance (T3 NM), T3 Neighborhood Evolving (T3 NE) and Conservation (CO) policies. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T3 and CO, the conventional regulations found in Chapter 3 are utilized.

HISTORY

At the April 13, 2017, Metro Planning Commission meeting, the MPC disapproved case 2017S-033-001, a concept plan with 30 cluster lots located on a portion of this site, following staff’s recommendation of approval with conditions including a variance to the length of a dead end street. The currently proposed subdivision (case 2019S-043-001) is a concept plan with 32 cluster lots and includes an additional parcel (164) that was not included in the 2017 plan. The addition of parcel 164 allows the internal street network to connect through the site, rather than terminating at a dead end. Therefore, a variance is no longer needed.



Metro Planning Commission Meeting of 4/25/2019



Proposed Subdivision



Metro Planning Commission Meeting of 4/25/2019

SITE CONTEXT AND PLAN DETAILS

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

This development is located off of Knob Road, east of Charlotte Pike and west of White Bridge Pike. The site comprises approximately 37.53 of 67.46 total acres and includes property on Watts Lane (parcel 164) and a portion of property located on the north side of Knob Road (part of parcel 127). Parcel 164 is comprised of 0.83 acres and is located on the northern portion of the site, bordering Watts Lane, a partially improved street to the west, and, unimproved right-of-way for a portion of Marcia Avenue to the north. Parcel 127 is comprised of approximately 66.63 total acres along Knob Road and includes an existing church. The portion that is slated for redevelopment is located on the western half of parcel 127. The church is located on the eastern portion of parcel 127 and is not included in the proposed subdivision. The site is heavily wooded and contains some areas of potential steep slopes, as well as a stream that flows at the front of the site along Knob Road.

Surrounding land uses include single-family residential development (north, south, and west), multi-family development (northwest), and the WSMV-TV studios and transmission tower which are located directly northeast of the subject parcel. A 500 foot buffer has been provided around the tower and will remain undisturbed. A transmission tower easement extends diagonally from the WSMV tower through the 500 foot buffer towards the center of the development area.

Site Plan

The plan proposes a cluster lot subdivision with 32 lots, including 8 duplex lots, for a total of 40 units. The single-family lots are clustered down to the R20 district size with a minimum lot size of 20,000 square feet. The duplex lots are a minimum of 40,000 square feet and have been interspersed throughout the site, mixed in with the single-family lots. All of the lots are at least 50 feet in width. None of the lots have been identified on natural slopes of 20 percent or greater, and no problem soils have been identified on the site plan. The stream and stream buffer at the front of the site are not located within any of the proposed lots.

All of the lots are oriented along new streets which will connect to Knob Road and Watts Lane. Road A is accessed from Knob Road (south) and will share access with the existing church, which is located outside of the development area. Road D is accessed from Watts Lane (north), which will be improved from the access point to Charlotte Pike as determined appropriate by Metro agencies. Roads A and D extend towards the center of the site and connect to Court B and Road C, which provide access to lots on the western portion of the site. Five-foot wide sidewalks with a four-foot planting strip are provided on the new streets per the local street standard.

In cluster lot subdivisions, a minimum of 15 percent of each phase of development shall be open space. Approximately 15.1 acres (40.2%) of the site is proposed as open space, including:

- 2.75 acres designated as stormwater facilities
- 6.12 acres located in the WSMV tower easement and/or 500 foot buffer. The tower easement area will not be accessible to the public.
- 6.23 acres of passive open space and recreation areas (including approximately 5.2 acres which will remain undisturbed)



Metro Planning Commission Meeting of 4/25/2019

A standard “C” buffer is provided along all perimeter lots in accordance with the cluster lot provisions. Streams and associated buffers have been identified on the site plan nearest the Knob Road access point. Prior to any land disturbance, an environmental survey and hydrologic stream determination will be conducted in order to identify any streams or other protected water features in accordance with stormwater regulations.

ANALYSIS

As mentioned at the beginning of this report, the inclusion of parcel 164 allows the internal street network to extend through the site to Watts Lane, providing a second means of site access that was not included in the 2017 plan. Watts Lane will be improved from the Watts Lane access point to Charlotte Pike, as determined appropriate by Metro agencies, prior to final plat approval.

In order to provide for flexibility of design, the creation of common open space, and the preservation of natural features, the Metro Zoning Code permits the development of cluster lot subdivisions in Single-Family (RS) and One and Two-Family (R) zoning districts. To permit creative design necessary to meet the premise of the cluster lot option, residential lots are allowed to contain less land area than what is normally required by the base zoning district when certain standards are met. The cluster lot option does not allow more density than what would be allowed under the existing R40 zoning district, but it does allow the minimum lot area for single-family lots to be reduced down to a minimum of two smaller base zone districts (R40 to R20, in this case). As proposed, all of the single-family lots have been clustered down to a minimum lot size of 20,000 square feet. The lots identified as two-family have a minimum lot size of 40,000 square feet, consistent with the cluster lot provisions.

In cluster lot subdivisions, a minimum of 15 percent of the development must be open space. Of the 37.53 acres proposed for subdivision, 15.1 acres will remain as open space, or (40.2%) of the total area. Recreational facilities are required within a portion of the open space, and this proposal includes a gazebo and small park. As proposed, the plan meets all requirements of the Subdivision Regulations and the Zoning Code for the cluster lot option. .

The lots are located outside areas with potential steep slopes and streams/stream buffers, and no critical lots have been identified on the plan.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

- Fire Apparatus Access Roads shall be in accordance with all of the provisions of the Appendix D in the 2012 IFC. The connection to Watts shall comply. Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approved with conditions

- Graded/impervious areas should be routed to traditional Stormwater facilities (traditional or non-conventional).



Metro Planning Commission Meeting of 4/25/2019

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Public Works has collaborated with the Planning Department and recommends the following condition: Prior to final plat approval, bond or improve Watts Lane from the termini of this development to Charlotte Pike to provide a minimum pavement width of 20 feet where it doesn't already exist. Minor modifications to this requirement may be approved during the development of construction plans, as determined appropriate by Metro Planning, Public Works, Fire Marshall, and Storm Water.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Provide adequate sight distance at both access drives. Submit pavement marking to modify DYSL striping on Knob Road at access prior to final plan approval.

WATER SERVICES RECOMMENDATION

Approved with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Prior to final plat approval, bond or improve Watts Lane from the termini of this development to Charlotte Pike to provide a minimum pavement width of 20 feet where it doesn't already exist. Minor modifications to this requirement may be approved during the development of construction plans, as determined appropriate by Metro Planning, Public Works, Fire Marshall, and Storm Water.
2. On the corrected copy, modify the Watts Lane improvement note on sheet C2.0 to reflect Condition #1.
3. Add the following note to all open spaces, outside of areas reserved for Stormwater and designated recreational facilities: All existing trees in designated open spaces shall be preserved. These areas shall remain undisturbed.
4. A tree protection plan shall be provided with the final site plan application to indicate preservation of trees within common open space and buffer areas.
5. A tree survey indicating all trees with an 8 inch caliper or greater shall be submitted with the final site plan.
6. Prior to any land disturbance, an archeological survey shall be required to determine the location of any historic structures, including rock or stone walls, in consult with MHZC staff. If any walls are determined to have historical significance, additional conditions may be applied to the final site plan.
7. The final site plan shall include buffer yards consistent with the provisions of the Cluster Lot Option, Section 17.12.090 of the Metro Zoning Code.
8. Comply with all conditions and requirements of Metro reviewing agencies.



Metro Planning Commission Meeting of 4/25/2019

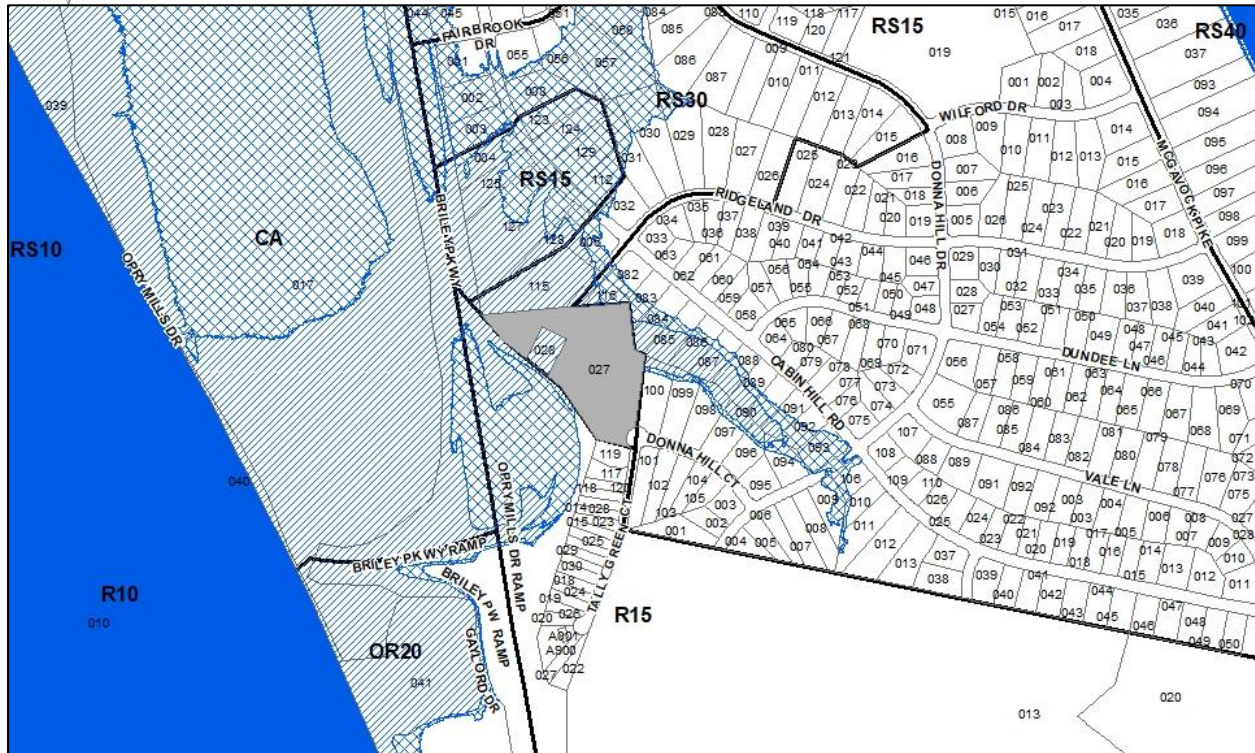
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
11. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/25/2019



2019S-047-001
2306 DONNA HILL COURT
Map 073, Parcel(s) 027
14, Donelson-Hermitage-Old Hickory
15 (Jeff Syracuse)



Project No. Final Plat 2019S-047-001
Project Name 2306 Donna Hill Court
Council District 15- Syracuse
School District 4- Shepherd
Requested by Beau Agee, applicant; Sarah Prouty, owner.

Deferrals This item was deferred at the March 28, 2019, Planning Commission meeting. No public hearing was held.

Staff Reviewer Burse
Staff Recommendation Approve.

APPLICANT REQUEST

Final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 2306 Donna Hill Court, west of the terminus of Donna Hill Court, zoned Single-Family Residential (RS30) (5.49 acres).

Existing Zoning

Single-Family Residential (RS30) requires a minimum 30,000 square foot lot and is intended for single-family dwellings at an overall density of 1.45 dwelling units per acre. *RS30 would permit a maximum of seven single-family lots. Application of the Subdivision Regulations may result in fewer lots.*

Community Character Manual Policy

The site is within the T3 Neighborhood Maintenance (T3 NM), T3 Neighborhood Evolving (T3 NE) and Conservation (CO) policies. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T3 and CO, the conventional regulations found in Chapter 3 are utilized.

PLAN DETAILS

This site is located at 2306 Donna Hill Court, west of the terminus of Donna Hill Court. The proposal is to create two lots. The proposed lots have the following area and frontage:

Proposed Lots:

- Lot 1: 124,718 square feet (2.86 acres) and 63 feet of frontage along Tally Green Court
- Lot 2: 114,353 square feet (2.63 acres) and 63 feet of frontage along Donna Hill Court

Analysis

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



Metro Planning Commission Meeting of 4/25/2019

Zoning Code

Each proposed lot meets the minimum standards of the Single-Family Residential (RS30) zoning district.

Street Frontage

Each proposed lot has frontage on a public street.

Community Character

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

Each lot was compared to surrounding lots consistent with the Subdivision Regulations. In this instance, each proposed lot was compared to lots along different block faces. Lot 1 was compared to lots along Tally Green Court. Lot 2 was compared to lots along Donna Hill Court.

Lots created along Tally Green Court must have the following frontages:

Lot 1 Frontage	
Proposed Frontage	63 ft.
70% of Average	43 ft.
Smallest Surrounding Parcel	42 ft.

Lots created along Donna Hill Court must have the following frontages:

Lot 2 Frontage	
Proposed Frontage	63 ft.
70% of Average	75 ft.
Smallest Surrounding Parcel	93 ft.

Lot 1 meets the frontage requirement but Lot 2 does not meet the frontage requirement of the compatibility criteria.

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.

Lots created along Tally Green Court must have the following size:

Lot 1 Area	
Proposed Area	124,718 s.f.
70% of Average	7,927 s.f.
Smallest Surrounding Parcel	7,840 s.f.



Metro Planning Commission Meeting of 4/25/2019

Lots created along Donna Hill Court must have the following size:

Lot 2 Area	
Proposed Area	114,353 s.f.
70% of Average	25,430 s.f.
Smallest Surrounding Parcel	26,136 s.f.

Both lots meet the area requirement.

Lot orientation: Orientation of proposed lots shall be consistent with the surrounding parcels. Lot 1 orients to Tally Green Court and Lot 2 orients to Donna Hill Court, consistent with the lot pattern in the area.

Agency Review

All review agencies have provided approval.

HARMONY OF DEVELOPMENT

Lot 2 does not meet the compatibility criteria of the Subdivision Regulations pertaining to lot frontage when compared to surrounding parcels as defined in the Metro Subdivision Regulations. Section 3-5.2 of the Subdivision Regulations defines surrounding parcels as the five parcels oriented to the same block face on either side of the parcel proposed for subdivision or to the end of the same block face, whichever is less. The Metro Planning Commission may consider whether this proposal can provide for the harmonious development of the community by comparing this proposal with the development pattern of the area per Section 3-5.2.f of the Subdivision Regulations.

Each of the proposed lots were compared to adjacent parcels along different block faces, consistent with the compatibility criteria of the Subdivision Regulations. The development pattern along Donna Hill Court as it turns into Tally Green Court transitions from lots with larger frontages to lots with smaller frontages. The site, located at the intersection of Tally Green Court and Donna Hill Court, is the transition point for this shift in the development pattern. Lot 2 has similar frontage when compared to the development pattern along Tally Green, which was used in the analysis for Lot 1. Additionally, the 63-foot frontage proposed for Lot 2 falls between the minimum required frontage along Tally Green Court and the minimum required frontage along Donna Hill Court, providing for a transition in frontage between the two streets. This proposal does not include a significant change to the existing lot size. Existing entitlements will not increase with this proposal. Lot 2 will remain a single-family residential lot.

Staff finds that this proposal would provide for harmonious development within the immediate area along both Donna Hill Court and Tally Green Court.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 4/25/2019

WATER SERVICES RECOMMENDATION

Approve with conditions

- Any required capacity fee for lot 2 must be paid prior to issuance of a building permit.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

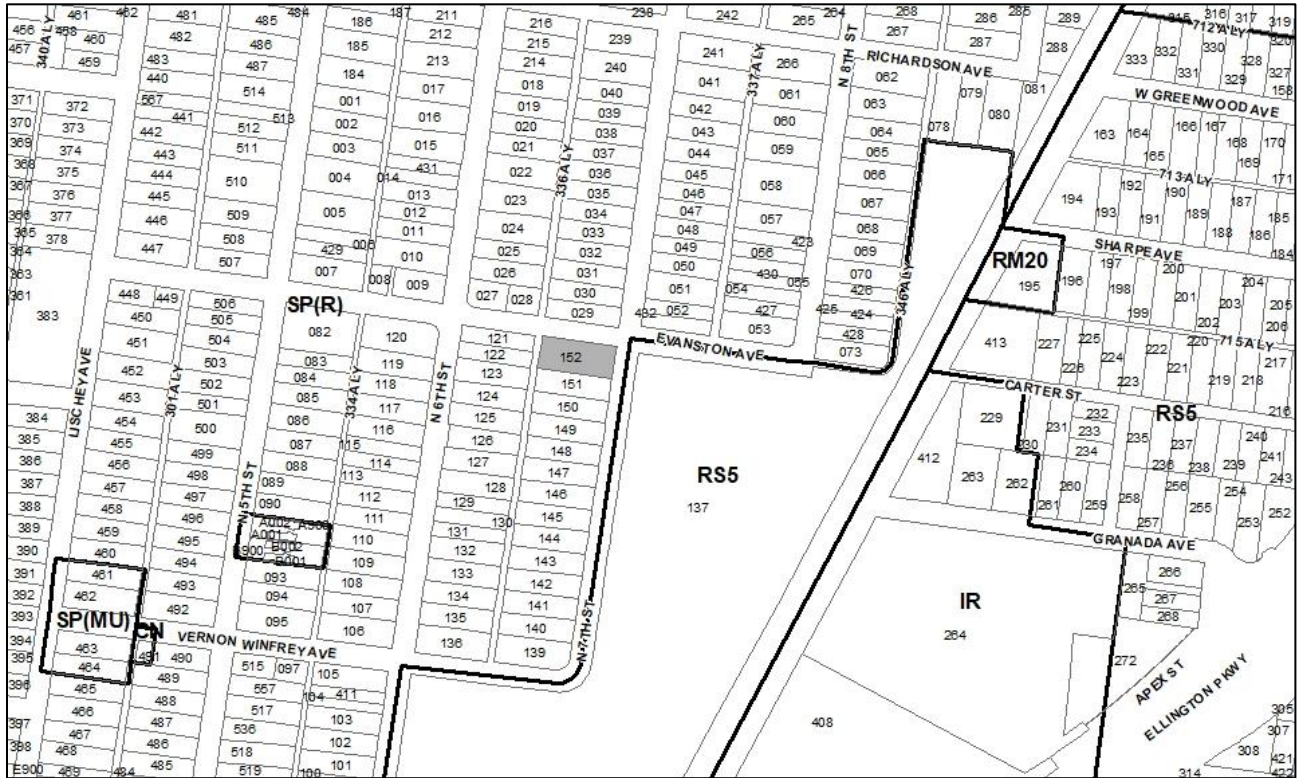
Approve

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 4/25/2019



2019Z-035PR-001
Map(s) 082-04, Parcel(s) 152
05, East Nashville
05 (Scott Davis)



Project No. **Zone Change 2019Z-035PR-001**
Council District 05 – S. Davis
School District 5 – Buggs
Requested by Vernon T Keesee, Jr., applicant; Emily Girvin & Michael Beyer, owners.

Deferrals This request was deferred from the March 14, 2019, and March 28, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Approve.*

APPLICANT REQUEST

Zone change from SP-R to R6-A.

Zone Change

A request to rezone from Specific Plan – Residential (SP-R) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 1026 N 7th Street, at the southwest corner of Evanston Avenue and N 7th Street (0.29) acres.

Existing Zoning

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

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. *R6-A would permit a maximum of two residential units.*

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The approximately quarter acre site is located at the southwest corner of Evanston Avenue and N 7th Street directly across the street from Cleveland Park. A single home currently sits on the property.



Metro Planning Commission Meeting of 4/25/2019

Sidewalks are located along both street frontages, and an alley runs along the rear of the property. Land uses in the immediate area consist of mostly single-family, but there are also some duplex units in the area. The adjacent property to the south is a zero lot line. There are some vacant properties in the area including on N 7th Street.

The existing SP zoning which applies to the surrounding area permits a detached accessory dwelling unit in addition to a single-family home. The proposed R6-A zoning district is consistent with the T4 NM policy at this location. R6-A will permit one additional unit (two max). Due to the property being located at a corner with alley access, a strong sidewalk and street network, additional density is appropriate at this location. While additional density is appropriate at this location, a district permitting more than two units is not appropriate. Also, the standards for R6-A are consistent with the urban nature of the policy.

FIRE MARSHAL 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: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.29		1 U	16	6	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.29	7.26 D	2 U	29	7	3

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+13	+1	+1



Metro Planning Commission Meeting of 4/25/2019

METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-R district: 0 Elementary 0 Middle 0 High
Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High**

The proposed R6-A zoning district would not generate any additional students than what is typically generated under the existing SP-R zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 NM land use policy at this location.



Metro Planning Commission Meeting of 4/25/2019



2019Z-044PR-001

Map 071-15, Parcel(s) 254

05, East Nashville

05 (Scott Davis)



Project No. **Zone Change 2019Z-044PR-001**
Council District 05- S. Davis
School District 5- Buggs
Requested by Michael P. Williamson applicant and owner.

Deferrals This item was deferred from the March 28, 2019, and April 11, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Disapprove.*

APPLICANT REQUEST
Zone change from RS5 to MUG-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use General – Alternative (MUG-A) zoning for property located at 1315 Lischey Avenue, approximately 375 feet southeast of Marie Street (0.37 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 two residential units.*

Proposed Zoning

Mixed Use General-Alternative (MUG-A) is intended for a moderately high intensity mixture of residential, retail, and office uses.

EAST NASHVILLE COMMUNITY PLAN

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

Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was recently approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as establishment of a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this site, T4 NM, did not change with adoption of the Highland Heights plan.



Metro Planning Commission Meeting of 4/25/2019

This site is within the R1 sub-district of the Building Regulating Plan. The intent of the R1 sub-district is to maintain the existing low-to-moderate density, predominately single-family residential development pattern.

ANALYSIS

The proposed MUG-A zoning district is not consistent with the T4 NM policy and the Highland Heights Study supplemental policy. Both policies are residential and do not support nonresidential uses. MUG-A permits residential as well as nonresidential uses, which is inconsistent with the residential policies. Also, the scale/intensity of development permitted under MUG-A is not appropriate at this location. The R1 sub-district of the Building Regulating Plan for the supplemental policy is intended to maintain the existing low-to-moderate density, predominately single-family residential development pattern, and the R1 sub-district supports only the House (1 unit) and Detached Accessory Dwelling Unit (DADU) building types. The proposed MUG-A zoning district permits a level of intensity that is not consistent with the T4 NM policy and a variety of building forms that are not supported by the supplemental policy.

The only zoning supported by the policies in this location, other than the existing RS5 zoning, would be a Specific Plan that permits only a single-family residence and a DADU. Absent that type of Specific Plan, the existing RS5 zoning is most appropriate. As the requested MUG-A zoning is not consistent with either the T4 NM policy or the supplemental policies of the Highland Heights Study, staff recommends disapproval.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.37	8.71 D	2 U	42	7	4

Maximum Uses in Proposed Zoning District: **MUG-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)	0.17	3.0 F	22 U	126	12	16

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.10	3.0 F	13,068 S.F.	148	39	17



Metro Planning Commission Meeting of 4/25/2019

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.10	3.0 F	13,068 S.F.	830	42	90

Traffic changes between maximum: RS5 and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1062	+86	+119

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUG-A district: 6 Elementary 4 Middle 4 High

The proposed MUG-A zoning would generate 14 more students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends disapproval. The proposed MUG-A zoning district is not consistent with the T4 NM policy or the supplemental policies of the Highland Heights Study.



Project No.	Specific Plan 2018SP-013-001
Project Name	The Cottages at City Heights SP
Council District	21 - Kindall
School District	5 - Buggs
Requested by	Catalyst Design Group, applicant; E3 Construction Services, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

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

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan - Residential (SP-R) zoning on property located at 724, 726, 728 and 730 27th Avenue North, at the southeast corner of the intersection of 27th Avenue North and Booker Street (0.84 acres) to permit a maximum of 16 multi-family residential units.

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 7 lots. However, application of the Subdivision Regulations may result in fewer units on this property.*

Proposed Zoning

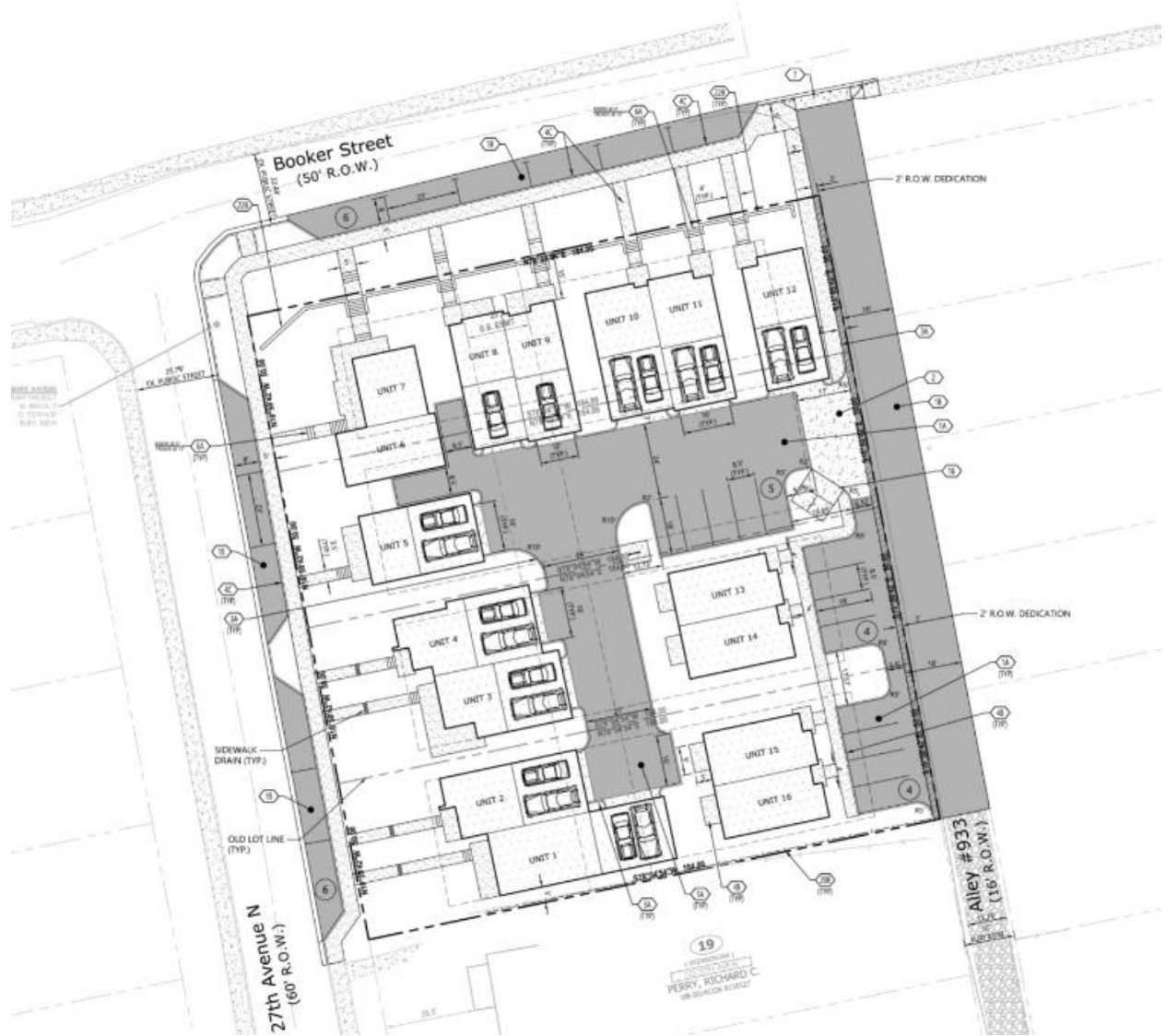
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

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.



Metro Planning Commission Meeting of 4/25/2019



Proposed Site Plan



Metro Planning Commission Meeting of 4/25/2019

PLAN DETAILS

The site consists of four existing lots on approximately 0.84 acres located at the northeast corner of 27th Avenue North and Booker Street. The neighborhood contains a mix of one and two-family residential uses. There are numerous vacant lots within the surrounding neighborhood. The surrounding parcels are also located within the T4 Neighborhood Evolving policy.

The site plan proposes up to 16 multi-family residential units. Six of the proposed units will front 27th Avenue North and six units will front Booker Street. The remaining 4 units are oriented to the interior of the site. The plan includes architectural standards requiring raised foundations, minimum glazing percentage, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of two and a half stories in 38 feet.

The site plan proposes an 8 foot wide B landscape buffer along the southern property line along with a 6 foot fence. The landscape buffer will facilitate an appropriate transition for the existing single family homes located adjacent to the southern property line.

Parking is provided in rear loaded garages and surface parking spaces. Units 1-5 and 8-12 will contain rear loaded garages and units 6, 7, and 13-16 will be served by surface parking spaces. Access will be provided through a single connection to the alley which connects to Booker Street. Five-foot sidewalks are provided interior to the development connecting the units to proposed sidewalks along 27th Avenue North and Booker Street. A 5 foot sidewalk and 4 foot planting strip consistent with standards for a local street, are provided along 27th Avenue North and Booker Street.

ANALYSIS

The policy is intended to create and enhance urban neighborhoods with improved connectivity and a variety of housing choices where density is secondary to the form of development. The proposed plan provides an alternative form of housing which is contextually sensitive to the surrounding neighborhood. The predominant character of the surrounding neighborhood contains detached single family dwellings with some two family structures. The housing type proposed in this plan introduces a new housing type for the area which is consistent with the goal of increased housing choice stated in the policy. The density of the proposed plan is consistent with the goals of the policy which identifies moderate to high density residential as appropriate in evolving areas.

The site plan proposes structures which are regularly spaced and contain shallow setbacks in relation to 27th Avenue North and Booker Street. This setback pattern establishes minimal spacing between buildings which is consistent with the goals of the policy. Parking is located to the rear of the units fronting to 27th Avenue North and Booker Street which will allow the structures to provide an effective screen for the surface parking area. A formal landscape buffer which is provided along the southern property line will create an effective buffer for the existing structures to the south of this site.

The site contains a high level of connectivity given the existing sidewalks along 27th Avenue North and Booker Street. Sidewalks which meet the local street standards will be provided with the construction of this site. The proposed sidewalks will enhance the existing sidewalk network within the neighborhood which provides a safe path for pedestrian travel and the access to alternative



Metro Planning Commission Meeting of 4/25/2019

transit such as MTA service. There is an MTA stop located within a quarter of a mile at the south west corner of Batavia Street and 28th Avenue North.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. The applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions. Indicate installation of 1 ADA Ped ramp at the intersection of Booker and 27th.
- Prior to submission of the Final SP, submit recorded copies of the ROW dedications to MPW.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.84	8.71 D	7 U	67	6	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.84	-	16 U	118	8	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 9 U	+51	+2	+1



Metro Planning Commission Meeting of 4/25/2019

METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning is expected to generate no more students than the existing RS5 zoning. Students would attend Park Avenue School, McKissack Middle School and Pearl-Cohn High School. All three schools have been identified as having additional capacity.

This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

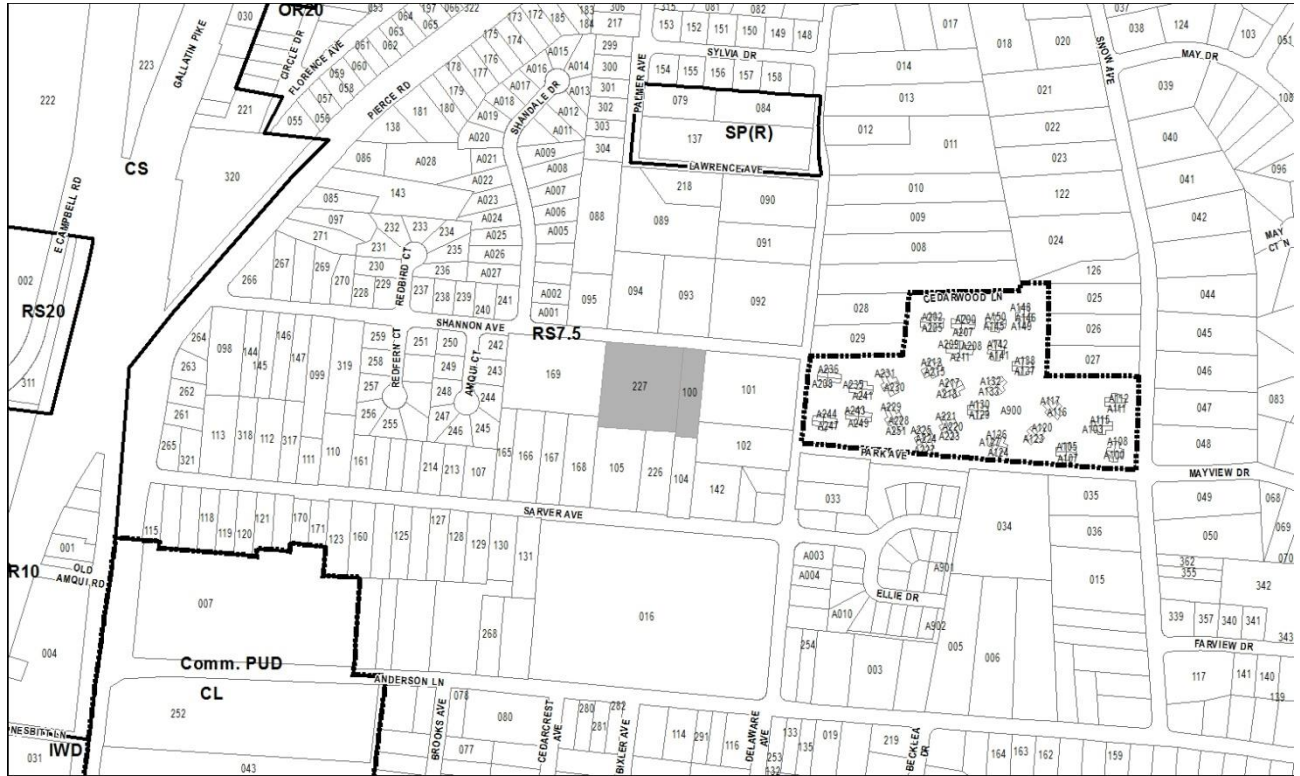
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 16 multi-family residential units. Owner occupied short term rentals are permitted. Not-owner occupied short term rentals are prohibited.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
3. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
4. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. 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.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 4/25/2019



2019SP-010-001

0 SHANNON AVENUE

Map 043-01, Parcel(s) 100, 227

04, Madison

09 (Bill Pridemore)



Project No. Zone Change 2019SP-010-001
Project Name 0 Shannon Avenue
Council District 09 - Pridemore
School District 3 – Speering
Requested by Clint T. Elliott Surveying, applicant; Elite Nashville Development, LLC., owner.

Deferrals This request was deferred from the March 14, 2019, and March 28, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the May 9, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Zone change from RS7.5 to SP-R to permit 28 residential units.

Preliminary SP

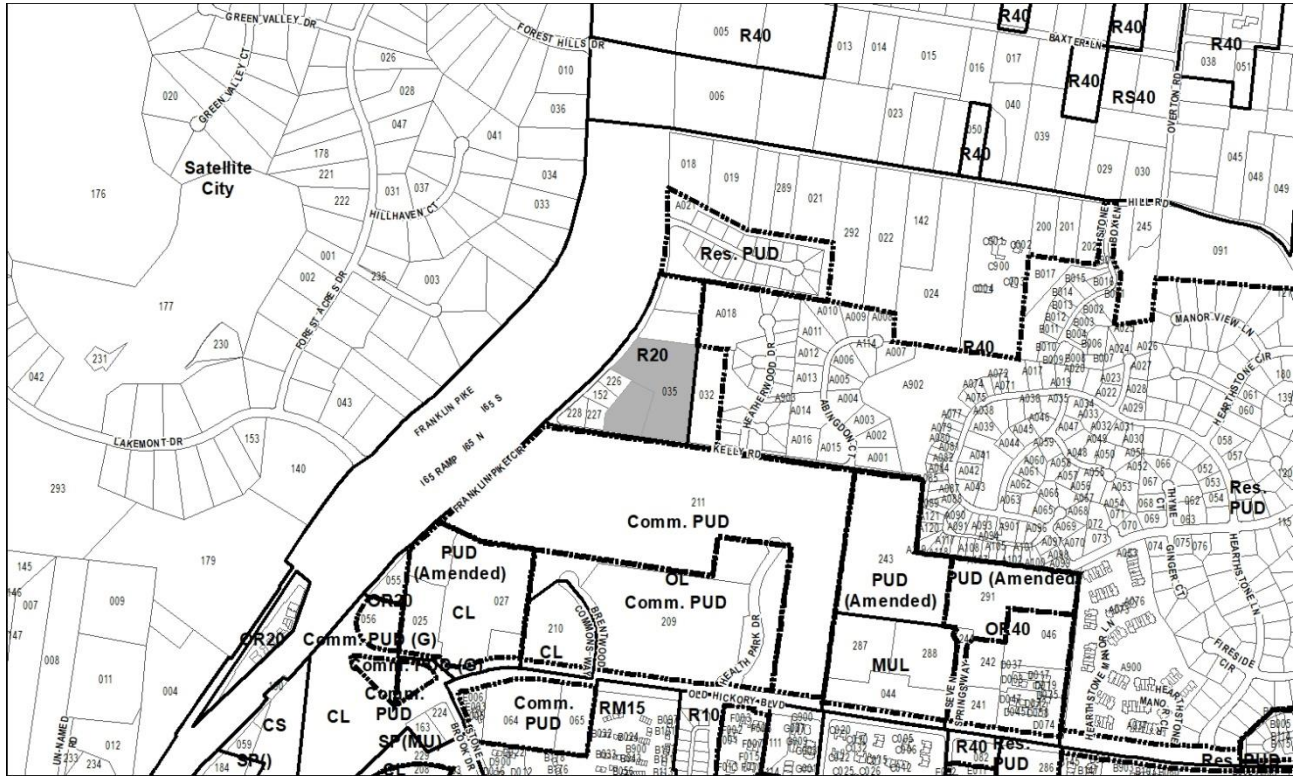
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan – Residential (SP-R) zoning for properties located at Shannon Avenue (unnumbered), approximately 300 feet west of Pierce Road, (1.96 acres), to permit 28 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the May 9, 2019, Planning Commission meeting. The proposed unit count increased from what was originally noticed: therefore, updated public hearing notices are required. The original request was for 14 multi-family residential units.



Metro Planning Commission Meeting of 4/25/2019



2019S-059-001
SAINT CHARLES ESTATES SUBDIVISION
Map 160, Parcel(s) 035-036
12, Southeast
04 (Robert Swope)



Project No.	Concept Plan 2019S-059-001
Project Name	Saint Charles Estates Subdivision
Council District	04 - Swope
School District	8 – Pupo-Walker
Requested by	DBS and Associates Engineering, applicant; Sharon Coggin, Marcia Ingham, Robert E. Hill, and Constance A. Hill, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Concept Plan approval to create 13 residential cluster lots with three duplex lots for a total of 16 units.

Concept Plan

A request for concept plan approval to create 13 residential cluster lots with three duplex lots for a total of 16 units for properties located at 5458 Franklin Pike Circle and 5504 Kelly Road, approximately 335 feet west of Heatherwood Drive, zoned One and Two-Family Residential (R20) (7.23 acres).

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 13 lots with 3 duplex lots for a total of 16 units.*

Community Character Manual Policy

The site is within the T3 Suburban Neighborhood Maintenance (T3 NM) and the Conservation (CO) policies. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T3 NM and CO, the conventional regulations found in Chapter 3 are utilized.

PLAN DETAILS

The site is approximately 7.23 acres and is located at 5458 Franklin Pike Circle and 5504 Kelly Road, approximately 335 feet west of Heatherwood Drive. The site currently contains two single family structures located on individual lots. The site is surrounded by single-family residential dwellings to the east, west, and north.

Site Plan

The site plan proposes up to 13 clustered lots. Lot sizes range from 10,378 square feet to 34,700 square feet. Twelve of the lots will front on to a new public street. A single lot will front onto Kelly Road, which is an existing local street. Lots 8, 9, and 13 are noted as duplex lots. Duplex lots are required to meet the minimum lot size of the current zoning district, or 20,000 square feet in this



Metro Planning Commission Meeting of 4/25/2019

instance; each lot exceeds the required minimum lot size. The remaining lots will be single family lots.



Proposed Concept Plan



Metro Planning Commission Meeting of 4/25/2019

The concept plan proposes a new public road which will be constructed to the local street standards. The new public street will connect to an existing public street, Kelly Road. The proposed local street will terminate into a cul-de-sac without connecting to Franklin Pike Circle. A large area at the terminus of the cul-de-sac will remain as open space. The proposed local street will include a five foot wide sidewalk and a four foot wide grass strip, consistent with local street standards. The existing Kelly Road street frontage will be improved to meet the local street standard, which requires a five foot wide sidewalk and a four foot wide grass strip. A standard C landscape buffer is proposed along the north and east property lines which abut existing lots. A standard B level landscape buffer is provided along the western property line which abuts existing lots.

This site includes sensitive environmental features identified by the conservation policy. A stream is identified in the southeastern portion of the site. The stream and the required stream buffers have been placed within an area of open space which will be left undisturbed.

ANALYSIS

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space and the preservation of natural features in Single-Family (RS) and One and Two-Family (R) zoning districts. To promote creative designs, single family lots are allowed to contain less land area than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. With this plan, the applicant is proposing to cluster the parcels to a minimum lot size of 10,000 square feet. The cluster lot option does not allow more density than what would be allowed under R20 zoning. The cluster lot option allows a reduction in lot sizes to work with existing topography, protect natural features, and create more useable open space.

In cluster lot subdivisions, a minimum of 15% of the development is required to be reserved for open space. Of the total 7.23 acres, 1.36 acres will remain as open space, or 19.6% of total area. The proposed concept plan protects the sensitive environmental features on site by placing the stream the required stream buffers within an area of open space which will be owned and maintained by the homeowner association.

Section 3-5.2 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Maintenance policies. Lot 13 fronts an existing public street and therefore must meet the infill subdivision criteria. When compared to the two adjacent lots to the west, lot 13 will meet the minimum requirements for frontage and area required by the infill subdivision regulations.

The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 4/25/2019

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with road comments.
- Provide adequate sight distance at intersection with Kelly Road.

WATER SERVICES

Approve with conditions

- Approved as a Concept Plan only. Public water and sanitary sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development Plan approval. Capacity study submitted 2/28/2019, permit # 2019011994.

STAFF RECOMMENDATION

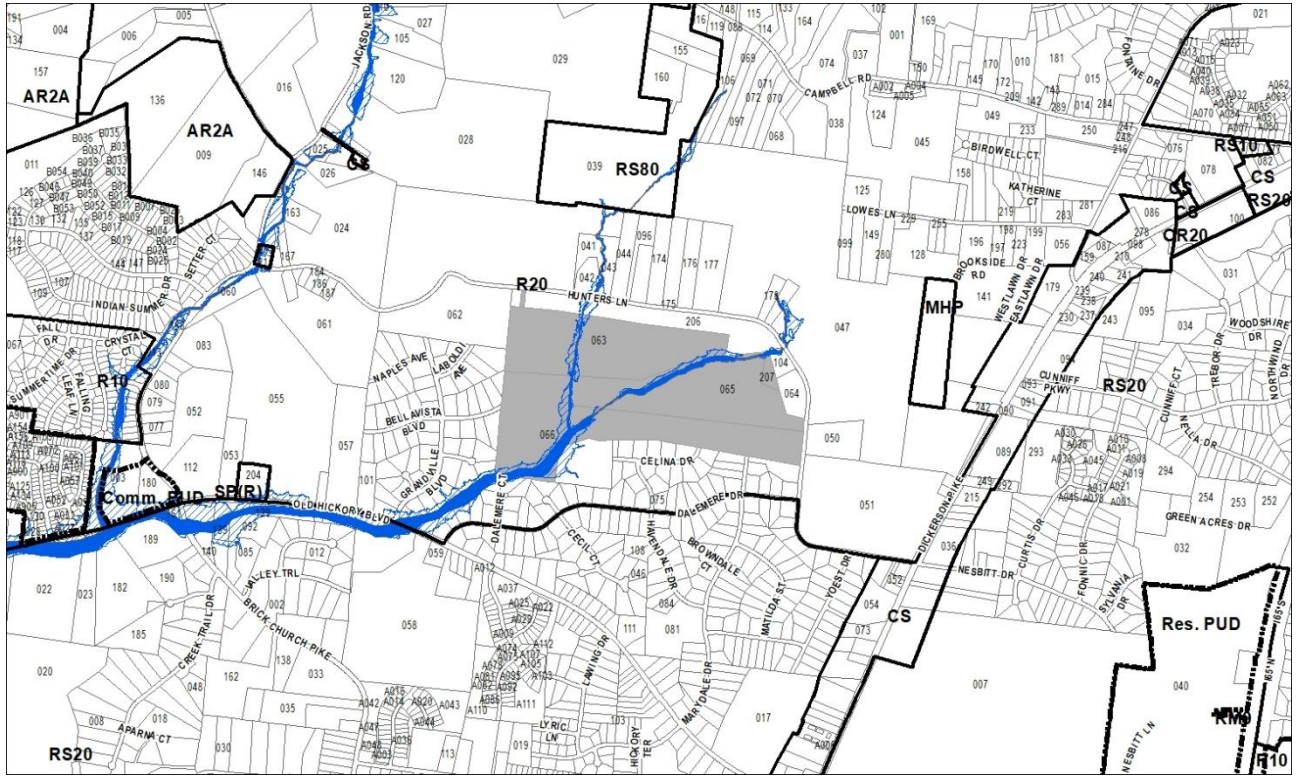
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/25/2019



2019S-068-001

HUNTERS RUN

Map 032, Parcel(s) 063, 065, 207

Map 032, Part of Parcel(s) 066, 206

02, Parkwood-Union Hill

03 (Brenda Haywood)



Project No.	Concept Plan 2019S-068-001
Project Name	Hunters Run
Council District	03 – Haywood
School District	3 - Speering
Requested by	Ragan-Smith and Associates, applicant; The Galbreath Family Gen. Partnership and P.J. Dunn, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Create 232 residential cluster lots.

Concept Plan

A request for concept plan approval to create 232 cluster lots on properties located at 1269 Hunters Lane, a portion of 1331 Hunters Lane, Hunters Lane (unnumbered), and a portion of Hunters Lane (unnumbered), approximately 440 feet north of Dalemere Drive, zoned One and Two-Family Residential (R20) (approximately 140.1 acres).

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 259 lots with 64 duplex lots for a total of 323 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

Community Character Manual Policy

The property is within the T2 Rural Maintenance (T2 RM) and CO (Conservation) policies. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T2 RM, the Rural Character Subdivision Regulations found in Chapter 4 are utilized. For CO, the conventional regulations found in Chapter 3 are utilized.

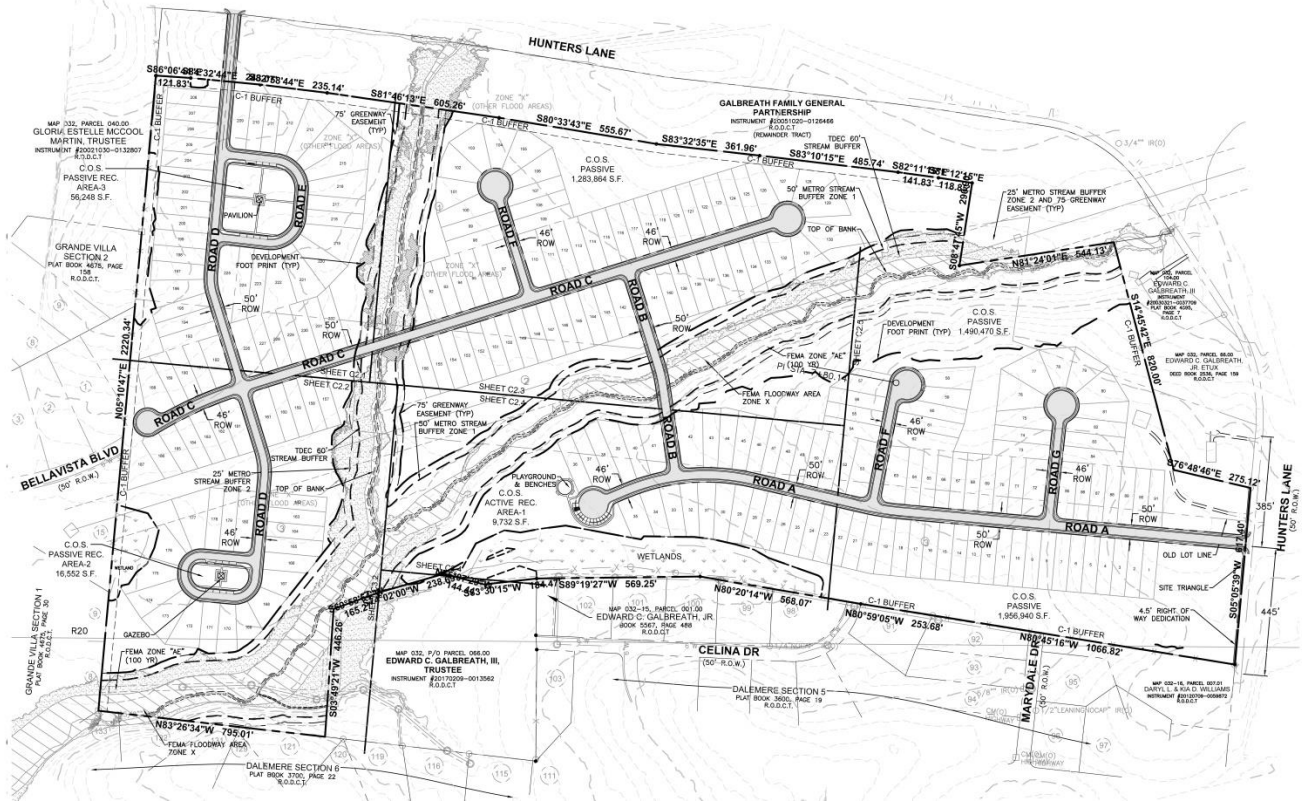
HISTORY

At the February 28, 2019, Metro Planning Commission meeting, the MPC disapproved case 2018S-204-001, a concept plan with 237 cluster lots at this site, following Staff’s recommendation of approval with conditions, finding the proposed street network violated Section 4-2.5 of the Subdivision Regulations. The street network proposed in the 2018 case included one point of access from Hunters Lane and several street extensions from adjacent subdivisions.

The currently proposed concept plan (2019S-068-001) includes 232 cluster lots with two points of access from Hunters Lane and no proposed street extensions from the adjacent subdivisions. A portion of parcel 206, which was not included in the previous plan, has been added to the proposed concept plan to provide the second access point to Hunters Lane.



Metro Planning Commission Meeting of 4/25/2019



Proposed Subdivision



Metro Planning Commission Meeting of 4/25/2019

Additionally, approximately 9 acres near the southern boundary, which were included in the 2018 plan, have been removed from the proposed subdivision.

SITE CONTEXT AND PLAN DETAILS

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

This request is for concept plan approval to create 232 cluster lots on approximately 140.1 acres southwest of Hunters Lane, west of Dickerson Pike and north of Old Hickory Boulevard. The site is mostly vacant except for an accessory structure, which is not indicated to be retained. Aside from an area near the southeastern corner, and the portion of parcel 206 that will be providing access near the northwestern corner, the majority of the site does not have direct street frontage and is set back from the main road, behind existing parcels.

The site is adjacent to Grande Villa Estates (west) and Dalemere (south), already-developed subdivisions located between this site and Old Hickory Boulevard to the south. Hunters Lane High School is located east of the site, on the opposite side of Hunters Lane. The surrounding area north of Hunters Lane includes primarily larger residential parcels and vacant lots.

The site contains streams, floodway/floodplain, potential wetlands, and stormwater regulation buffers associated with Little Creek. Approximately 9 acres included in the previous concept plan proposal, located between the floodway areas and Dalemere, are no longer included in this application.

Site Plan

The plan proposes 232 single-family cluster lots. Lots are clustered down to the R10 district size and range from approximately 10,000 square feet to 19,000 square feet. All of the proposed lots front new interior streets accessed from Hunters lane in two areas. The first access point is located near the southeastern corner, opposite Hunters Lane High School. The second access point is located near the northwestern corner, through parcel 206. The two access roads connect to an internal street network which includes several cul-de-sacs on either side of the floodway. Although cul-de-sacs are generally discouraged, they are permitted in instances where natural features exist that are not desirable to be removed or where the configuration of property boundaries prevent street connections. In this instance, the location of the streams and floodway prevent street connectivity, and cul-de-sacs are appropriate. None of the internal streets include extensions from the adjacent Grande Villa Estates and Dalemere subdivisions. Staff is recommending a condition that would connect Road C to Bellavista Boulevard as an emergency only access.

All new streets contain a 5 foot sidewalk and 4 foot planting strip, consistent with the local street standard. Additional right-of-way will be dedicated on the west side of Hunters Lane per the Major and Collector Street Plan. Areas of dedication are included on the concept plan and will be recorded with the final plat.

Approximately 68 acres (48.55% of the site) is proposed as open space, including stormwater management areas, natural areas located outside of the development footprint, and approximately five acres at the front of the site along Hunters Lane.



Metro Planning Commission Meeting of 4/25/2019

ANALYSIS

Chapter 4 of the Subdivision Regulations, Rural Character Subdivisions, regulates the subdivision of land in T2 Rural Neighborhood policies, with the intent of ensuring that new development is in harmony with the established rural character of these areas.

Prior to design of any subdivision plan with new streets or joint access easements, Primary Conservation Land must be identified. Primary Conservation Land include a range of sensitive environmental features, including problem soils and areas over 10,000 square feet of contiguous slopes over 15 percent. The intent of identifying Primary Conservation Land is to minimize the impact of development or disturbance to environmental resources through protection and preservation. None of the proposed lots are located in Primary Conservation Land.

Section 4-2.5 permits two Character Options for the development of land in Rural Neighborhood policies: Countryside Character Option and Agricultural Character Option. In this case, the Agricultural Character Option is not appropriate because the primary function of the subdivision is not for agricultural use. Therefore, the Countryside Character Option is the most appropriate option. Under the Countryside Character Option, two alternatives exist: Open Alternative and Screened Alternative.

Based on the site characteristics and proposed uses, staff reviewed the plan against the following Open Alternative criteria:

Building Setback along existing public streets

Section 4.2.5 includes standards for determining the minimum building setback along existing streets, including consideration of the average setback of abutting parcels and whether those parcels are vacant or developed.

In this instance, none of the proposed lots are located along existing streets. Therefore, minimum building setbacks are not applicable to this application.

Lot Depth along existing public streets

The minimum depth for lots along existing public streets shall be the building setback required by Section 4-2.5(a) plus 300 feet.

In this instance, none of the proposed lots are located along existing streets. Therefore, minimum lot depths are not applicable to this application.

Lot size along existing public streets

Individual lot sizes along existing public streets shall vary in size to reflect the rural character. The minimum lot size is either equal to or greater than 70% of the lot size of the average size of the surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. If there are no surrounding parcels, the screened alternative shall be used. Flag lots shall not be included in the analysis.

In this instance, none of the proposed lots are located along existing streets. Therefore, minimum lot sizes are not applicable to this application.



Metro Planning Commission Meeting of 4/25/2019

Lot frontage abutting existing public streets

Lot frontage abutting existing public streets is either equal to or greater than 70% of the average frontage of the surrounding parcels or equal to or greater than the smallest of the surrounding parcels, whichever is greater.

In this instance, none of the proposed lots are located along existing streets. Therefore, minimum lot frontage is not applicable to this application.

Street Lights

Not applicable to this application.

Cluster lot option

In order to provide for flexibility of design, the creation of common open space, and the preservation of natural features, Section 17.12.090 of the Metro Zoning Code permits the development of cluster lot subdivisions in Single-Family (RS) and One and Two-Family (R) zoning districts. To permit creative design necessary to meet the premise of the cluster lot option, the Zoning Code allows residential lots to contain less land area than what is normally required by the base zoning district when certain standards are met. The cluster lot option does not allow more density than what would be allowed under the existing R20 zoning district, but it does allow the minimum lot area for single-family lots to be reduced down to a minimum of two smaller base zone districts (R20 to R10, in this case).

Chapter 4 of the Subdivision Regulations, through the Countryside (Open Alternative) Character Option, identifies the Cluster Lot Option as an available option for residential subdivisions:

Development through the Countryside Character Option may utilize the provisions of Cluster Lot Option within the Development Footprint area, excluding lots abutting existing public streets.

This subdivision meets the provisions of the Cluster Lot Option, consistent with Section 17.12.090 of the Metro Zoning Code. All of the lots are proposed as single-family lots, which are permitted to cluster down to a minimum lot size of 10,000 square feet, per the cluster lot provisions. All of the proposed lots exceed the minimum lot size requirement. and all

In cluster lot subdivisions, a minimum of 15 percent of each phase of the development shall be open space. This concept plan provides approximately 68 acres of open space (approximately 48.55% of the total area), including stormwater management areas which are generally located near the stream buffers. Recreational facilities are required within a portion of the open space, per the cluster lot provisions. Three recreational facilities have been identified on the site plan, including a playground and two gazebos. Street parking is also included near each of the recreational facilities.

PLAN SUMMARY



Metro Planning Commission Meeting of 4/25/2019

This proposal complies with the development standards of the Rural Character Subdivisions regulations. None of the proposed lots are located within Primary Conservation Land, which has been identified on the plans and will be preserved from any development or disturbance. The plan complies with applicable Open Alternative criteria as described in the Countryside Character Option.

Additional open space is proposed throughout the development to preserve natural features and to achieve appropriate rural development patterns along the street. Approximately five acres of open space at the southeastern portion of the site provides a minimum depth of approximately 300 feet along Hunters lane, maintaining the natural character along the roadway and minimizing visual intrusion into the development. Approximately 68 total acres of open space have been provided, including area within Primary Conservation Land which will be preserved from development. A 75' public access greenway conservation easement has been provided from the edges of the floodway areas, consistent with the subdivision regulations. The public access greenway easements will be recorded with the final plat. No critical lots have been identified on the plans.

As proposed, the plan meets all requirements of the Subdivision Regulations and the Zoning Code for the cluster lot option.

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 with conditions

In accordance with the revised TIS findings, Developer shall construct the following roadway improvements. Submit Left turn lane construction plans and pavement markings. Show LTL on Hunters lane east access on site plan. Submit signal plans for ped signal prior to final subdivision approval.

Hunters Lane at Hunters Lane High School Entrance

- Due to the separation between the existing school access and the proposed Hunter's Run access, northbound vehicles turning left into the Hunters Run development are not expected to conflict with the southbound vehicles turning left into the Hunters Lane High School Entrance.

Dickerson Pike at Hunters Lane/Nesbitt Drive

- The intersection currently meets the Metro Nashville – Davidson County's policy goal for level of service.



Metro Planning Commission Meeting of 4/25/2019

- Provided that right-of-way is available, this intersection should be improved with curb ramps and crosswalk markings for the west and north leg to meet current Metro Public Works standards.
- Provided that right-of-way is available, this traffic signal should be improved with pedestrian signal heads and pushbuttons for each proposed crosswalk.
- The intersection improvements should be installed as part of Phase 1 of the Hunters Run
- Development. A signal modification plan should be submitted as part of the Phase 1 site plans for approval by the Metro Traffic Engineer.

Hunters Lane at Project Access East

- The intersection currently meets the Metro Nashville – Davidson County’s policy goal for level of service.
- The east project access to Hunters Lane should include one travel lane in each direction.
- On Hunters Lane, a northbound left turn lane is not warranted but is appropriate since this will be the primary access to the site. A left turn lane with 75 feet of storage and tapers per MUTCD and AASHTO guidelines should be provided for traffic turning into Hunters Run.
- On Hunters Lane, improvements consisting of pavement widening, curb and gutter, grass strip and sidewalk should be constructed on the project frontage to be consistent with the Major and Collector Street Plan.
- Based on the intersection capacity analysis level of service results and the turn lane need analysis for this intersection, the installation of a right turn lane on Hunters Lane is not warranted or recommended.

Hunters Lane at Project Access North

- The intersection currently meets the Metro Nashville – Davidson County’s policy goal for level of service.
- The north project access to Hunters Lane should include a minimum of one travel lane in each direction.
- Based on the intersection capacity analysis level of service results and the turn lane need analysis for this proposed access, the installation of a right turn lane or left turn lane on Hunters Lane is not warranted or recommended.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approve as a Concept Plan only. Public sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development Plan approval.
- Madison Water

MADISON SUBURBAN UTILITY DISTRICT

Approve with conditions

- Madison Suburban Utility District tentatively agrees to serve the project pending approval of project plans.



Metro Planning Commission Meeting of 4/25/2019

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

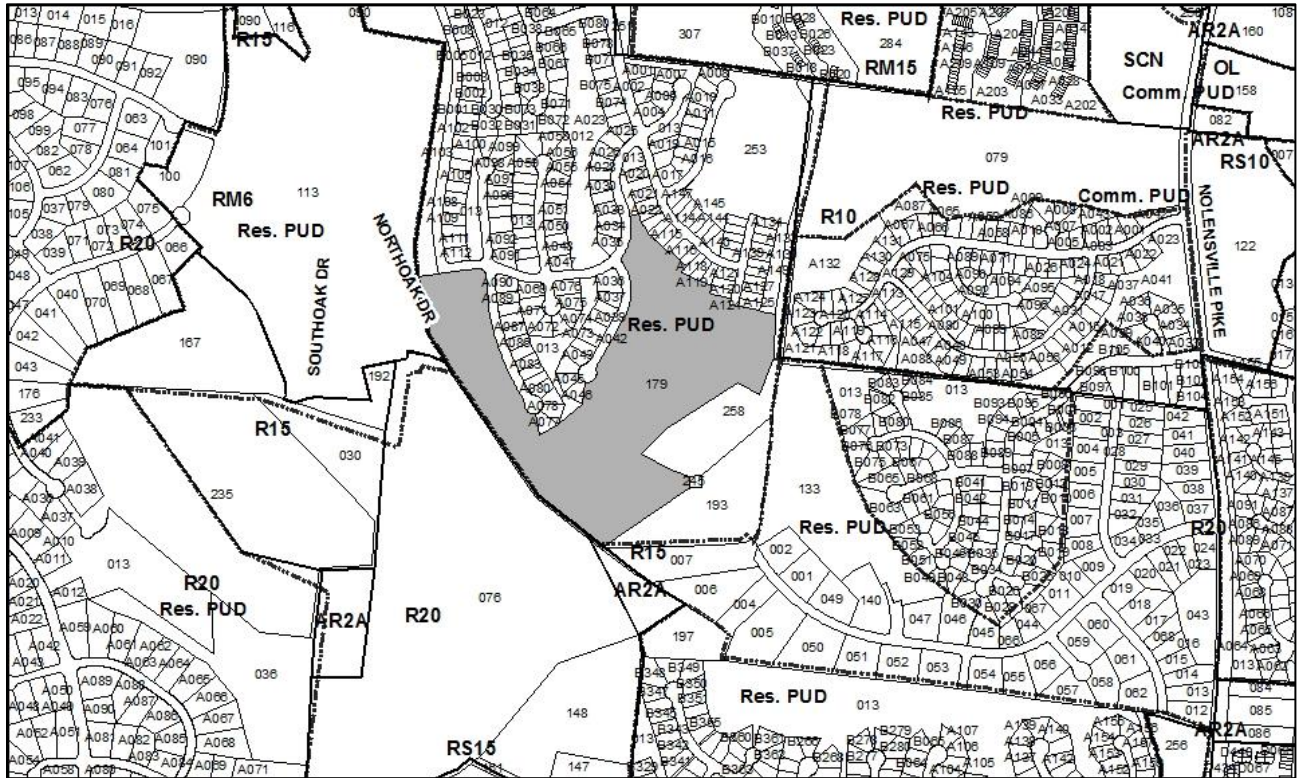
1. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply must be met prior to the issuance of building permits.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Road C shall connect to Bellavista Boulevard as an emergency only access.
4. The public access greenway easements shall be identified on the final site plan and recorded with the final plat.
5. All areas identified within Primary Conservation Land shall be preserved from development or disturbance.
6. With the construction of Road D through Parcel 206, the developer shall minimize tree removal and disturbance to the extent possible.
7. The final site plan shall include buffer yards and recreational facilities consistent with the provisions of the Cluster Lot Option, Section 17.12.090 of the Metro Zoning Code.
8. Prior to any land disturbance within the development footprint, a tree survey shall be provided consistent with the provisions of Rural Character Design, Sec.4-2.5(d) of the Metro Subdivision Regulations.
9. A tree protection plan shall be provided with the final site plan application to indicate preservation of trees within common open space and buffer areas.
10. On the final site plan, provide an open space summary that identifies each open space with corresponding area information.
11. A landscape plan shall be submitted with the final site plan. The landscape plan shall include proposed vegetation in the open space areas.
12. The open space areas along Hunters Lane at the southeastern portion of the site shall provide a minimum depth of approximately 300 feet.
13. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
14. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/25/2019



122-83P-001

THE WOODLANDS, PHASE 3 (REVISION AND FINAL)

Map 172, Parcel(s) 179

12, Southeast

04 (Robert Swope)



Project No.	Planned Unit Development 122-83P-001
Project Name	The Woodlands, Phase 3 (Revision and Final)
Council District	04 - Swope
School District	2 – Elrod
Requested by	Dewey-Estes Engineering, applicant; Woodlands Development, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise a portion of the Planned Unit Development and final site plan to permit the development of 41 single-family residential lots.

Revise PUD and Final Site Plan Approval

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 1203 Pineview Lane, at the terminus of Boxwood Drive, zoned One and Two-Family Residential (R15) (31.54 acres), to permit the development of 41 single-family residential lots.

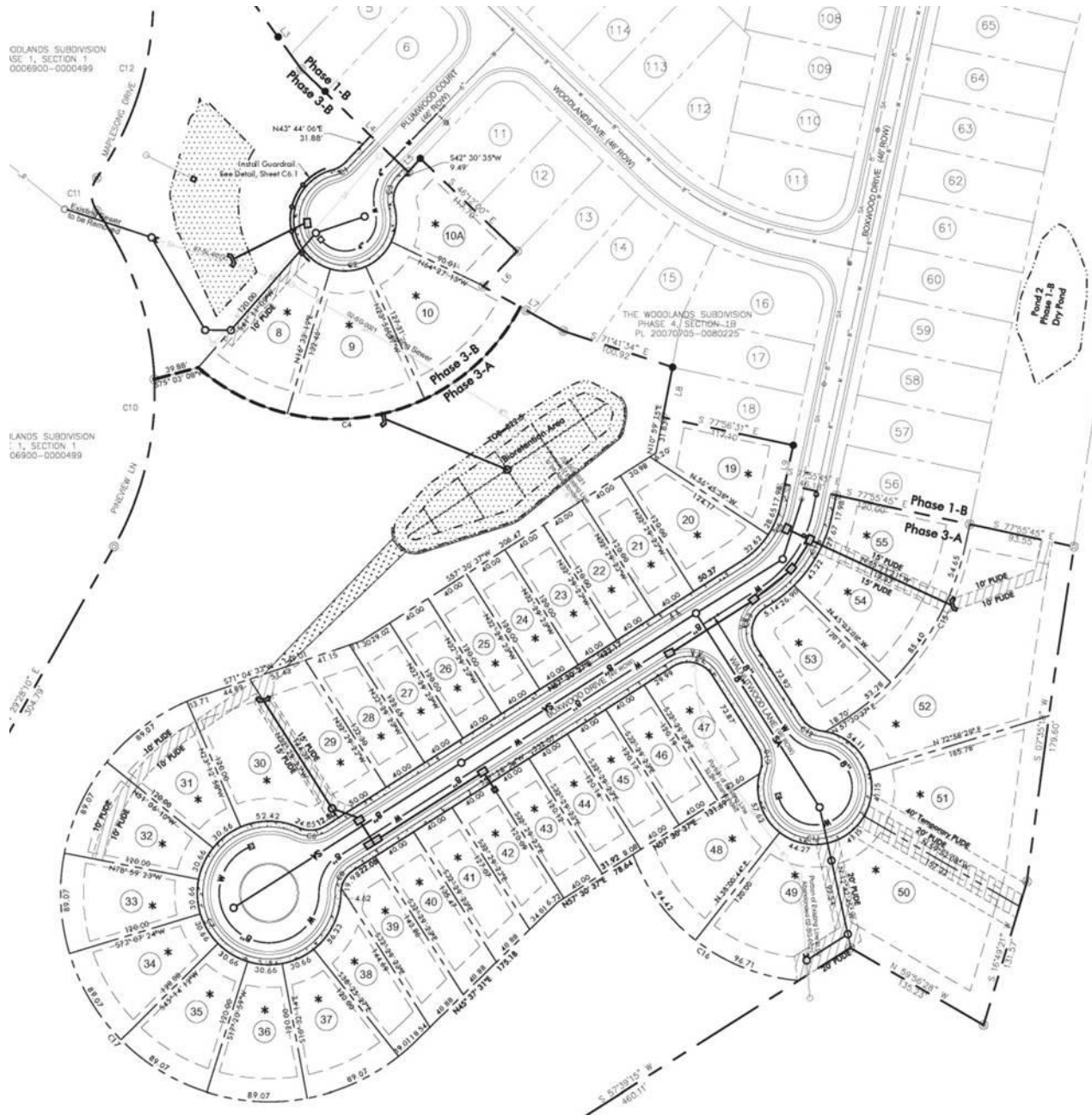
Existing Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *Overall density is regulated by the PUD.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provisions 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 provisions of essential utilities and streets.



Metro Planning Commission Meeting of 4/25/2019



Proposed Site Plan



Metro Planning Commission Meeting of 4/25/2019

PLAN DETAILS

The Woodlands PUD was originally approved in 1983 for a total of 829 residential units consisting of 239 single-family lots, and 590 multi-family units. Since the original approval the plan has been revised numerous times. The last revision that included this portion of the PUD was approved by the Planning Commission in 2004. The 2004 plan included a total of 115 residential lots. This portion of the PUD is the last phase of the development. Once Phase 3 has been constructed the PUD will be built out.

Site Plan

The plan proposes a total of 41 single-family residential lots. Due to steep slopes that encumber the site, all lots are denoted as critical. Access to 37 lots is from the extension of Boxwood Drive. The remaining four lots are access from Woodlands Avenue. Approximately 23 acres of the site is in open space and includes large areas of steep slopes.

ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with and meets all of the criteria of Section 17.40.120.G, and is provided below for review.

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



Metro Planning Commission Meeting of 4/25/2019

- 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.

As proposed, the final site plan does not call for any significant changes to the last approved plan, nor does it increase the density above what was last approved by Council. As proposed, the plan modifies the layout. The modifications are intended to reduce the development footprint due to issues with developing on the steeper slopes. These changes are appropriate, and reduce the overall impact of the development. Since the proposed revision is consistent with the overall concept approved by Council, staff recommends approval with conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.
- Water flow requirements for single-family homes that do not exceed 3600 sq. ft. is a minimum of 1000 gpm @ 20 psi. Provide this data to pre-approve the future homes.



Metro Planning Commission Meeting of 4/25/2019

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.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- All previous traffic conditions apply.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

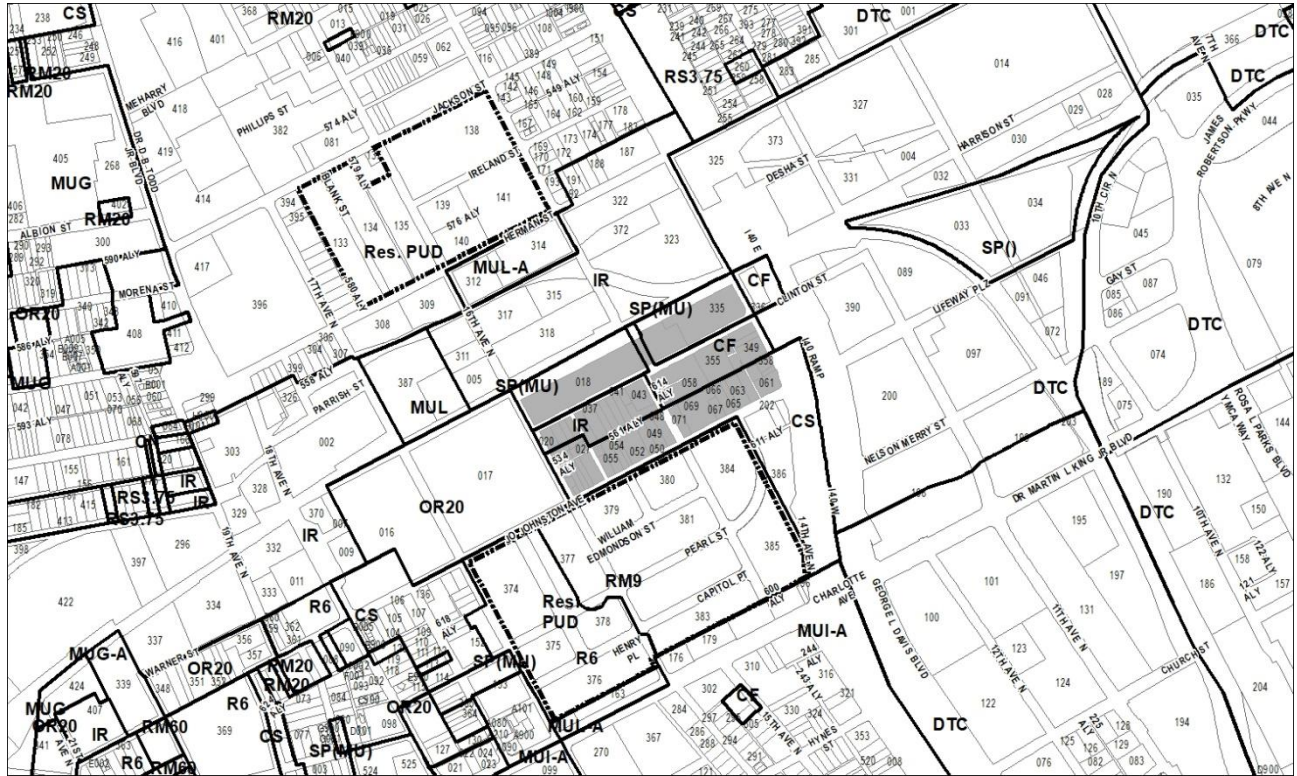
Staff recommends approval with conditions.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. 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.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 4/25/2019



2019HP-001-001
MARATHON VILLAGE
Various Maps; Various Parcels
8, North Nashville
19 (Freddie O'Connell)



Project No.	Historic Preservation Overlay District 2019HP-001-001
Project Name	Marathon Village
Council Bill No.	BL2019-1584
Council District	19 – O’Connell
School District	5 – Buggs
Requested by	Councilmember Freddie O’Connell, applicant; various owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the June 27, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST

Apply Historic Preservation Overlay District.

Historic Preservation Overlay District

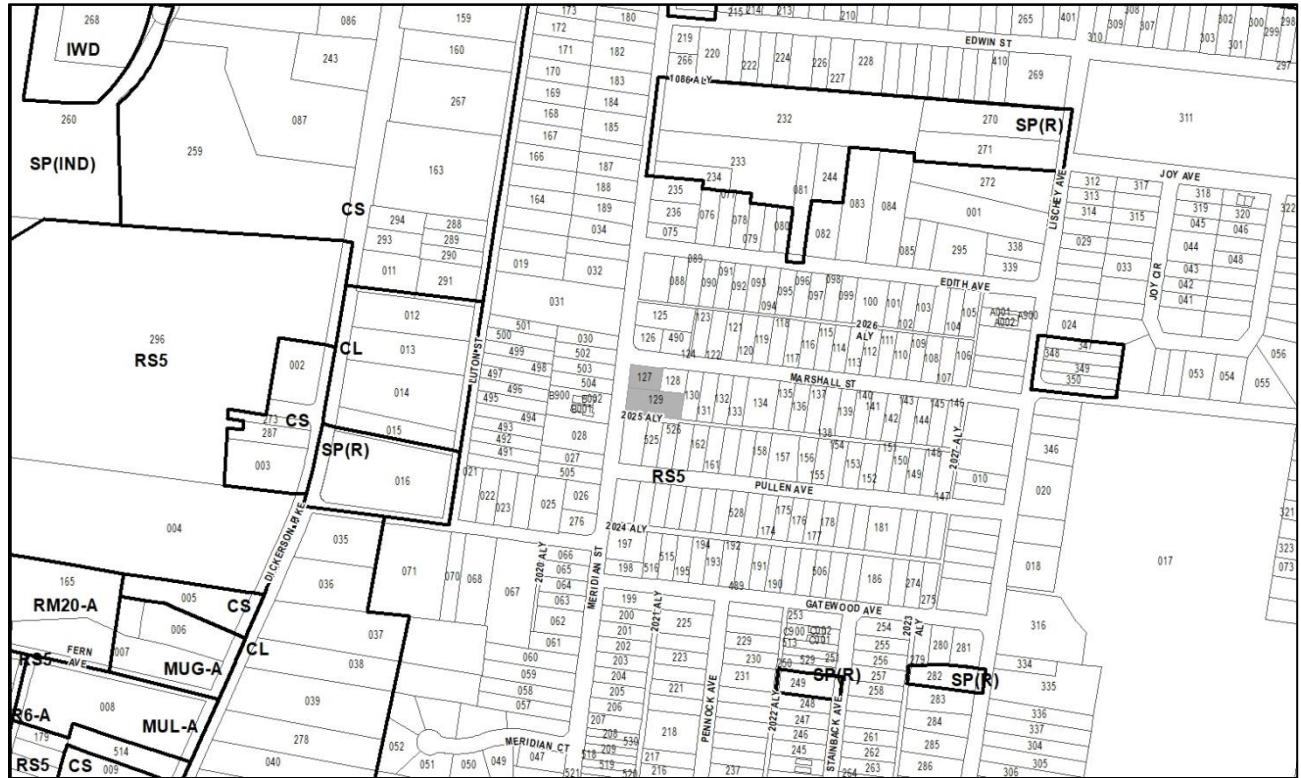
A request to apply a Historic Preservation Overlay District to various properties located along Jo Johnston Avenue from 16th Avenue North to 12th Avenue North and bordered by the CSX Railroad, zoned Core Frame (CF), Commercial Service (CS), Industrial Restrictive (IR) and Specific Plan (SP) (13.79 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 27, 2019, Planning Commission meeting as the Metro Historic Zoning Commission has not acted on the application at this time.



Metro Planning Commission Meeting of 4/25/2019



2018Z-038PR-001

Map 071-11, Parcel(s) 127 and 129

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2018Z-038PR-001
Council District	05 - Davis
School District	5 - Buggs
Requested by	Land Development Solutions, applicant; Magness Devco 2017, GP, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Defer to the May 9, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from RS5 to RM15-A and RM20-A.

Zone Change

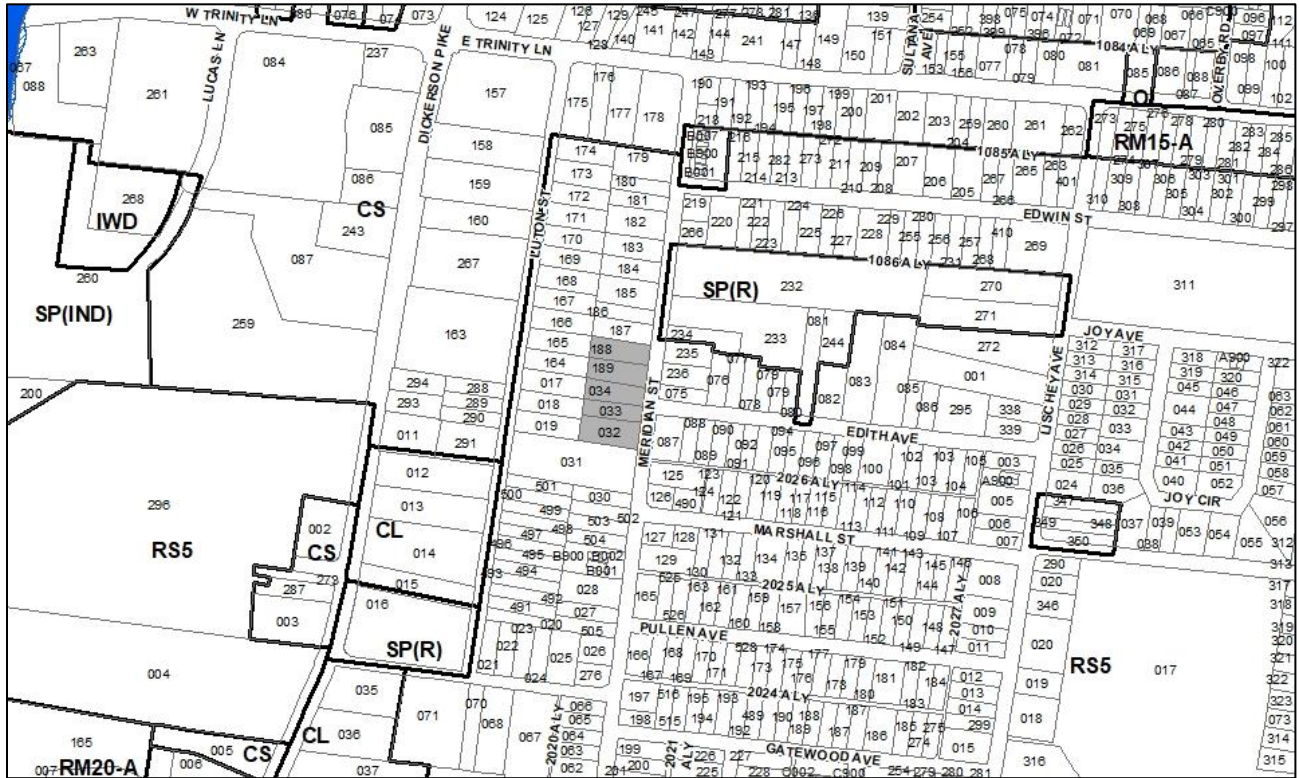
A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential - Alternative (RM20-A) zoning on property located at 1519 Meridian Street and rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM15-A) zoning on property located at 1523 Meridian Street, approximately 75 feet south of Marshall Street (0.51 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the May 9, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 4/25/2019



2018Z-039PR-001

Map 071-07, Parcel(s) 188-189

Map 071-11, Parcel(s) 032-034

5, East Nashville

5 (Scott Davis)



Project No. **Zone Change 2018Z-039PR-001**
Council District 05 - Davis
School District 5 - Buggs
Requested by Councilmember Scott Davis and Land Development Solutions, applicant; various owners.

Staff Reviewer Napier
Staff Recommendation *Defer to the May 9, 2019, Planning Commission meeting.*

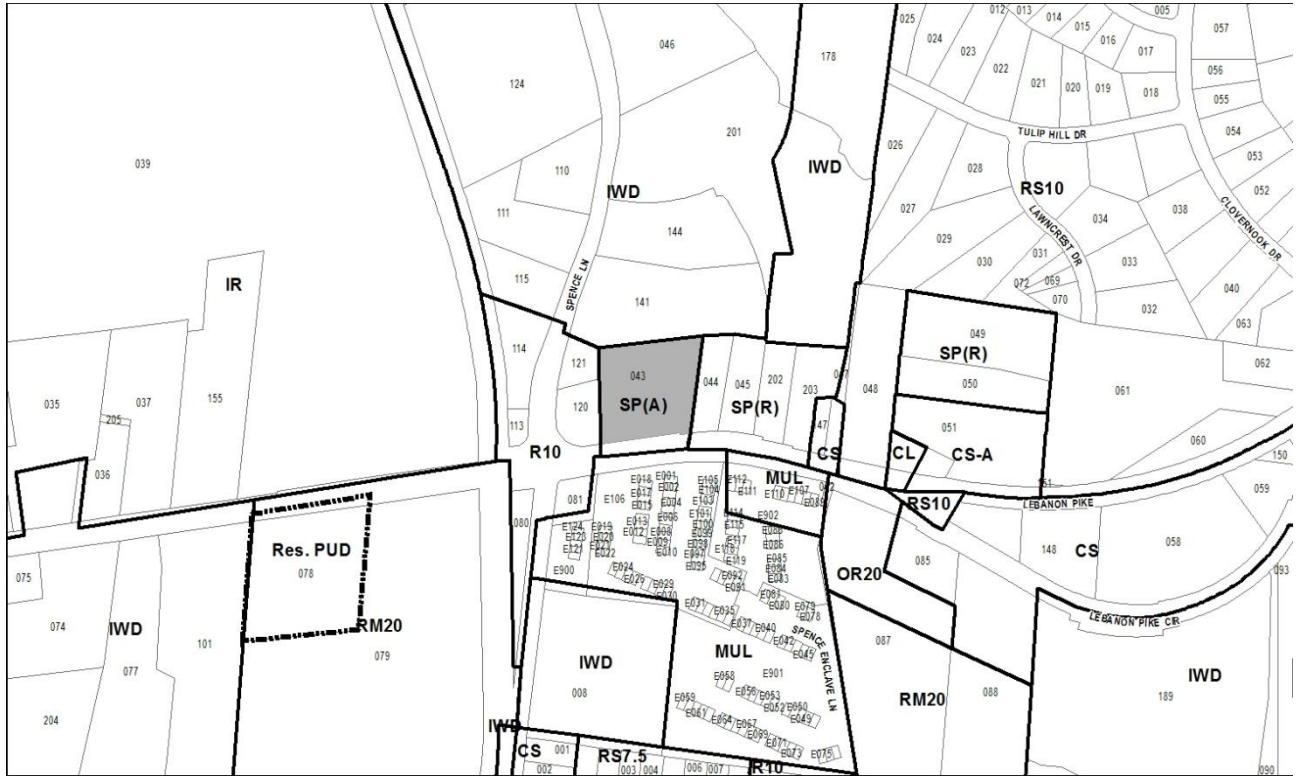
APPLICANT REQUEST
Zone change from RS5 to RM20-A.

Zone Change
A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A) zoning on properties located at 1602, 1604, 1606, 1702, and 1704 Meridian Street, approximately 30 feet northwest of Edith Avenue (1.68 acres).

STAFF RECOMMENDATION
Staff recommends deferral to the May 9, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 4/25/2019



2018Z-129PR-001

Map 094, Parcel(s) 043

14, Donelson - Hermitage - Old Hickory

15 (Jeff Syracuse)



Project No.	Zone Change 2018Z-129PR-001
Council District	15 – Syracuse
School District	4 – Shepherd
Requested by	Goodwyn, Mills, and Cawood Inc., applicant; Bodenhamer Florida Properties LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from SP-C to MUL-A.

Zone Change

A request to rezone from Specific Plan-Commercial (SP-C) to Mixed Use Limited-Alternative (MUL-A) on property located at 1510 Lebanon Pike, approximately 150 feet east of Spence Lane (1.77 acres).

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

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..

DONELSON - HERMITAGE - OLD HICKORY COMMUNITY PLAN

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Lebanon Pike Small Area Plan

SPA 14-SAP-01 - Lebanon Pike Small Area Plan is intended to coordinate the elements of development to ensure that the intended character of an area is achieved. The goal of the supplemental policy is to grow mixed-use neighborhoods along Lebanon Pike, improve connectivity to Donelson, maintain the suburban character of the existing neighborhoods, and balance transportation needs for everyone.

ANALYSIS

The site is located on the north side of Lebanon Pike approximately 150 feet east of Spence Lane. The existing SP permits automobile convenience, vehicular rental/leasing, and vehicular sales and



Metro Planning Commission Meeting of 4/25/2019

service, as well as all other uses permitted by the CS zoning district. There is an existing commercial structure on the site. The site has frontage directly on the Lebanon Pike corridor. Lebanon Pike is designated in the Major and Collector Street Plan as an urban mixed-use collector avenue. Spence Lane, located approximately 150 feet to the west, is designated as a mixed use arterial boulevard with existing transit service. Surrounding properties along Lebanon Pike include commercial, multi-family, and some light industrial uses. Various properties on the north and south side of Lebanon Pike are also located in the T4 CM policy.

The permitted uses within the SP as well as the bulk and placement of the commercial structure do not meet the intent of the T4 CM policy. The base zoning within the existing SP is Commercial Service (CS) which is not supported by the T4CM policy. The requested rezoning to MUL-A is compatible with surrounding land uses and is consistent with policy. T4 CM policy is intended to enhance mixed use corridors with a greater mix of residential and nonresidential development. The bulk and building placement standards required by the MUL-A zone district ensure mixed-use development that addresses the pedestrian realm and limits the amount of parking between the building and the street. The standards of the MUL-A zone district will also ensure a minimum façade width, primary entrance location and minimum glazing percentages. These standards will also help enhance a pedestrian-friendly, urban streetscape, consistent with the goals of the policy.

The Lebanon Pike Small Area Plan provides guidance for implementing enhancements to the mobility of Lebanon Pike by providing additional transit stops, bike infrastructure and traffic improvements in strategic locations. The small area plan divided Lebanon Pike into three separate subsections characterized by the policy areas immediately surrounding each respective segment. This site is located in section A which is planned for pedestrian and vehicular improvements as development and redevelopment occurs. Some of the improvements which are identified within this section of Lebanon Pike will include raised medians, striping for pedestrian crossings, and street trees within the required planting strips.

The redevelopment of this site will require the construction of sidewalks which meet the requirements of the Major and Collector Street Plan which includes bike lane infrastructure. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

FIRE MARSHAL 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.



Metro Planning Commission Meeting of 4/25/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	1.77	0.6 F	46,260 S.F.	3560	156	308

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)	0.88		38 U	247	20	25

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)	0.45	1.0 F	19,602 S.F.	219	45	25

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)	0.44	1.0 F	19,166 S.F.	1217	61	132

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-1877	-30	-126

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-C district: 0 Elementary 0 Middle 0 High
Projected student generation proposed MUL-A district: 5 Elementary 4 Middle 3 High

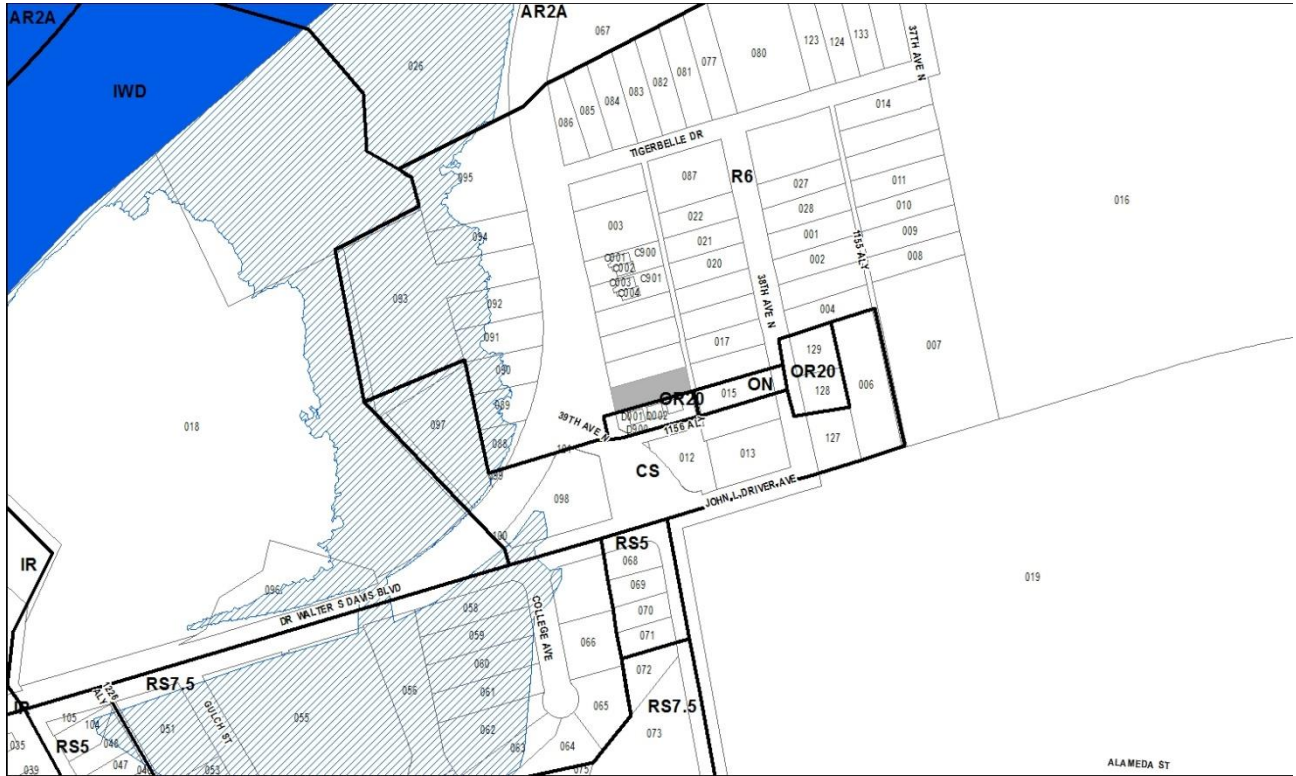
The proposed MUL-A zoning district will generate 12 additional students beyond what would be generated under the existing SP-C zoning district assuming 50% of the floor area is utilized for non-residential uses. Students would attend Pennington Elementary, Two Rivers Middle School, and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Mixed Use Corridor policy and the Lebanon Pike Small Area Plan.



Metro Planning Commission Meeting of 4/25/2019



2019Z-016PR-001

Map 091-04, Parcel(s) 010

08, North Nashville

21 (Ed Kindall)



Project No.	Zone Change 2019Z-016PR-001
Council District	21- Kindall
School District	1 – Gentry
Requested by	Liberty Plus, LLC., owner and applicant.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from R6 to OR20-A

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Office and Residential – Alternative (OR20-A) zoning for property located at 3833 Dr. Walter S. Davis Boulevard, at the northeastern corner of Dr. Walter S. Davis Boulevard and 38th Avenue North (0.17 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of one duplex lot for a total of two units.*

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

Existing Policy

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.

Supplemental Policy (SPA 08-T4-MU-02) is applied to a small area just west of Tennessee State University. The policy focuses on adaptive reuse of existing residential structures to achieve a mixture of uses. Where silent, the guidance of T4 Mixed Use Neighborhood is applied.

ANALYSIS

The approximately quarter acre property is located on the east side of Dr. Walter S. Davis Boulevard, just north of John L. Driver Avenue. The Major and Collector Street Plan classifies Dr. Walter S. Davis Boulevard as a major arterial. There is an unbuilt alley at the rear of the property. The property directly to the south is zoned OR20. The site is currently vacant.



Metro Planning Commission Meeting of 4/25/2019

The Supplemental Policy applied to the property focuses on guidance for properties where existing structures are being reused for a mix of uses. Given that the property is currently vacant, the supplemental policy points to T4 Mixed Use Neighborhood for guidance on zone changes.

Given the location and surrounding zoning, the proposed OR20-A district is consistent with the T4 MU policy. The proposed OR20-A zoning district permits office and residential uses at a scale appropriate to the area and would permit 1 additional residential unit above the existing entitlements. The OR20-A zoning district also includes design standards that implement the urban policy.

FIRE MARSHAL 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: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-family Residential (210)	0.17	7.26 D	2 U	29	7	3

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.085	0.8 F	2,962 S.F.	35	30	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.085	0.8 F	3 U	22	2	2

Traffic changes between maximum: **R6 and OR20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+28	+25	+4



Metro Planning Commission Meeting of 4/25/2019

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed OR20-A district: 1 Elementary 1 Middle 2 High

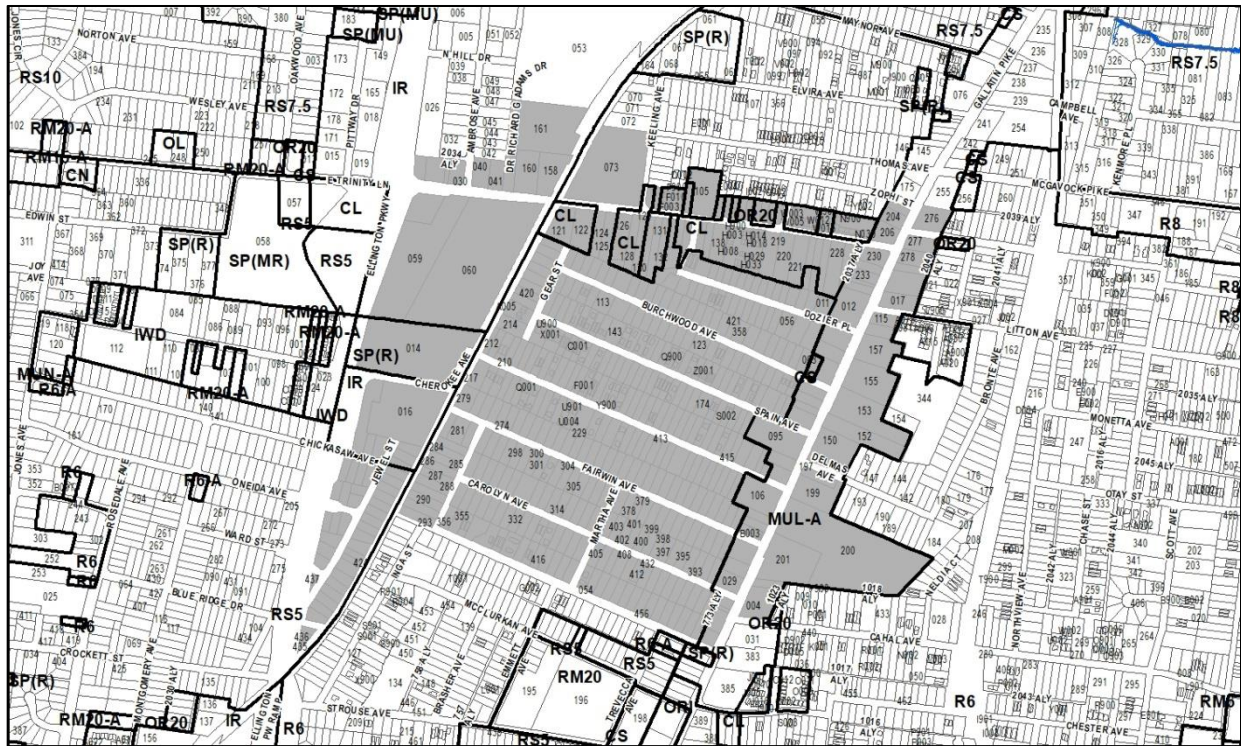
The proposed OR20-A zoning district would generate two more student than what is typically generated under the existing R6 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Chon High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval as the proposed OR20-A zoning district as it is consistent with the goals of the Urban Mixed Use Neighborhood policy.



Metro Planning Commission Meeting of 4/25/2019



2019Z-046PR-001

Various Maps, Various Parcels

05, East Nashville

05 (Scott Davis)

07 (Anthony Davis)



Project No.	Zone Change 2019Z-046PR-001
Council Bill No.	BL2019-1594
Council District	05- S. Davis; 07- A. Davis
School District	3- Speering; 5- Buggs
Requested by	Councilmembers Scott Davis and Anthony Davis
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change to apply Urban Zoning Overlay.

Zone Change

A request to expand the Urban Zoning Overlay District for various properties located east of Ellington Parkway, zoned Commercial Limited (CL), Commercial Services (CS), Industrial Restrictive (IR), Mixed Use Limited-Alternative (MUL-A), Office Residential (OR20), One and Two-Family Residential (R6), Single-Family Residential (RS5), and Specific Plan (SP) and partially within the Gallatin Pike Urban Design Overlay District (212.07 acres).

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

Existing Policies

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

ANALYSIS

The UZO district was originally adopted in 2000 and was created to improve the way development in older urban areas of Nashville is regulated. The zoning code in place at the time was primarily designed for development with a newer, more suburban development pattern. In many cases, application of the standards to older, existing urban areas of the county resulted in nonconformities or in new development that was inconsistent with the existing urban pattern. The UZO is intended to preserve and enhance urban developed areas, encourage reinvestment, and also to achieve



Metro Planning Commission Meeting of 4/25/2019

community goals for creating more walkable neighborhoods with good connectivity for vehicles, pedestrians and transit. All of these goals are currently formally established in NashvilleNext and the individual community plans.

The UZO was originally applied to a large portion of Nashville's urban core, based loosely on the 1956 boundary of the City of Nashville. Since that time, the UZO has been expanded in some areas, most recently in 2017, when the UZO was applied to portions of West Nashville. The UZO is an overlay; its application does not change the base zoning or existing entitlements on any property. The standards of the UZO vary by zoning district and, in the case of parking requirements, by use, but generally address the placement and size of buildings, amount and location of parking, and landscaping.

The current request proposes application of the UZO to contiguous parcels in East Nashville generally east of Ellington Parkway, west of Gallatin Pike, south of McGavock Pike and north of Cahal Avenue. The properties included in the proposal span a range of zoning districts, from low density single-family or one and two-family residential to higher intensity commercial and industrial zoning districts. The implications of application of the UZO will vary from parcel to parcel, depending on the existing zoning and the development proposed. Some of the properties in the area are currently zoned Specific Plan. The effects of the UZO on those properties are limited, as the Specific Plan will continue to govern the development of those properties.

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

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

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

In multi-family, office, commercial and mixed use districts, the UZO allows for alternative street setbacks which may allow buildings to be built closer to the street. This is consistent with goals in several policies to have buildings address the street in order to activate the pedestrian realm and create more walkable neighborhoods. Reduced parking requirements and parking adjustments are available for many uses, particularly when the site is close to a bus route or in a mixed use area with



Metro Planning Commission Meeting of 4/25/2019

a connected sidewalk network that encourages walkability. The reduced parking requirements may support transit service and could reduce impervious surface on sites, especially areas in Conservation policy with sensitive environmental features.

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

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 4/25/2019



2019Z-051PR-001

Map 092-08, Parcel(s) 145

8, North Nashville

19 (Freddie O'Connell)



Project No.	Zone Change 2019Z-051PR-001
Council District	19 – O’Connell
School District	5 – Buggs
Requested by	DBS and Associates Engineering Inc., applicant; Wallace, Jan Carnell et al, owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CS to MUN-A.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use Neighborhood – Alternative (MUN-A) zoning for property at 510 Fisk Street, approximately 190 feet southeast of Jo Johnston Avenue (0.09 acres).

Existing Zoning

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

Proposed Zoning

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

NORTH 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.

The site is within a supplemental policy area in the North Nashville Plan, 08-T4-MU-01. The supplemental policy for properties within the Fisk/Meharry/Watkins Park area includes specific guidance on preferred uses, building form, and zoning. The supplemental policy states that within this specific policy area, less intense zoning districts such as MUN-A are preferred.

ANALYSIS

The 0.09 acre parcel is located on the east side of Fisk Street between Jo Johnston Avenue and Pearl Street. The site is currently vacant. Alley #618 is the southern boundary to the site and Alley #620 forms the western boundary of the site. The surrounding properties are zoned CS, Office/Residential (OR20), One and Two-Family Residential (R6), and mixed use. The adjacent property to the north has been developed with a single story office building and the property to the



Metro Planning Commission Meeting of 4/25/2019

south across the alley has been developed with a single story detached single-family structure. The surrounding properties have been developed with commercial and residential uses.

The site is located within an area of T4 MU policy and, as noted above, the site was included in a Supplemental Policy Area within the North Nashville Study. The supplemental policies detailed in the study provide additional guidance for future development in regards to use, form and intensity. The Supplemental Policy applicable to this site indicates that the area is going through a transition from primarily single family residential to commercial, which is reflected in the existing uses on properties surrounding the site. The guidance provided within the supplemental policy states that appropriate land uses include solely residential or mixed use. The request to rezone to MUN-A would permit more residential and mixed use development at an intensity that is supported by the Supplemental Policy guidance and consistent with the land use policies for this site.

FIRE MARSHAL 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: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.09	0.6 F	2,352 S.F.	150	8	17

Maximum Uses in Proposed Zoning District: MUN-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)	0.05	0.6 F	1 U	8	1	1

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.02	0.6 F	522 S.F.	6	1	1

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.02	0.6 F	522 S.F.	34	2	4



Metro Planning Commission Meeting of 4/25/2019

Traffic changes between maximum: CS and MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-102	-4	-11

METRO SCHOOL BOARD REPORT

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

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

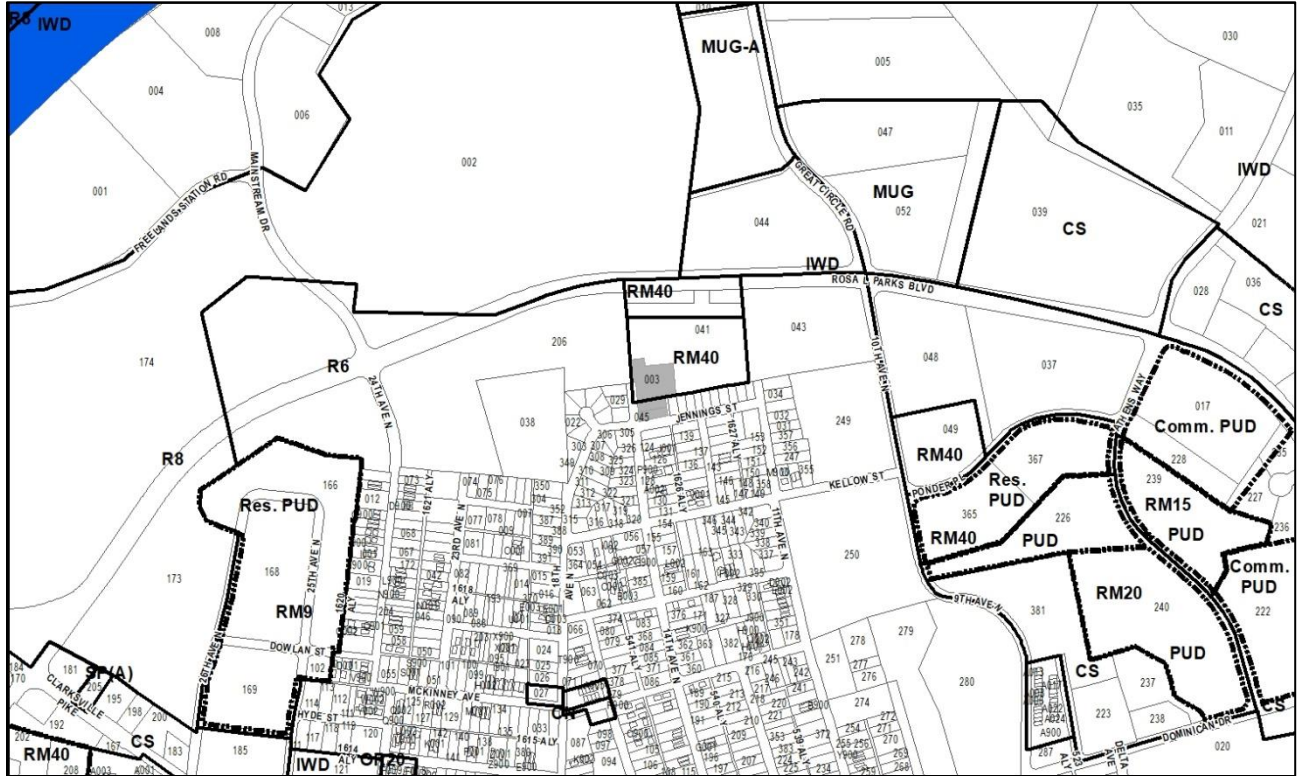
The proposed MUN-A zoning district would not generate any additional students than what is generated under the existing CS zoning district.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 4/25/2019



2019Z-053PR-001

Map 070-15, Parcel(s) 003-004,045

08, North Nashville

02 (DeCosta Hastings)



Project No.	Zone Change 2019Z-053PR-001
Council District	02 –Hastings
School District	1 - Gentry
Requested by	FMBC Investments, applicant; The Metro at 14 th and Twenty Holdings, LLC, owners.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Disapprove as submitted. Approve RM40-A for parcel 07015000300, and RM20-A for parcels 07015000400 and 07015004500.</i>

APPLICANT REQUEST

Zone change from RM40 and R6 to RM40-A

Zone Change

A request to rezone from Multi-Family Residential (RM40) and One and Two-Family Residential (R6) to Multi-Family Residential – Alternative (RM40-A) zoning on property located at 2418 A, 2420 A, and 2424 14th Avenue North, at the northeast corner of 14th Avenue North and Jennings Street (1.23 acres).

Existing Zoning

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre. *Approximately 0.89 acres of the site are zoned RM40. RM40 would permit a maximum of 36 units.*

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *Approximately 0.34 acres of the site are zoned R6. R6 would permit a maximum of 2 duplex lots for a total of 4 units.*

Proposed Zoning

Multi-Family Residential - Alternative (RM40-A) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM40-A would permit a maximum of 49 units.*

NORTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 4/25/2019

ANALYSIS

The properties are located on approximately 1.23 acres at 2418 A, 2420 A, and 2424 14th Avenue North, at the northeast corner of 14th Avenue North and Jennings Street. The site is located just south of Rosa Parks Boulevard and currently contains industrial and residential land uses. The surrounding land uses include park space to the west and a mixture of single-family, two-family, and multi-family residential on all other sides.

The T4 Urban Neighborhood Maintenance policy is characterized by its moderate to high density residential development pattern, building form, building types, setbacks, and building rhythm along the streets. This area contains a mixture of single family, two family, and multi-family residential housing types along with many vacant properties. Since the existing zoning is RM40 to the north and R6 to the south, a transitional zoning would meet the intent of the policy to maintain moderate to high density residential development within an urban-neighborhood built environment.

Rezoning parcel 07015000300 to RM40-A zoning would allow additional housing types and create a more urban development pattern in building form, setbacks, and building rhythm while maintaining the existing land use pattern for the neighborhood. Rezoning parcels 07015000400 and 07015004500 to RM20-A zoning would allow for an increase in density and better design standards while providing a transitional area between the higher density to the north and lower density to the south.

FIRE MARSHAL 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: **RM40**

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)	0.89		36 U	232	19	24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.34	7.26 D	4 U	54	8	5

*Based on two-family residential lots

Maximum Uses in Proposed Zoning District: **RM40-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)	1.23		49 U	330	25	32



Metro Planning Commission Meeting of 4/25/2019

Traffic changes between maximum: RM40, R6 and RM40-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 9 U	+44	-2	+3

METRO SCHOOL BOARD REPORT

Projected student generation existing RM40 district: 0 Elementary 0 Middle 0 High

Projected student generation existing R6 district: 1 Elementary 1 Middle 0 High

Projected student generation proposed RM40-A district: 0 Elementary 0 Middle 0 High

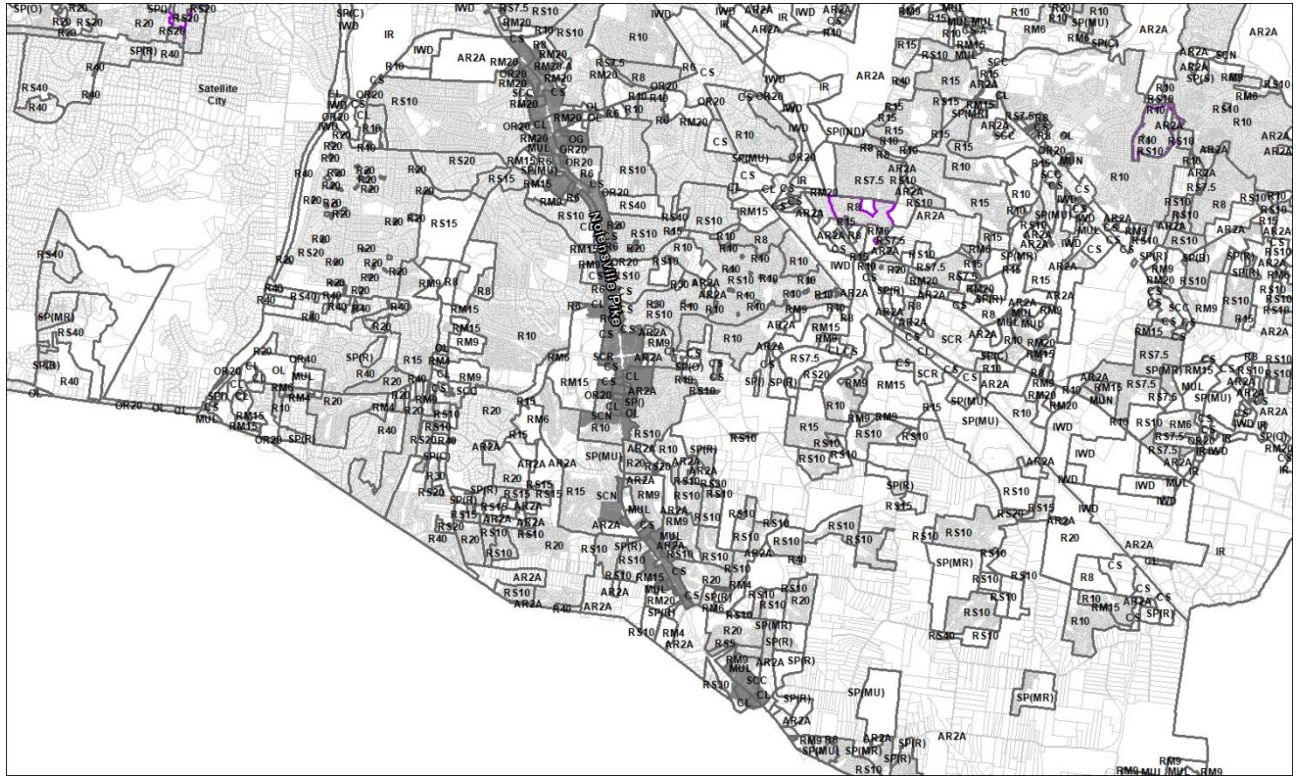
The proposed RM40-A zoning district would generate fewer students than what is typically generated under the existing RM40 and R6 zoning districts. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Disapprove as submitted. Approve RM40-A for parcel 07015000300, and RM20-A for parcels 07015000400 and 07015004500.



Metro Planning Commission Meeting of 4/25/2019



2019Z-054PR-001

Various Maps, Various Parcels

12, Southeast

04 (Robert Swope)

26 (Jeremy Elrod)

27 (Davette Blalock)

30 (Jason Potts)

31 (Fabian Bedne)



Project No. Corridor Design Overlay 2019Z-054PR-001
Council Bill No. BL2019-1581
Council District 04 (Swope); 26 (Elrod); 27 (Blalock); 30 (Potts); 31 (Bedne)
School District 2 – Elrod; 7 – Vacant
Requested by Councilmembers Davette Blalock, Jason Potts, Robert Swope, Fabian Bedne and Jeremy Elrod, applicants; various owners.

Staff Reviewer Swaggart
Staff Recommendation Approve.

APPLICANT REQUEST
Apply Corridor Design Overlay District.

Zone Change

A request to apply a Corridor Design Overlay District (CDO) to various properties located along Nolensville Pike, southward from Zoo Road to the south side of Burkitt Road, zoned Agricultural and Residential (AR2a), Commercial Limited (CL), Commercial Services (CS) Office Residential, (OR20), One and Two Family Residential (R6, R10, R15), Multi-Family Residential (RM9, RM15, RM20), Single-Family Residential (RS10), Shopping Center Community (SCC), Shopping Center Neighborhood (SCN), Shopping Center Regional (SCR), and Specific Plan (SP), and partially within a Planned Unit Development (PUD) (812.34 acres).

Proposed Zoning

Corridor Design Overlay District (CDO) is an overlay intended to provide incremental improvements to the aesthetics of Nashville’s commercial districts and corridors. The CDO provides standards for signage, landscaping and materials that are derived from standards of base zoning districts. The CDO does not regulate uses. Uses within a CDO are regulated by the base zoning district.

SOUTHEAST NASHVILLE COMMUNITY PLAN

The area proposed for application of the CDO includes properties located within numerous land use policies. Policies include, but are not limited to Conservation, Urban Neighborhood Center, Urban Community Center, Suburban Neighborhood Evolving, Suburban Neighborhood Maintenance, Suburban Community Center, Suburban Mixed Use Corridor, Suburban Residential Corridor, and Civic.

ANALYSIS

On February 14, 2019, the Planning Commission recommended that Council approve the text amendment creating the CDO. The Council Ordinance, BL2019-1540, that will ratify the CDO was approved on second reading on April 2, 2019, and will become effective on April 30, 2019.

The CDO would apply to approximately 800 acres along Nolensville Pike. This area consists of numerous properties, zoning districts, and a variety of commercial and residential land uses. The



Metro Planning Commission Meeting of 4/25/2019

CDO does not regulate land use, and with the exception of variations to signage regulations and landscaping regulations all other requirements of the base zone district will apply. In addition to variations from the signage and landscaping regulations, the CDO applies regulations regarding building materials.

Signage standards for all properties in the CDO will adhere to current signage standards of the Metro Zoning Code for ORI, ORI-A, MUG, MUG-A, MUI and MUI-A regardless of the base zoning district. This would apply only to new signs, and it would not apply to panel changes to existing signs.

The CDO requires that trees be planted along the perimeter of parking lots at a rate of one tree every thirty feet. Current requirements are one tree every 50 feet. This applies to new parking lots and any expansion of an existing parking lot that is expanded by more than ten spaces.

The CDO applies standard for materials. The CDO requires front façades of buildings must be at least 75% brick, brick veneer, stone, cast stone, or architecturally treated concrete masonry units. The remaining 25% may be any material with the exception of exposed untreated concrete masonry units. The standards for materials apply to new buildings and additions that are more than 50% of the existing building area.

Staff finds that the proposed CDO overlay is appropriate. The intent of the CDO is to implement incremental improvements to the aesthetics of Nashville's commercial districts and corridors. This goal is consistent with all land use polices. NashvilleNext established an overall goal, through the Growth and Preservation Concept Map, of directing growth into centers and along corridors, such as Nolensville Pike. Each of the community character policies in this area is intended to encourage pedestrian-friendly development along the corridor that enhances the public realm. The standards of the CDO, which focus on landscaping, signage and materials, will help implement the goals of the policies to enhance the corridor with quality, pedestrian-friendly development. Staff is recommending approval of the proposed CDO as it is consistent with the goals of the land use policies.

STAFF RECOMMENDATION

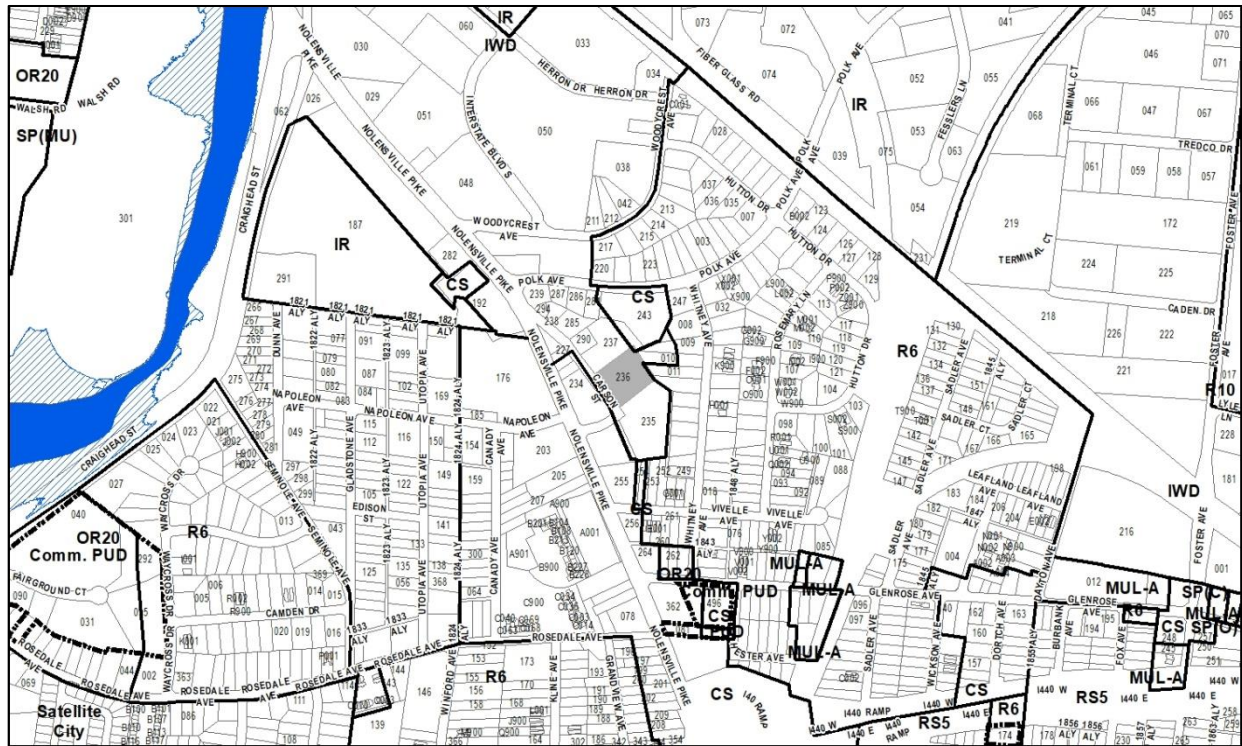
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/25/2019



2019Z-055PR-001
Map 105-16, Parcel(s) 236
11, South Nashville
17 (Colby Sledge)



Project No.	Zone Change 2019Z-055PR-001
Council District	17- Sledge
School District	7 – Vacant
Requested by	IPA Partners, LLC, applicant; Charles Shacklett, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IWD to MUL-A.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 2176 Carson Street, at the northeastern corner of Coleman Street and Carson Street (1.32 acres).

Existing Zoning

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

Proposed Zoning

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

SOUTH 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.

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.

ANALYSIS

The site is located at 2176 Carson Street at the northeastern corner of Coleman Street and Carson Street, one block east of Nolensville Pike, in the South Nashville Community Plan Area. Existing site conditions include one parcel of vacant land. This site is part of a larger area of Industrial Warehousing/Distribution zoning.



Metro Planning Commission Meeting of 4/25/2019

Nearby land uses consist of industrial uses north of the site, office and commercial uses west of the site along Nolensville Pike, and one and two-family residential uses east of the site.

The proposed Mixed Used Limited-Alternative (MUL-A) zoning district is consistent with the T4 Urban Mixed Use Neighborhood (T4 MU) and Conservation (CO) policy areas in this location. Conservation policy in this location is in the form of a small area of steep slopes in the northeast corner of the site. These slopes are not part of broader network. This site serves as an area of transition between the T4 Urban Mixed Use Corridor (T4 CM) policy area along Nolensville Pike to the west and the T4 Neighborhood Maintenance (T4 NM) policy along Whitney Avenue to the east. The MUL-A zoning district would replace the existing IWD zoning which is not consistent with the T4 MU policy area in this location. The proposed MUL-A zoning district would provide the opportunity to meet goals of each policy area in this location that include the opportunity to provide a variety of housing and create development that offers a mix of uses near a corridor with transit service. The MUL-A zoning district will also serve as an appropriate transition between the corridor along Nolensville Pike and the neighborhood.

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: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.32	0.8 F	45,999 S.F.	119	31	34

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)	0.66	1.0 F	29 U	179	15	20

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)	0.33	1.0 F	14,374 S.F.	162	41	19

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)	0.33	1.0 F	14,374 S.F.	635	32	69



Metro Planning Commission Meeting of 4/25/2019

Traffic changes between maximum: IWD and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+857	+57	+74

METRO SCHOOL BOARD REPORT

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

Projected student generation existing MUL-A district: 4 Elementary 2 Middle 2 High

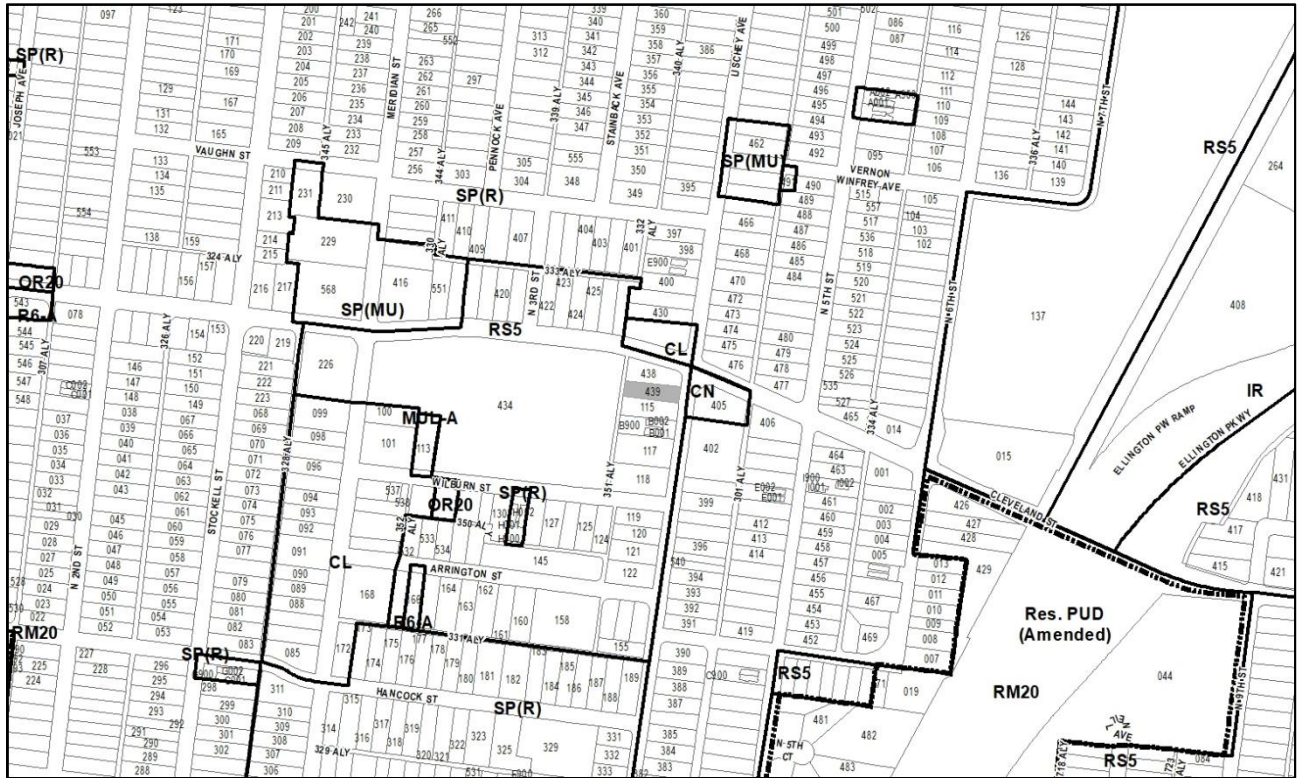
The proposed MUL-A zoning will generate eight more students than the existing IWD zoning district. Students would attend Whitsitt Elementary School, Cameron College Preparatory Middle School, and Glenclyff High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 4/25/2019



2019Z-056PR-001

Map 082-03, Parcel(s) 439

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2019Z-056PR-001
Council District	05 – S. Davis
School District	5 - Buggs
Requested by	Eddie Ferrell, applicant; Gary Goetzman, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 838 Lischey Avenue, approximately 50 feet south of Cleveland Street (0.2 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 one single-family residential 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. *R6-A would permit a maximum of one duplex lot for a total of two residential units. The Codes Department has determined that this site is duplex eligible. .*

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The 0.20-acre site is vacant and is located on the west side of Lischey Avenue, approximately 50 feet south of the intersection of Lischey Avenue and Cleveland Street, a collector-avenue designated by the Major and Collector Street Plan.



Metro Planning Commission Meeting of 4/25/2019

Alley #352 runs parallel with the western property line, extending from Cleveland Street to the south, providing rear access to properties on either side of the alley. Surrounding properties are zoned for mixed residential, commercial and non-residential districts. The site is located along a block that contains a mixture of single-family, two-family, multi-family, commercial, and institutional land uses. A multi-family building is located adjacent to the site (north), at the southwest corner of Cleveland Street and Lischey Avenue, and a commercial use is located directly opposite the site, on the east side of Lischey Avenue. The site is also located in proximity to multiple properties containing institutional uses, including the Murrell School (west) and several neighborhood churches.

The proposed zone change is consistent with the site’s Urban Neighborhood Evolving policy, as the requested R6-A zoning would add diversity in housing stock for the immediate neighborhood, while also requiring enhanced design and building placement standards. The site is located near non-residential policy areas along the Cleveland Street corridor, including Urban Neighborhood Center and Civic policies, where a slight increase in residential density could be supported. An existing MTA bus route runs along Cleveland Street and Lischey Avenue, north of the site, and includes multiple bus stops in proximity to the site.

The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment. Its location close to the corridor and the availability alley access make the site an appropriate location for two-family residential development.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.2	8.71 D	1 U	16	6	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.2	7.26 D	2 U	29	7	3

*Based on two-family residential lots



Metro Planning Commission Meeting of 4/25/2019

Traffic changes between maximum: RS5 and R6-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+13	+1	+1

METRO SCHOOL BOARD REPORT

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

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

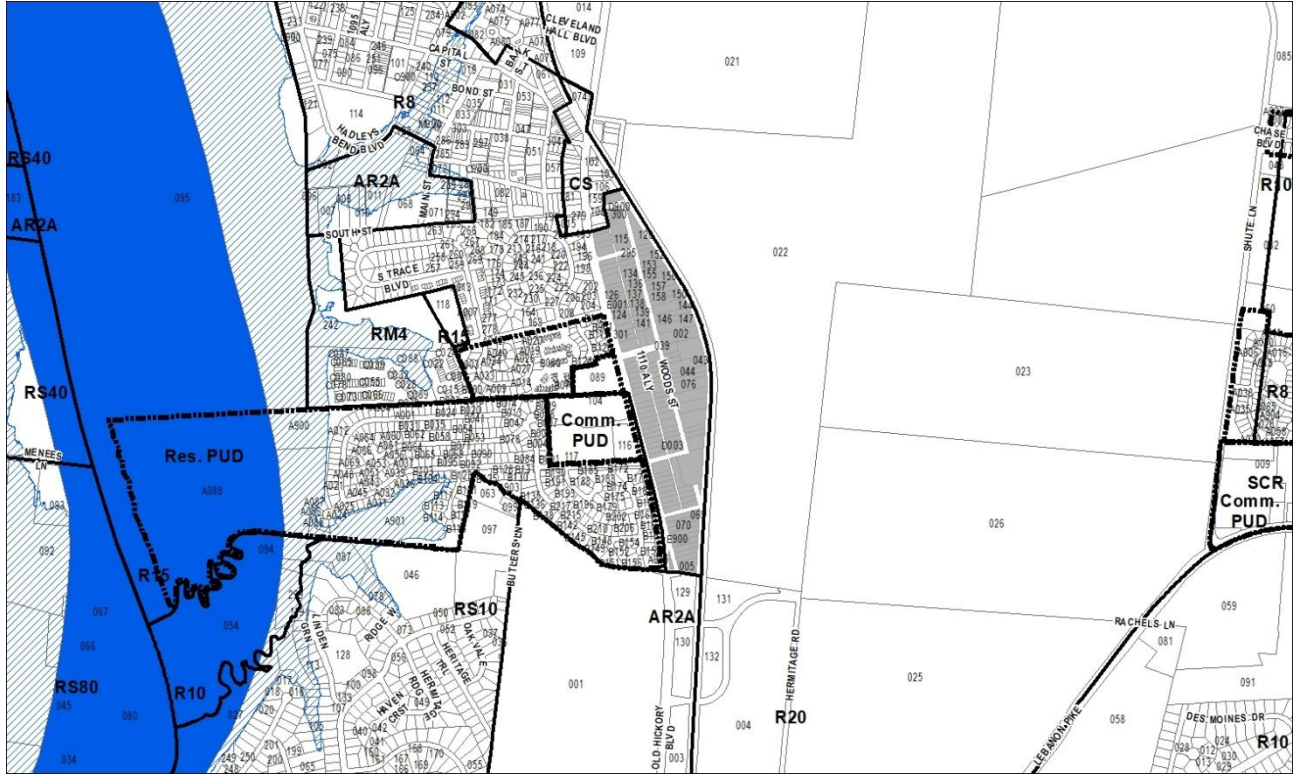
The proposed R6-A zoning is not expected to generate any additional students beyond the existing RS5 zoning. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 4/25/2019



2019Z-057PR-001

Various Maps, Various Parcels

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



Project No.	Zone Change 2019Z-057PR-001
Council Bill No.	BL2019-1570
Council District	11 - Hagar
School District	4 – Shepherd
Requested by	Councilmember Larry Hagar, applicant; various property owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Disapprove as submitted. Approve with a substitute ordinance.</i>

APPLICANT REQUEST

Zone change from R8 to RS7.5.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Single-Family Residential (RS7.5) zoning for various properties located along Old Hickory Boulevard, from 6th Street to Butlers Lane (40.14 acres).

Existing Zoning

Only and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots.

Proposed Zoning

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

DONELSON – HERMITAGE – OLD HICKORY 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.

ANALYSIS

The 40 acre site is located on the east side of Old Hickory Boulevard, which forms the western boundary of the subject area. The area is bounded by 6th Street to the north and Butlers Lane to the south. The eastern edge of the site is bordered by the Hermitage Property. The subject area is primarily single family residential with several institutional sites within the boundaries. Surrounding properties to the east are zoned One and Two-Family Residential (R8 and R15) with more dense single family developments. Properties to the south are zoned Agricultural/Residential (AR2A) and One and Two-Family Residential (R20 and R8). The proposed rezoning would provide



Metro Planning Commission Meeting of 4/25/2019

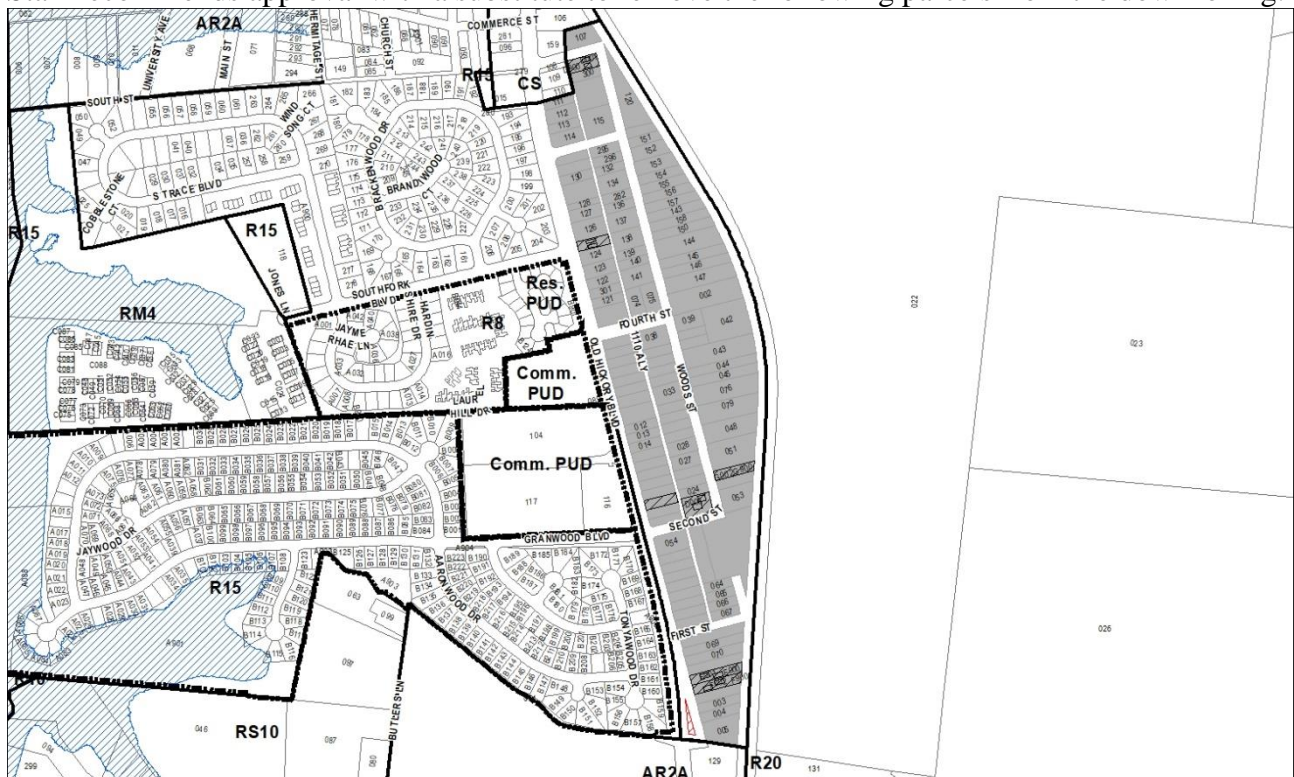
a transition from denser single and two family developments to the west to lower density development across Old Hickory Boulevard, adjacent to the existing open space to the east.

Both the existing R8 and the proposed RS7.5 zoning districts are consistent with the T3 NM policy, depending on locational characteristics. The intent of the policy is to ensure that established residential areas develop in a manner consistent with the overall development pattern. The rezoning at this location is consistent with the T3 NM policy, which is intended to provide suburban neighborhoods that are low to moderate in density.

NashvilleNext calls for the integration of more diverse housing types into neighborhoods to allow for aging in place, address the overall affordability of housing, and to respond to demographic shifts that are driving changes in housing preferences. Both NashvilleNext and the Donelson-Hermitage-Old Hickory community plan specific to this area call for additional housing opportunities while preserving established residential areas and character. Staff is recommending removal of several properties from the zone change as depicted in the map below in order to minimize the creation of nonconformities. Properties with existing, legally established two-family structures are identified for removal from the zone change on the map below.

Substitute Rezoning Map

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



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

STAFF RECOMMENDATION

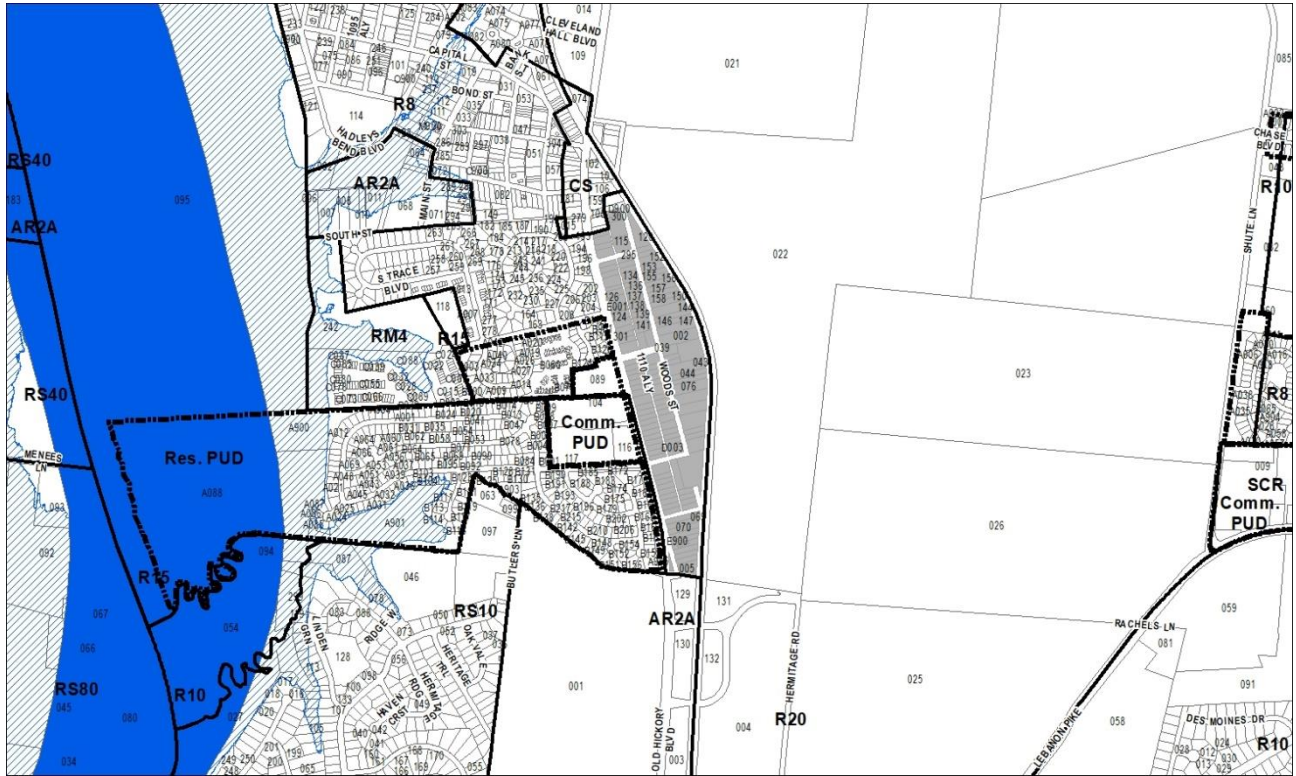
Staff recommends disapproval as submitted and approval of the substitute ordinance.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/25/2019



2019Z-058PR-001

Various Maps; Various Parcels

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



Project No.	Zone Change 2019Z-058PR-001
Council Bill	BL2019-1571
Council District	11 - Hagar
School District	4 - Shepherd
Requested by	Councilmember Larry Hagar, applicant; various property owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Apply a Contextual Overlay District.

Zone Change

A request to apply a Contextual Overlay to various properties located along Old Hickory Boulevard, from 6th Street to Butlers Lane, zoned One and Two-Family Residential (R8) (39.74 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots.

Proposed Zoning

Contextual Overlay provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

CONTEXTUAL OVERLAY

The Contextual Overlay district provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area. The design standards established through the Contextual Overlay include specific standards in regards to street setback, building height, building coverage, access, driveways, garages, and parking areas. Street setbacks, building height, and building coverage are directly tied to the lots abutting on either side of a lot proposed for new construction. Access, driveway, garage and parking design standards are intended to help control new accesses on the public streets as well as the location of garages and parking to lessen the impact of new construction on existing homes. The design standards are already established and cannot be modified.



Metro Planning Commission Meeting of 4/25/2019

Contextual Overlay Standards

- A. Street setback. The minimum required street setback shall be the average of the street setback of the two developed lots abutting each side of the lot. When one or more of the abutting lots is vacant, the next developed lot on the same block face shall be used. The minimum provided in 17.12.030A and the maximum provided in 17.12.030C.3 shall not apply. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the minimum required street setback shall be calculated and met for each street.
- B. Height.
1. The maximum height, including the foundation, of any primary structure shall not be greater than 35 feet or 125% of the average height of the principal structures on the two lots abutting each side of the lot, whichever is less. When one of the abutting lots is vacant, the next developed lot on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum height shall be calculated for each street and limited to 35 feet or 125% of the average height of the lesser value. When 125% of the average of the abutting structures is less than 27 feet, a maximum height of 1.5 stories in 27 feet shall be permitted.
 2. The maximum height, including the foundation, of any accessory structure shall not be greater than 27 feet.
 3. For the purposes of this section, height shall be measured from grade or, if present, the top of a foundation which shall not exceed three feet above grade, to the roof line.
- C. Maximum building coverage. The maximum building coverage (excluding detached garages and other accessory buildings) shall be a maximum of 150% of the average of the building coverage (excluding detached garages and other accessory buildings) of the two abutting lots on each side. When the abutting lot is vacant, the next developed lot shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum building coverage shall be calculated and met for each street.
- D. Access and driveways, garages and parking areas.
1. Access and Driveways.
 - a. Where existing, access shall be from an improved alley. Where no improved alley exists, a driveway within the street setback may be permitted.
 - b. For a corner lot, the driveway shall be located within 30 feet of the rear property line.
 - c. Driveways are limited to one driveway ramp per public street frontage.
 - d. Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width.
 2. Garages.
 - a. Detached. The front of any detached garage shall be located behind the rear of the primary structure. The garage door of a detached garage may face the street.
 - b. Attached. The garage door shall face the side or rear property line

ANALYSIS

The proposed overlay area is within the T3 Suburban Neighborhood Maintenance policy area and the proposed Contextual Overlay is consistent with the policy. There is a fairly consistent housing type in regards to bulk and massing that currently exists in the area proposed for the Contextual Overlay.



Metro Planning Commission Meeting of 4/25/2019

The Contextual Overlay would help to preserve the general character of the existing neighborhood with specific standards for new construction that are directly related to the existing residential structures in the area.

STAFF RECOMMENDATION

Staff recommends approval as the establishment of a Contextual Overlay is consistent with the policy for the area.