



# **METROPOLITAN PLANNING COMMISSION**

## **MINUTES**

**August 24, 2017**

**4:00 pm Regular Meeting**

**700 Second Avenue South**

(between Lindsley Avenue and Middleton Street)

Howard Office Building, Sonny West Conference Center (1st Floor)

### **MISSION STATEMENT**

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The Planning Commission guides growth and development as Nashville and Davidson County evolve into a more socially, economically and environmentally sustainable community, with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation

Commissioners Present:  
Greg Adkins, Chair  
Jessica Farr, Vice Chair  
Brenda Diaz  
Brian Tibbs  
Jennifer Hagan-Dier  
Ron Gobbell  
Lillian Blackshear  
Councilmember Burkley Allen

Staff Present:  
Doug Sloan, Executive Director  
Bob Leeman, Deputy Director  
Carrie Logan, Assistant Director, Special Projects  
George Rooker, Special Projects Manager  
Kelly Adams, Administrative Services Officer III  
Lucy Kempf, Planning Manager II  
Lee Jones, Planning Manager II  
Michael Briggs, Planning Manager I  
Lisa Milligan, Planner III  
Marty Briggs, Planner III  
Anita McCaig, Planner III  
Shawn Shepard, Planner II  
Abbie Rickoff, Planner II  
Latisha Birkeland, Planner II  
Levi Hill, Planner II  
Patrick Napier, Planner I  
Singeh Saliki, Planner I  
Anna Grider, Planner I  
Dara Sanders, Planner II  
Gene Burse, Planner I  
Elwyn Gonzalez, Transportation Planner  
Emily Lamb, Legal  
Craiq Owensby, Public Information Officer

**J. DOUGLAS SLOAN, III**

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

## Notice to Public

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### Please remember to turn off your cell phones.

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

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

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

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

### Writing to the Commission

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

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

### Speaking to the Commission

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

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

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

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

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

### Legal Notice

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



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

# MEETING AGENDA

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## A: CALL TO ORDER

The meeting was called to order at 4:03p.m.

## B: ADOPTION OF AGENDA

Ms. Diaz moved and Ms. Farr seconded the motion to adopt the agenda. (7-0)

## C: APPROVAL OF AUGUST 10, 2017 MINUTES

Ms. Hagan-Dier arrived at 4:04 p.m.

Mr. Gobbell moved and Ms. Blackshear seconded the motion to approve the August 10, 2017 minutes. (8-0)

## D: RECOGNITION OF COUNCILMEMBERS

Councilmember Leonardo spoke in favor of Item 5 and in favor of deferral of Item 12.

Councilmember Karen Johnson spoke in favor of Item 26 as the community overwhelmingly supports it.

## E: ITEMS FOR DEFERRAL / WITHDRAWAL

2. **2017SP-065-001**  
THE PRESERVE HOLIDAY INN SP
4. **2017SP-071-001**  
CHEROKEE AVENUE MASTER PLAN SP
8. **2017Z-085PR-001**
11. **2017Z-016TX-001**  
ELECTRIC FENCES
12. **2017SP-057-001**  
HUMMINGBIRD SP
14. **2017NHL-001-002**  
DALEBROOK 37206
15. **2017S-076-001**  
LEBANON PIKE AT DONELSON
25. **2017Z-087PR-001**
28. **2017Z-091PR-001**

Ms. Farr moved and Ms. Hagan-Dier seconded the motion to approve the Deferred and Withdrawn Items. (8-0)

Chairman Adkins recused himself from Item 2.

## **F: CONSENT AGENDA ITEMS**

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

1. **2017SP-035-001**  
EAST TRINITY LANE SP
5. **2017UD-004-001**  
CLARKSVILLE PIKE UDO AT FAIRVIEW CENTER
9. **2017CP-000-001**
10. **2016Z-024TX-002**
13. **2017SP-072-001**  
VERNON AVENUE TOWNHOMES SP
16. **2017S-195-001**  
RIVERWOOD HEIGHTS ADDITION NO. 3
19. **2006P-013-001**  
THORNTON GROVE PUD
20. **4-86P-001**  
STORPLACE PUD
23. **2017Z-082PR-001**
24. **2017Z-086PR-001**
26. **2017Z-088PR-001**
27. **2017Z-090PR-001**
32. **Accept the Director's Report and Approve Administrative Items**

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

Ms. Blackshear recused herself from Items 13, 20 and 26.

## G: ITEMS TO BE CONSIDERED

### 1. 2017SP-035-001

#### EAST TRINITY LANE SP

Council District 05 (Scott Davis)

Staff Reviewer: Abbie Rickoff

A request to rezone from RS5 to SP-MR zoning on a portion of property located at East Trinity Lane (unnumbered), at the southeast corner of East Trinity Lane and Edwin Street (10.08 acres), to permit up to 190 multi-family residential units, requested by Barge Cauthen and Associates, applicant; LVH, LLC, owner.

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

#### APPLICANT REQUEST

**Preliminary SP to permit up to 190 multi-family residential units.**

#### Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Mixed Residential (SP-MR) zoning on a portion of property located at East Trinity Lane (unnumbered), at the southeast corner of East Trinity Lane and Edwin Street (10.08 acres), to permit up to 190 multi-family residential units.

#### Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 74 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

#### Proposed Zoning

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

#### History

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

#### CRITICAL PLANNING GOALS

- Provides a Range of Housing Choices
- Preserves Sensitive Environmental Features

The neighborhood contains a mix of one and two-family residential uses, along with institutional and commercial uses. The proposed SP includes a mixture of 190 multi-family, single-family and townhome units, which will provide an additional housing choice for residents of the area. This plan also is designed to minimize land disturbance and the impact of development on environmental features.

#### EAST NASHVILLE COMMUNITY PLAN

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

T4 Urban Residential Corridor (T4 RC) is intended to preserve, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

### Consistent with Policy?

The proposed SP is consistent with T4 RC and T4 NE policies, which are intended to enhance urban neighborhoods with a variety of housing choices and high levels of connectivity. Urban Residential Corridor policy is located along E. Trinity Lane, and this portion of the site includes higher density residential units that will be served by high levels of pedestrian connectivity from Cherokee Avenue to the E. Trinity Lane and Edwin Street corridors through the use of sidewalks. Neighborhood Evolving policy is located on the southern portion of this site, and includes a mixture of housing types that connect to the E. Trinity Lane units through a network of sidewalks and walking trails. Sidewalks, consistent with the MCSP, will be provided along E. Trinity Lane. Edwin Street will include sidewalks consistent with the local street standards.

### **PLAN DETAILS**

The development is located on a portion of property (approximately 10.08 of 11.33 acres), south of E. Trinity Lane and east of Edwin Street. The site is vacant. Approximately 1.24 of the 11.33 acres, located at the northeast corner of the property, is commercially zoned and is not included in this development. A Metro-owned parcel, utilized by Metro Water Services, is located between the development site and the 1.24 acres not included in this proposal. The surrounding area contains a mix of one and two-family residential uses, along with institutional, industrial, and commercial uses. A majority of the non-residential uses are located south of the site along Cherokee Avenue, which is in Urban Mixed Use Neighborhood (T4MU) policy.

The site plan proposes a multi-family development with up to 190 residential units: stacked flats (120), townhomes (25), and single-family cottages (45). The site transitions from higher intensity residential (north) to lower intensity residential (south). The stacked flats are located in two "L" shaped buildings on the northern half of the site; one building fronts the corner of Edwin Street/E. Trinity Lane (Building "B"), and the second building wraps the southwest corner of the Metro Water Services parcel (Building "A"). Building "B" contains 30 units and Building "A" contains 90 units. The townhome buildings are located mid-site and are clustered in groups of 4 to 5 units, and the single-family units are located south of the townhomes.

Vehicular access is provided at two locations. The first access point, provided from E. Trinity Lane, leads to a surface parking lot located between the two multi-family buildings. This portion of the site ("Phase 1") includes a traditional grid-like design, with buildings located along the street close to the site's entrances. The second access point, provided from Edwin Street, connects to a road network that would primarily service the townhomes and single-family units to the south. This portion of the site ("Phase 2") includes a "loop" road with an alternative road design that is intended to be shared by pedestrians, bicycles, and low speed vehicular travel. The loop road is intended to minimize grading and tree removal on site, and therefore does not include a sidewalk, curb or gutter. It is 20 feet in width and includes a 4' wide painted surface to delineate the shared walkway/bicycle access from the drive lane. The narrowed painted lane has the effect of slowing vehicles based on the perception of a narrower drive, but the extra width will be available for passing or emergency vehicles. All roads internal to the development will be private. Parking is provided through a combination of surface parking, private garages/carports, and private driveways.

This site is located at a higher elevation than surrounding streets and, due to the grade change within the site, there are limited opportunities for vehicular connections to surrounding parcels, especially to the south. However, paved walking trails are included in the common "greens" where the single-family cottages are located. The walking trails provide for alternative pedestrian routes that connect the single-family and townhome units to Phase 1 and the public sidewalks along Edwin Street and E. Trinity Lane. The sidewalk/trail network also connects to an adjacent (southern) parcel along Cherokee Avenue, providing pedestrian access to surrounding non-residential uses south of the site.

The plan emphasizes the preservation of trees and existing contours, particularly in Phase 2, where the design intent is to minimize the impact of development on environmental features. Several bio-retention areas and retaining walls are also proposed. The existing tree canopy should be preserved and, where feasible, integrated into any proposed stormwater facilities and retaining wall configurations, consistent with the overall design objective of maintaining native site conditions.

Architectural standards have been proposed by the applicant requiring minimum glazing requirements, corner unit projections, and prohibited materials. The maximum height for the single-family detached units and townhomes is 3 stories in 35 feet. The maximum height for Building "B" is 3 stories, and the maximum height for Building "A" is 5 stories. The maximum linear height for Buildings "A" and "B" is 75 feet due to grade variations. Staff recommends including additional design standards for the multi-family buildings to ensure consistency with T4 RC policy, which states that building form should respond to differences in topography to avoid buildings that loom over lower intensity buildings at lower elevations. The policy also states that particular attention should be given to articulating facades that face lower-intensity policy areas. Given the presence of Neighborhood Evolving policy within and adjacent to the site, and considering that the site is located at a higher elevation than the surrounding streets, additional design standards should be included that address façade plane, architectural treatments, and exterior materials along Edwin Street and E. Trinity Lane.

**ANALYSIS**

The site is located in the Urban Neighborhood Evolving and Residential Corridor policy areas, which are intended to preserve, create, and enhance neighborhoods with improved circulation networks and a variety of housing choice.

One of the objectives of this plan is to create opportunities for housing and infill development while minimizing earthwork, tree removal, and paving on site. This plan proposes a mixture of housing types using design principles that respect existing site conditions. The inclusion of an alternative road with pedestrian networks will improve pedestrian connectivity internal to the development and along the public streets, consistent with of T4 RC and T4 NE policies.

**FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

- Approved with conditions with 2 means of ingress/egress as shown. Fire Code issues will be addressed in the permit phase.

**STORMWATER RECOMMENDATION**

**Approve**

- Additional stormwater infrastructure may be required to provide adequate conveyance of discharge points through downstream properties.

**WATER SERVICES RECOMMENDATION**

**Approve with conditions**

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

**PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- The developer’s final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval or the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to final SP, indicate on the plans the location of the solid waste and recycling containers. All dwelling types will need designated solid waste and recycling container locations. Refer to MPW Solid Waste Guidelines for the number/size of facilities.
- Remove “Where Feasible” from Note 3 (Vertical obstructions note).
- Comply with traffic and parking.

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

- Metro’s Major and Collector Street Plan calls for East Trinity Lane to have a future half-ROW of 36’ within the area of the proposed development. These future ROW widths include bikeways, planting strips and sidewalks. Adequate ROW should be provided to accommodate the recommended cross-section of Trinity Lane.
- Construct two new street accesses, one on East Trinity Lane and the other on Edwin Street. These accesses should be stop controlled with one lane for entering vehicles and one lane for exiting vehicles.
- Ensure site access location on East Trinity Lane is aligned with Oakwood Avenue as this satisfies offset intersection issues and corner clearance requirements.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM peak Hour	PM Peak Hour
Single-Family Residential (210)	10.08	8.71 D	87 U	915	71	95

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	10.08	-	190 U	1275	97	123

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		360	26	28

**METRO SCHOOL BOARD REPORT**

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

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

The proposed SP zoning is expected to generate 115 total students, 67 more than the existing RS5 zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School. All three schools have been identified as having additional capacity.

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

**AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

1. Will this project include any affordable or workforce housing units? Please note this is a for-sale product. We are providing 1.24 acres on the adjacent parcel for a non-profit to develop affordable or workforce housing. We are providing a range of unit sizes and housing types to appeal to a broader economic range.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? N/A

**STAFF RECOMMENDATION**

The proposal is consistent with the intent of the T4 NE and T4 RC policies. Therefore, staff recommends approval with conditions and disapproval without all conditions.

**CONDITIONS**

1. Uses within the SP shall be limited to a maximum of 190 multi-family residential units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal’s Office and Department of Public Works.
3. On the corrected set, rename “North Property” to Phase 1, and “South Property” to Phase 2.
4. On the corrected set, remove Note B.
5. On the corrected set, modify Note D: At least 50% of the building exteriors shall be made up of one or a combination of the following materials: Brick, stone, masonry, glazing and/or metal. Concrete and CMU block shall be limited to foundations only.
6. On the corrected set, remove the retaining wall note under Landscape Notes.
7. On the corrected set, add the following Architectural Notes:
  - a) Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing, except for cottages which shall provide a minimum of one principal entrance or outdoor terrace.
  - b) Buildings “A” and “B” shall address the street frontage with architectural treatments including, but not limited to: windows, stoops and entrances, balconies, porches and other functional architectural elements.
  - c) Buildings “A” and “B” shall avoid continuous interrupted blank facades. At a minimum, the façade plane shall be interrupted by one of the following for every twenty-five (25) feet of street frontage, open spaces, and parking areas:
    - d) A change in the building material
    - e) A horizontal undulation in the building façade
    - f) A porch, stoop, or balcony
    - g) Changes in wall planes shall be related to entrances, the integral structure or the organization of interior spaces and activities and not merely for cosmetic effect.
    - h) Porches shall provide a minimum of six feet of depth.
    - i) Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
    - j) Any retaining walls above a height of 36 inches shall not be constructed out of concrete block and shall be landscaped, except for retaining walls located behind buildings where visibility is significantly reduced. All retaining walls shall be shown on the final site plan.
8. Correct the following Note: Sidewalks along E. Trinity Lane are required per the MCSP. Sidewalks along Edwin Street are required per Metro local standards.
9. The sidewalk/trail network shall connect to parcel # 07112009700 to provide pedestrian access through the site to Cherokee Avenue. A public access easement shall be recorded with the Final SP for pedestrian access of the trail network from Cherokee Avenue to the public sidewalks at Edwin Street and/or E. Trinity Lane.
10. Tree preservation areas shall remain undisturbed. A tree survey and detailed landscape plan shall be provided with the Final SP.



11. With the submittal of the Final SP, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
12. The Final SP shall itemize the number of bedrooms included in this development.
13. The Final SP shall comply with Metro Zoning Code Parking requirements.
14. Comply with all conditions of Public Works and Traffic and Parking.
15. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
18. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
19. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
20. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
21. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**Approved with conditions and disapproved without all conditions. (8-0) Consent Agenda**  
**Resolution No. RS2017-272**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2017SP-035-001 is Approved with conditions and disapproved without all conditions. (8-0)**

1. Uses within the SP shall be limited to a maximum of 190 multi-family residential units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
3. On the corrected set, rename "North Property" to Phase 1, and "South Property" to Phase 2.
4. On the corrected set, remove Note B.
5. On the corrected set, modify Note D: At least 50% of the building exteriors shall be made up of one or a combination of the following materials: Brick, stone, masonry, glazing and/or metal. Concrete and CMU block shall be limited to foundations only.
6. On the corrected set, remove the retaining wall note under Landscape Notes.
7. On the corrected set, add the following Architectural Notes:
  - a) Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 25% glazing, except for cottages which shall provide a minimum of one principal entrance or outdoor terrace.
  - b) Buildings "A" and "B" shall address the street frontage with architectural treatments including, but not limited to: windows, stoops and entrances, balconies, porches and other functional architectural elements.
  - c) Buildings "A" and "B" shall avoid continuous interrupted blank façades. At a minimum, the façade plane shall be interrupted by one of the following for every twenty-five (25) feet of street frontage, open spaces, and parking areas:
    - d) A change in the building material
    - e) A horizontal undulation in the building façade
    - f) A porch, stoop, or balcony
    - g) Changes in wall planes shall be related to entrances, the integral structure or the organization of interior spaces and activities and not merely for cosmetic effect.
    - h) Porches shall provide a minimum of six feet of depth.
    - i) Windows shall be vertically oriented at a ratio of 2:1 or greater, except for dormers.
    - j) Any retaining walls above a height of 36 inches shall not be constructed out of concrete block and shall be landscaped, except for retaining walls located behind buildings where visibility is significantly reduced. All retaining walls shall be shown on the final site plan.
8. Correct the following Note: Sidewalks along E. Trinity Lane are required per the MCSP. Sidewalks along Edwin Street are required per Metro local standards.

9. The sidewalk/trail network shall connect to parcel # 07112009700 to provide pedestrian access through the site to Cherokee Avenue. A public access easement shall be recorded with the Final SP for pedestrian access of the trail network from Cherokee Avenue to the public sidewalks at Edwin Street and/or E. Trinity Lane.
10. Tree preservation areas shall remain undisturbed. A tree survey and detailed landscape plan shall be provided with the Final SP.
11. With the submittal of the Final SP, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
12. The Final SP shall itemize the number of bedrooms included in this development.
13. The Final SP shall comply with Metro Zoning Code Parking requirements.
14. Comply with all conditions of Public Works and Traffic and Parking.
15. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
16. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
18. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
19. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
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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.

## 2. **2017SP-065-001**

### **THE PRESERVE HOLIDAY INN SP**

Council District 15 (Jeff Syracuse)

Staff Reviewer: Latisha Birkeland

A request to rezone from IWD to SP-C zoning on a portion of property located at Perimeter Court (unnumbered), approximately 420 feet south of Perimeter Place Drive, (3.61 acres), to permit a hotel, requested by Minal Patel, applicant; Corporate Investors Partnership V, LLC, owner.

**Staff Recommendation: Defer to the September 28, 2017, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2017SP-065-001 to the September 28, 2017, Planning Commission Meeting. (7-0-1)**

## 3. **2017SP-067-001**

### **DELTA AVENUE TOWNHOMES SP**

Council District 19 (Freddie O'Connell)

Staff Reviewer: Patrick Napier

A request to rezone from R6 to SP-R zoning on properties located at 1716, 1718, 1720 and 1722 Delta Avenue and Tral Street (unnumbered), at the northeast and southeast corners of Tral Street and Delta Avenue (0.84 acres), to permit up to 18 multi-family residential units, requested by Barge Cauthen and Associates, applicant; 1720 Delta, LLC and Metro Government, owners.

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

**APPLICANT REQUEST**

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

Preliminary SP

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

**Existing Zoning**

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

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

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

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

**NORTH NASHVILLE COMMUNITY PLAN**

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

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

Consistent with Policy?

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

**PLAN DETAILS**

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

Site Plan

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

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

landscape buffer will be installed along the eastern property line to buffer the existing structures to the east of the site. Additional landscaping will be placed within the SP.

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

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

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

**ANALYSIS**

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

**FIRE DEPARTMENT RECOMMENDATION**

**Approve with conditions**

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

**WATER SERVICES**

**Approve with conditions**

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

**STORMWATER RECOMMENDATION**

**Approve**

**PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- The developer’s final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Comply with any MPW Traffic Engineer comments.
- Indicate the location of recycling dumpster(s) onsite.
- Indicate the dedication of ROW in front of lots 16, 17, and 18. Dedication shall be to the back of sidewalk.
- Extend the proposed sidewalk along Tral Street north, to the intersection of Jenkins Street.
- It appears unit 13 does not have clear vehicular access. Revise such that the resident does not have to drive over the proposed on-site sidewalk to access their garage.

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

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

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

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

\*Based on two-family lots

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

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

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

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

**METRO SCHOOL BOARD REPORT**

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

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

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

**AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

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

**STAFF RECOMMENDATION**

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

**CONDITIONS**

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

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

John Gore, Barge Cauthen, spoke in favor of the application.

Chad Lutt, 1709 Nassau St, spoke in opposition to the application due to parking and traffic concerns as well as a lack of housing choices.

John Gore clarified that the off-alley parking is at staff's request.

**Chairman Adkins closed the Public Hearing.**

Councilmember Allen spoke in favor of staff recommendation.

Ms. Diaz spoke in favor of staff recommendation as it will be a good addition to the neighborhood.

Mr. Tibbs spoke in favor of staff recommendation.

Mr. Gobbell spoke in favor of staff recommendation.

**Ms. Diaz moved and Ms. Farr seconded the motion to approve with conditions and disapprove without all conditions. (8-0)**

**Approved with conditions and disapproved without all conditions. (8-0)**

**Resolution No. RS2017-273**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2017SP-067-001 is Approved with conditions and disapproved without all conditions. (8-0)**

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

**4. 2017SP-071-001**

**CHEROKEE AVENUE MASTER PLAN SP**

Council District 05 (Scott Davis)

Staff Reviewer: Latisha Birkeland

A request to rezone from IR to SP-MU zoning on property located at 905 Cherokee Avenue, west of the terminus of Delmas Avenue (5.94 acres), to permit up to 150 multi-family residential units, 16 townhomes and commercial space, requested by Hawkins Partners, Inc., applicant; William H. Hawkins, owner.

**Staff Recommendation: Defer to the September 14, 2017 Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2017SP-071-001 to the September 14, 2017, Planning Commission Meeting. (8-0)**

**5. 2017UD-004-001**

BL2017-845/Nick Leonardo

**CLARKSVILLE PIKE UDO AT FAIRVIEW CENTER**

Council District 01 (Nick Leonardo)

Staff Reviewer: Singeh Saliki

A request for an Urban Design Overlay on various properties along Clarksville Pike, located north of the intersection of West Hamilton Avenue and Clarksville Pike, zoned CL, CS, MUL, RM15, RS15, RS40, RS7.5, SCN and within Planned Unit Development Overlay Districts (112.8 acres), requested by Councilmember Nick Leonardo, applicant; various owners.

**Staff Recommendation: Approve with a substitute ordinance.**

## **APPLICANT REQUEST**

### **Establish an Urban Design Overlay District**

#### Urban Design Overlay

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

#### **Existing Zoning**

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

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

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

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

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

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre.

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

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

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

#### **Proposed Overlay Zoning**

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

#### **CRITICAL PLANNING GOALS**

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

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

The UDO proposes building types (residential, mixed-use or nonresidential, and civic) which provide an opportunity for development that fills in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure reduces the service constraints placed on Metro's resources. The infill development

opportunities of the UDO also increase the number of potential housing units, which in turn could support subsequent retail and commercial development.

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

### **BORDEAUX-WHITES CREEK COMMUNITY PLAN**

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

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

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

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

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

### **Consistent with Policy?**

Yes. The proposed UDO implements the vision of NashvilleNext for the Clarksville Pike area, which is identified as a Tier One center and a Priority Corridor. The centers included on the NashvilleNext Growth and Preservation Map build on existing commercial center areas, encouraging them to evolve into active, mixed-use places serving as a neighborhood or community gathering place. The proposed UDO will ensure that future development is consistent in physical form to contribute to a complete pedestrian friendly built environment while accommodating a mix of uses and multiple modes of transportation such as future mass-transit, automobiles, and pedestrians.

### **PURPOSE OF UDO**

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

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



## **PROPOSED UDO DETAILS**

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

### Regulating Plan

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

### Building Design

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

### Site Design

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

### Signage

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

### Compliance

Triggers for compliance are as follows:

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

Signage Compliance:

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

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

### Overlapping Zoning Districts

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

### Modifications

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

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

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

## **ANALYSIS**

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

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

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

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

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

The following UDO standards promote a high quality built environment:

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

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

- Primary pedestrian entrances facing the street
- Active ground floor use requirement for habitable space occupied by retail, office, residential, institutional or recreational uses, specifically excluding parking and mechanical spaces
- Glazing requirements for building street frontages
- Build-to zones and setbacks which place buildings closer to the street
- Perimeter landscaping for surface parking lots

## **WATER SERVICES**

### **Approve with conditions**

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

## **STORMWATER**

**N/A**

## **FIRE MARSHAL**

**N/A**

## **STAFF RECOMMENDATION**

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

**Approved with substitute ordinance. (8-0) Consent Agenda**

### **Resolution No. RS2017-2**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2017UD-004-001 is Approved with substitute ordinance. (8-0)**

## 6. 2017Z-083PR-001

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

A request to rezone from SP-R to R6 zoning on property located at 1005 Joseph Avenue, approximately 320 feet south of Evanston Avenue (0.16 acres), requested by Richard Roberts, applicant and owner.

**Staff Recommendation: Disapprove.**

### **APPLICANT REQUEST** **Zone change from SP-R to R6**

#### Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential (R6) zoning on property located at 1005 Joseph Avenue, approximately 320 feet south of Evanston Avenue (0.16 acres).

#### **Existing Zoning**

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

#### **Proposed Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre. *The Metro Codes Department has confirmed that R6 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

#### **EAST NASHVILLE COMMUNITY PLAN**

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

#### Consistent with Policy?

No. The property requested for rezoning is located in the interior of a T4 Urban Neighborhood Maintenance policy area. The policy supports preserving the general character of the existing neighborhood. The proposed zone change would allow up to two units on this lot. While there are some two-family units along Joseph Avenue, the neighborhood is predominantly single-family dwelling units. The proposed zone change is mid-block and may be more appropriate along a corridor or at a corner than within the interior of a Neighborhood Maintenance Policy area where single family units are predominant.

#### **ANALYSIS**

The property is located mid-block along Joseph Avenue, north of Cleveland Street. The existing zoning allows single-family residential units as well as detached accessory dwelling units, if the lot meets certain criteria. This lot is eligible for a detached accessory dwelling unit. The neighborhood consists of primarily single-family units with some two-family residential units closer to Cleveland Street.

The proposed zoning would allow a two-family dwelling unit which is inappropriate in this area considering the existing neighborhood pattern and the location in the interior of the neighborhood. The Neighborhood Maintenance policy is intended to preserve the general character of the area, which mainly consists of single-family dwelling units. Two-family units may be appropriate along a corridor or at a corner in Neighborhood Maintenance policy if within a certain distance of a corridor. Bus service does not exist along Joseph Avenue, but does exist along Dickerson Pike approximately 700 feet from this site. The zoning proposal would allow a two-family unit mid-block within a maintenance policy. The existing zoning allows for a detached accessory dwelling unit, which provides for a mixture of residential units in the neighborhood.

#### **FIRE DEPARTMENT RECOMMENDATION**

N/A

#### **PUBLIC WORKS RECOMMENDATION**

N/A

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Traffic study may be required at time of development

A traffic table was not prepared as there is no anticipated change.

**AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

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

**STAFF RECOMMENDATION**

Staff recommends disapproval.

Ms. Birkeland presented the staff recommendation of disapproval.

Richard Roberts, 1005 Joseph Ave, spoke in favor of the application.

Dana Robinson, 1109 Joseph Ave, spoke in favor of the application.

Omid Yamini, 1204 N 2<sup>nd</sup> St, spoke in opposition to the application because it doesn't support the policy of NashvilleNext.

Councilmember Davis spoke in favor of the application.

**Chairman Adkins closed the Public Hearing.**

Ms. Farr spoke in favor of staff recommendation as the policy needs to be changed first.

Mr. Tibbs spoke in favor of staff recommendation as the policy needs to be changed first.

Councilmember Allen spoke in favor of staff recommendation as it is more appropriate to change the policy first.

Ms. Blackshear spoke in favor of staff recommendation.

Mr. Gobbell spoke in favor of staff recommendation.

**Ms. Hagan-Dier moved and Ms. Farr seconded the motion to disapprove. (8-0)**

**Disapproved. (8-0)**

**Resolution No. RS2017-275**

**"BE IT RESOLVED** by The Metropolitan Planning Commission that **2017Z-083PR-001 is Disapproved. (8-0)**

**7. 2017Z-084PR-001**

Council District 05 (Scott Davis)

Staff Reviewer: Shawn Shepard

A request to rezone from SP-R to RM20-A zoning on properties located at 1104 and 1108 Joseph Avenue, approximately 105 feet north of Evanston Avenue (0.47 acres), requested by Daniel Robinson, applicant and owner.

**Staff Recommendation: Disapprove.**

**APPLICANT REQUEST**

**Zone change from SP-R to RM20-A.**

Zone Change

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

### Existing Zoning

Specific Plan-Residential is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The zoning district allows for all uses permitted by the RS5 zoning district, as well as detached accessory dwelling units.*

### Proposed Zoning

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

### EAST NASHVILLE COMMUNITY PLAN

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

### Consistent with Policy?

No. The area requested for rezoning is located within the T4 Urban Neighborhood Maintenance policy. The policy supports preserving the general character of the existing neighborhood. The proposed zone change would allow up to nine units on this site. While there are some two-family units along Joseph Avenue, the neighborhood is predominantly single-family dwelling units. The proposed zone change is mid-block on a local street and may be more appropriate along a corridor or at a corner than within the interior of a Neighborhood Maintenance Policy area where single family units are predominant.

### ANALYSIS

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

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

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

### FIRE DEPARTMENT RECOMMENDATION

N/A

### PUBLIC WORKS RECOMMENDATION

N/A

### TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

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

\*Based on two-family lot

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

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

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

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

**AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

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

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

**STAFF RECOMMENDATION**

Staff recommends disapproval.

Ms. Shepard presented the staff recommendation of disapproval.

Daniel Robinson, 1107 Joseph Ave, spoke in favor of the application.

Jacques Boyd, 1104 Joseph Ave, spoke in favor of the application.

Leslie Davis, 3202 Leswood Lane, spoke in favor of the application.

Omid Yamini, 1204 N 2<sup>nd</sup> St, spoke in opposition to the application because it doesn't support the policy of NashvilleNext.

Jacques Boyd asked for approval and explained there is overwhelming support from those that live on Joseph Avenue.

**Chairman Adkins closed the Public Hearing.**

**Ms. Farr moved and Councilmember Allen seconded the motion to disapprove. (8-0)**

**Disapproved. (8-0)**

**Resolution No. RS2017-276**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2017Z-084PR-001 is Disapproved. (8-0)**

**8. 2017Z-085PR-001**

Council District 31 (Fabian Bedne)

Staff Reviewer: Levi Hill

A request to rezone from AR2a to CL zoning on property located at 6804 Nolensville Pike, northeast of the terminus of Concord Road (1.87 acres), requested by Greg Edney, applicant; H & J Realty, owner.

**Staff Recommendation: Defer to the September 28, 2017 Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2017Z-085PR-001 to the September 28, 2017, Planning Commission Meeting. (8-0)**

## 9. 2017CP-000-001

Council District Countywide  
Staff Reviewer: Anita McCaig

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

**Staff Recommendation: Approve.**

### APPLICANT REQUEST

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

#### NashvilleNext Update

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

### BACKGROUND

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

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

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

### POWERS AND ROLE OF THE PLAN

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

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

### STRUCTURE OF NASHVILLENEXT

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

- A. Volume I: Vision, Trends and Strategy
- B. Volume II: Elements of the Plan
  - Land Use, Transportation & Infrastructure
  - Arts, Culture and Creativity
  - Economic & Workforce Development
  - Education & Youth
  - Health, Livability & the Built Environment
  - Housing
  - Natural Resources & Hazard Adaption

C. Volume III: Communities

- Community Character Manual
- Community Plans
  1. Antioch-Priest Lake Community Plan
  2. Bellevue Community Plan
  3. Bordeaux-Whites Creek Community Plan
  4. Donelson-Hermitage-Old Hickory Community Plan
  5. Downtown Community Plan
  6. East Nashville Community Plan
  7. Green Hills-Midtown Community Plan
  8. Joelton Community Plan
  9. Madison Community Plan
  10. North Nashville Community Plan
  11. Parkwood-Union Hill Community Plan
  12. South Nashville Community Plan
  13. Southeast Community Plan
  14. West Nashville Community Plan

D. Volume IV: Action Plan

E. Volume V: Access Nashville 2040

- Implementing Complete Streets: Major and Collector Street Plan

**COMMUNITY PARTICIPATION**

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

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

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

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

**NASHVILLENEXT, ITS COMPONENTS, AND CHANGES PROPOSED IN UPDATE 2017**

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

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

*Volume I: Guiding Principles*

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

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

Update 2017 proposes no changes to the Guiding Principles.



### *Volume II: Elements*

The seven plan elements are the major topics for the plan to address. Their policy direction takes two forms: goals and policies. Specific actions associated with each element, along with its goals and policies, carry implementation forward in the seven topic areas (and are found in Volume IV). Goals set broad direction for the plan by applying the guiding principles to NashvilleNext's seven plan elements. Goals, for each element, identify what NashvilleNext is trying to achieve. Policies expand on the goals by providing more detail and direct guidance on community decision making, without specifying which implementation tools to use. As implementation occurs, if one particular tool is rejected by the public, the policy guidance remains.

Update 2017 proposes no changes to the Elements.

### *Volume I and Volume III: Growth & Preservation Concept Map*

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

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

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

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

### *Volume III: Community Character Manual and Community Plans*

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

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

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

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

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

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

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

*Please refer to map on the following page.*

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

#### *Volume IV: Actions*

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

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

#### *Volume V: Access Nashville 2040*

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

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

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

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

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

## **NASHVILLENEXT UPDATE 2017 SUMMARY**

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

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

## **AMENDMENTS TO THE STATIC DRAFT**

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

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

## **STAFF RECOMMENDATION**

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

## **Approved. (8-0) Consent Agenda**

### **Resolution No. RS2017-277**

**"BE IT RESOLVED** by The Metropolitan Planning Commission that **2017CP-000-001 is Approved. (8-0)**

## 10. 2016Z-024TX-002

BL2017-859

Staff Reviewer: Carrie Logan

A request to amend Chapter 17.04 of the Metropolitan Code pertaining to telecommunications facilities.

**Staff Recommendation: Approve with an amendment.**

### TEXT AMENDMENTS

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

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

### PROPOSED TITLE 17 (ZONING CODE) AMENDMENTS

(underlined)

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

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

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

### ANALYSIS

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

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

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

### ZONING ADMINISTRATOR RECOMMENDATION

Approve.

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### STAFF RECOMMENDATION

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

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### ORDINANCE BL2017-859

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

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

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

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

Section 2. Be it further enacted, that this ordinance take effect immediately after its passage, and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Freddie O'Connell

**Approved with amendment. (8-0) Consent Agenda**

**Resolution No. RS2017-278**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2016Z-024TX-002 is Approved with an amendment. (8-0)**

**11. 2017Z-016TX-001**

BL2017-784

**ELECTRIC FENCES**

Staff Reviewer: Lisa Milligan

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

**Staff Recommendation: Withdraw.**

**The Metropolitan Planning Commission has withdrawn 2017Z-016TX-001. (8-0)**

**12. 2017SP-057-001**

**HUMMINGBIRD SP**

Council District 01 (Nick Leonardo)

Staff Reviewer: Abbie Rickoff

A request to rezone from RS10 to SP-R zoning on properties located at Hummingbird Drive (unnumbered), northwest of the terminus of Swan Drive (4.41 acres), to permit 26 multi-family residential units, requested by Dale and Associates, applicant; First Choice Enterprises, Inc., owner.

**Staff Recommendation: Defer to the September 14, 2017, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2017SP-057-001 to the September 14, 2017, Planning Commission Meeting. (8-0)**

**13. 2017SP-072-001**

**VERNON AVENUE TOWNHOMES SP**

Council District 20 (Mary Carolyn Roberts)

Staff Reviewer: Latisha Birkeland

A request to rezone from CS to SP-R zoning on properties located at 685 and 693 Vernon Avenue, at the southwest corner of James Avenue and Vernon Avenue (3.92 acres), to permit 58 multi-family residential units, including a maximum of 9 live/work units, requested by S&ME, Inc., applicant; Michael and Glenda Burns, owners..

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

**APPLICANT REQUEST**

**Zone change to permit a multi-family development.**

Preliminary SP

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

**Existing Zoning**

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

### **Proposed Zoning**

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

### **WEST NASHVILLE COMMUNITY PLAN**

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

### Consistent with Policy?

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

### **PLAN DETAILS**

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

### Site Plan

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

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

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

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

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

### **Analysis**

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

**PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Submit copy of the ROW dedication(s) to the back of the sidewalks prior to MPW sign off on the building permit
- Indicate installation of ground mounted signage at the driveways that state "Now Entering Private Property."
- With submission of the Final SP, additional pedestrian improvements will be required at the intersection of Vernon and James to safely and effectively cross pedestrians on Vernon Ave.

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

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

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	3.92	0.6	102,453 SF	6899	157	647

Maximum Uses in Proposed Zoning District: SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	3.92		58 U	476	33	50

Traffic changes between maximum: CS and SP-R

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

**METRO SCHOOL BOARD REPORT**

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

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

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

**AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

1. Will this project include any affordable or workforce housing units? No it will not. The units are intended as “for sale” units.
2. If so, how many and what is the percentage of the entire development? N/A
3. How will you enforce the affordability requirements? N/A
4. Have any structures been demolished in the last 12 months? No.

**STAFF RECOMMENDATION**

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

**CONDITIONS**

1. Uses shall be limited to a maximum of 58 residential units, including a maximum of 9 live/work units as defined in the revised site plan.
2. Prior to the Council Bill being filed, revise the site plan to include the following note “Live/Work” means “Home Occupation” as defined in 17.04.060 of the Metro Zoning Code and include the standards of 17.16.250 of the Metro Zoning Code, except for the following modifications:
  - a. This SP proposes that clients can be served on the property between weekday hours of 8:00 AM and 5:00 PM Monday – Friday.
  - b. The live/work use shall not occupy more than twenty percent of the total floor area of the structure and in no event more than 800 square feet of floor area.
  - c. The SP limits home occupation signage to a four-square foot sign without illumination. All proposed signage specifications and locations shall be required with the final site plan.
3. Prior to submittal of the final site plan, the applicant shall prepare two alternative plans revising the orientation of Building I: one plan with units oriented toward the western property line/stream buffer; one plan with units oriented toward the southern property line. Staff shall evaluate final placement of Building I relative to adjacent buildings, parking and open space at final design.
4. Prior to submittal of the final site plan, the applicant shall evaluate whether units in Building H can be redistributed throughout the site in order to create a larger central open space.
5. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.
6. A raised foundation of 18” - 36” shall be required for all residential uses except the nine residential units along Vernon Avenue.
7. Building elevations consistent with the architectural standards and approved preliminary shall be submitted with the submission of the final site plan.
8. Comply with all conditions of Public Works and Traffic and Parking.
9. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
13. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
14. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
16. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**Approved with conditions and disapproved without all conditions. (7-0-1) Consent Agenda  
Resolution No. RS2017-279**

**"BE IT RESOLVED** by The Metropolitan Planning Commission that **2017SP-072-001 is Approved with conditions and disapproved without all conditions. (7-0-1)**

1. Uses shall be limited to a maximum of 58 residential units, including a maximum of 9 live/work units as defined in the revised site plan.
2. Prior to the Council Bill being filed, revise the site plan to include the following note "Live/Work" means "Home Occupation" as defined in 17.04.060 of the Metro Zoning Code and include the standards of 17.16.250 of the Metro Zoning Code, except for the following modifications:
  - a. This SP proposes that clients can be served on the property between weekday hours of 8:00 AM and 5:00 PM Monday – Friday.
  - b. The live/work use shall not occupy more than twenty percent of the total floor area of the structure and in no event more than 800 square feet of floor area.
  - c. The SP limits home occupation signage to a four-square foot sign without illumination. All proposed signage specifications and locations shall be required with the final site plan.
3. Prior to submittal of the final site plan, the applicant shall prepare two alternative plans revising the orientation of Building I: one plan with units oriented toward the western property line/stream buffer; one plan with units oriented toward the southern property line. Staff shall evaluate final placement of Building I relative to adjacent buildings, parking and open space at final design.
4. Prior to submittal of the final site plan, the applicant shall evaluate whether units in Building H can be redistributed throughout the site in order to create a larger central open space.
5. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.
6. A raised foundation of 18" - 36" shall be required for all residential uses except the nine residential units along Vernon Avenue.
7. Building elevations consistent with the architectural standards and approved preliminary shall be submitted with the submission of the final site plan.
8. Comply with all conditions of Public Works and Traffic and Parking.
9. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing units.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application.
11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
13. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
14. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
15. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
16. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**14. 2017NHL-001-002**

**DALEBROOK 37206**

Council District 06 (Brett Withers)

Staff Reviewer: Gene Burse

A request for development plan approval on a portion of property located at 901 Dalebrook Lane, at the northeast corner of Dalebrook Lane and Eastland Avenue, zoned One and Two-Family Residential (R10) and within a Neighborhood Landmark Overlay District (0.79 acres), to permit general office and medical office uses, requested by Design Build Partners, applicant; Greater Grace Temple Community Church, owner..

**Staff Recommendation: Defer to the October 12, 2017 Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2017NHL-001-002 to the October 12, 2017, Planning Commission Meeting. (8-0)**

**15. 2017S-076-001**

**LEBANON PIKE AT DONELSON**

Council District 14 (Kevin Rhoten)

Staff Reviewer: Abbie Rickoff

A request for concept plan approval to create up to 48 lots on properties located at 2942, 2946 and 3000 Lebanon Pike and a portion of 201 Walcott Drive, approximately 150 feet southwest of Disspayne Drive, zoned RS10 (19.16 acres), requested by Civil Site Design Group, applicant; Alan and Lois Hall, Jacqueline Nave, Barbara Barrett and Susan Gentry, owners.

**Staff Recommendation: Defer to the September 14, 2017 Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2017S-076-001 to the September 14, 2017, Planning Commission Meeting. (8-0)**

**16. 2017S-195-001**

**RIVERWOOD HEIGHTS ADDITION NO. 3**

Council District 07 (Anthony Davis)

Staff Reviewer: Gene Burse

A request for final plat approval to create two lots on property located at 2205 Demarius Drive, at the northwest corner of Demarius Drive and Warden Drive, zoned RS10 (0.73 acres), requested by Weatherford and Associates, LLC, applicant; Brenda Holder and Kimberly Gallagher, owners.

**Staff Recommendation: Approve with conditions and an exception to the compatibility criteria.**

**APPLICANT REQUEST**

**Final plat approval to create two lots.**

Final Plat

A request for final plat approval to create two lots on property located at 2205 Demarius Drive, at the northwest corner of Demarius Drive and Warden Drive, zoned RS10 (0.73 acres).

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.35 dwelling units per acre. *RS10 would permit a maximum of 3 lots.*

**EAST NASHVILLE COMMUNITY PLAN**

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

## **PLAN DETAILS**

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

Proposed Lots:

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

## **ANALYSIS**

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

### **Zoning Code**

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

### **Street Frontage**

These lots have frontage on a public street.

### **Compatibility**

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

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

### **Agency Review**

All agencies have not recommended approval.

## **Harmony of Development**

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

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

## **FIRE DEPARTMENT RECOMMENDATION**

**N/A**

## **STORMWATER RECOMMENDATION**

**Approve**

## **WATER SERVICES RECOMMENDATION**

**Returned for corrections**

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

## **PUBLIC WORKS RECOMMENDATION**

**Approve**

## **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

## STAFF RECOMMENDATION

Staff recommends approval with conditions and an exception to the compatibility criteria.

### CONDITIONS (if approved)

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

### Approved with conditions and an exception to the compatibility criteria. (8-0) Consent Agenda

#### Resolution No. RS2017-280

"BE IT RESOLVED by The Metropolitan Planning Commission that **2017S-195-001 is Approved with conditions and an exception to the compatibility criteria. (8-0)**

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

## 17. 2017S-199-001

### MOUNTAIN SPRINGS

Council District 32 (Jacobia Dowell)

Staff Reviewer: Patrick Napier

A request for concept plan approval to create 43 lots on a portion of property located at 5000 Mountain Springs Road, approximately 1,100 feet northwest of Hobson Pike, zoned RM15 and within the Murfreesboro Pike Urban Design Overlay District (12.22 acres), requested by Kimley-Horn, applicant; Belz-McDowell Properties, owner.

**Staff Recommendation: Approve.**

### APPLICANT REQUEST

**Concept plan approval to create 43 lots**

#### Concept Plan

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

#### **Existing Zoning**

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

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

#### **ANTIOCH PRIEST LAKE COMMUNITY PLAN**

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

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

#### **PLAN DETAILS**

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

#### Site Plan

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

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

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

#### **ANALYSIS**

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

#### **FIRE DEPARTMENT RECOMMENDATION**

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

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

#### **STORMWATER RECOMMENDATION**

##### **Approve**

#### **PUBLIC WORKS RECOMMENDATION**

##### **Approve**

#### **TRAFFIC AND PARKING RECOMMENDATION**

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

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

#### **WATER SERVICES**

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

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

#### **STAFF RECOMMENDATION**

Staff recommends approval.

Mr. Napier presented the staff recommendation of approval.

Councilmember Dowell requested a two meeting deferral.

The applicant requested to go ahead and have the public Hearing.

**Ms. Farr moved and Ms. Hagan-Dier seconded the motion to defer to the September 28, 2017 Planning Commission meeting. (8-0)**

**The Metropolitan Planning Commission deferred 2017S-199-001 to the September 28, 2017, Planning Commission Meeting. (8-0)**

**18. 2004P-015-003**

**MATLOCK PHASE 3A**

Council District 32 (Jacobia Dowell)

Staff Reviewer: Patrick Napier

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District on properties located at Isabelle Lane (unnumbered) and Waterburg Lane (unnumbered), approximately 120 feet northeast of Monroe Crossing, zoned RM15 (2.82 acres), to permit 14 multi-family residential units, requested by Wamble & Associates, PLLC, applicant; J2K Builders, LLC and Matlock Townhomes Owners Association, owners.

**Staff Recommendation: Approve with conditions.**

**APPLICANT REQUEST**

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

Revise PUD and Final Site Plan

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

**Existing Zoning**

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *RM15 would permit a maximum of 42 units. The allowed number of units is determined by the PUD.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

**PLAN DETAILS**

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

Site Plan

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

**ANALYSIS**

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

F. Changes to a Planned Unit Development District.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:

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

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

**FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

- Fire Code issues will be addressed in the permit phase

**STORMWATER RECOMMENDATION**

**Approve**

**WATER SERVICES**

**Approve with conditions**

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

**PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

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

**TRAFFIC AND PARKING**

**Approve**

**STAFF RECOMMENDATION**

Staff recommends approval with conditions.

**CONDITIONS**

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

Mr. Napier presented the staff recommendation of approval with conditions.

Jim McLean, 3512 Murphy Road, spoke in favor of the application.

Councilmember Dowell spoke in favor of the application.

**Chairman Adkins closed the Public Hearing.**

Ms. Hagan-Dier spoke in favor of the application.

Mr. Gobbell spoke in favor of the application.

**Ms. Blackshear moved and Mr. Tibbs seconded the motion to approve with conditions. (8-0)**

**Approved with conditions. (8-0)**

**Resolution No. RS2017-281**

“BE IT RESOLVED by The Metropolitan Planning Commission that **2004P-015-003 is Approved with conditions. (8-0)**

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

**19. 2006P-013-001**

**THORNTON GROVE PUD**

Council District 03 (Brenda Haywood)

Staff Reviewer: Shawn Shepard

A request to revise the preliminary plan for a Planned Unit Development Overlay District on property located at 3474 and 3500 Brick Church Pike and Brick Church Pike (unnumbered), west of the terminus of Northbrook Drive, zoned RM9 and RS10 (189.64 acres), to permit 315 single-family residential units and 173 multi-family residential units, requested by Dale and Associates, applicant; Martha, Thomas and Beck Cone, owners.

**Staff Recommendation: Approve with conditions.**

**APPLICANT REQUEST**

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

Revise Preliminary PUD

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

**Existing Zoning**

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

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 224 units, subject to compliance with the standards of the Metro Subdivision Regulations. The uses permitted on the property at this time are governed by the PUD, which permits a maximum of 557 residential units, including 259 single-family residential units.*

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



## PLAN DETAILS

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

### History

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

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

### Site Plan

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

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

Vehicular access is provided via two connections to Brick Church Pike on the east and a future public road connection to adjacent property to the north. The previously approved preliminary included two future connections to the north which both stubbed out to the same parcel on either side of a stream. Removal of the second future connection with this revision will potentially reduce impacts to the stream and areas of steep slopes without affecting overall connectivity in the area. The roads within the development are public, with the exception of those serving the townhome units, which are private drives. The Major and Collector Street Plan (MCSP) calls for a six-foot sidewalk and eight-foot planting strip within 74 feet of right-of-way along the property frontage. The revised PUD plan shows additional right-of-way dedication, consistent with the MCSP, but does not depict sidewalks or a planting strip. A sidewalk and planting strip consistent with the MCSP requirements shall be provided along the full property frontage with the final PUD plan. The plan includes five-foot sidewalks and four-foot planting strips, consistent with local street standards, along all of the public roads proposed within the development. Sidewalks are also provided along the private drives and parking areas for the townhomes. Mulched walking trails are also proposed to provide additional pedestrian connections through the open space areas integrated throughout the development. Additionally, the revised plan proposes dedication of a new greenway easement to Metro Parks encompassing the open space adjacent to Ewing Creek in the southeast corner of the site. The easement, which was not included in the original PUD plan, will permit construction of a public greenway identified on Metro Parks' greenway plan.

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

## **ANALYSIS**

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

### **F. Changes to a Planned Unit Development District.**

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

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

- The northern project access and southern project access shall be constructed to include one entering lane and two exiting lanes, striped as a separate left turn lane and a shared through/right turn lane. Each of the exiting turn lanes should include at least 50 feet of storage. Also, the project access should be constructed with adequate turning radii for school buses, moving trucks, and delivery vehicles.
- A northbound left turn lane with at least 100 feet of storage shall be provided on Brick Church Pike at each of the project accesses. These turn lanes should be designed and constructed according to AASHTO standards. Also a four-foot shoulder shall be provided along Brick Church Pike at a minimum. These turn lanes should be constructed in conjunction with the construction of the project accesses. A 3 lane cross section on Brick Church Pk may be required in order to reduce weaving maneuvers.

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

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

#### **CONDITIONS**

1. With submittal of the PUD final site plan, the plan shall be corrected to reflect a six-foot sidewalk and 8-foot planting strip, consistent with the requirements of the Major and Collector Street Plan, along the entire property frontage along Brick Church Pike. The required sidewalk, planting strip, and associated right-of-way dedication shall be depicted and dimensioned on the plan.
2. With submittal of the PUD final site plan, the boundary of the greenway easement shall be refined, in coordination with Metro Parks, to ensure that no stormwater facilities are located within the greenway easement.
3. Comply with all conditions of Metro Public Works and Traffic and Parking.
4. All other conditions of Council Ordinance No. BL2008-159 remain in effect.
5. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
7. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
8. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

#### **Approved with conditions. (8-0) Consent Agenda**

##### **Resolution No. RS2017-282**

"BE IT RESOLVED by The Metropolitan Planning Commission that **2006P-013-001 is Approved with conditions. (8-0)**

1. With submittal of the PUD final site plan, the plan shall be corrected to reflect a six-foot sidewalk and 8-foot planting strip, consistent with the requirements of the Major and Collector Street Plan, along the entire property frontage along Brick Church Pike. The required sidewalk, planting strip, and associated right-of-way dedication shall be depicted and dimensioned on the plan.
2. With submittal of the PUD final site plan, the boundary of the greenway easement shall be refined, in coordination with Metro Parks, to ensure that no stormwater facilities are located within the greenway easement.
3. Comply with all conditions of Metro Public Works and Traffic and Parking.
4. All other conditions of Council Ordinance No. BL2008-159 remain in effect.
5. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

7. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
8. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.

## 20. 4-86P-001

### STORPLACE PUD

Council District 29 (Karen Y. Johnson)

Staff Reviewer: Patrick Napier

A request to revise the preliminary plan and for final site plan approval including a variance from the sidewalk requirements for a Planned Unit Development Overlay District on property located at 2162 Murfreesboro Pike, approximately 1,230 feet southeast of Franklin Limestone Road, zoned One and Two Family Residential (R10) (5.70 acres), to permit a 2-story storage building and the expansion of an existing self-service storage facility.

**Staff Recommendation: Approve with conditions the revision and final site plan and a recommendation of approval with conditions of the variance request to the Board of Zoning Appeals.**

#### APPLICANT REQUEST

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

#### Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval, including a variance from the sidewalk requirements, for a Planned Unit Development Overlay District on property located at 2162 Murfreesboro Pike, approximately 1,230 feet southeast of Franklin Limestone Road, zoned One and Two-Family Residential (R10) (5.70 acres), to permit a 2-story storage building and the expansion of an existing self-service storage facility.

#### **Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *Permitted uses are as per the approved PUD include self-service storage and associated office uses.*

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

#### **PLAN DETAILS**

The site is located along Murfreesboro Pike, 1,230 feet southeast of Franklin Limestone Road. The site contains an existing self-service storage facility and is currently zoned R10 with a PUD overlay. The plan would permit an expansion to an existing self-service storage facility. The site is bordered by commercial uses to the north and multi-family to the south.

#### History

Metro Council approved this PUD in 1986, and it includes 5.7 acres. The plan was approved for 55,950 square feet of self-service storage and 1,600 square feet of associated office use. This PUD was amended in 1995 to permit an additional 15,300 square feet of self-service storage use for a total of 75,300 of self-service storage. A final site plan has not been submitted for the amended preliminary plan approved in 1995. The revision to the preliminary and final site plan proposes a total of 75,175 square feet of self-service storage use and an expansion of 622 square feet to an existing office. 10 parking spaces are provided on site.

#### Site Plan

The site currently contains a total of 60,000 square feet of self-service storage and associated office structures. The revision to the preliminary and final site plan proposes a total of 75,175 square feet of self-service storage use and an expansion of 622 square feet to an existing office. The proposed expansion will have a maximum height of 26 feet. The access for this site is provided by an existing connection to Murfreesboro Pike. The internal private drive provides access to the existing self-service storage structures on site.

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

## **ANALYSIS**

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

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
  2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
    - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
    - b. The boundary of the planned unit development overlay district is not expanded;
    - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
    - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
    - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
    - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
    - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
    - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
    - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
    - j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
    - k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
    - l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
    - m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

The proposed revision increases the allowable square footage by 875 square feet, which does not exceed the 10 percent threshold established by section 17.40.120.G. This revision does not deviate significantly from the Council approved plan and the proposed site plan is consistent with the overall concept of the PUD. The proposed revision and final site plan are consistent with the overall intent of the PUD. Staff recommends approval with conditions.

### Variance request

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

application, the cost of the proposed expansion triggers the sidewalk requirements of the Metro Code. The applicant has requested a variance from the sidewalk requirement.

Section 17.40.340 of the Metro Zoning Code states that the Board of Zoning Appeals may not consider a variance request for a sidewalk without first considering a recommendation from the Planning Commission. The Major and Collector Street Plan requires an 8 foot wide sidewalk and 6 foot wide planting strip. The applicant has stated that the sidewalk requirement creates a hardship on the property given the existing NES power poles located directly behind the existing sidewalk on the southern portion of the site's street frontage. Given the number of power poles and supporting cable guy wires, planning staff recommended an alternative sidewalk design as shown on the site plan. The alternative design includes a 2.5 foot grass strip and an 8 foot wide sidewalk.

**FIRE DEPARTMENT RECOMMENDATION**

**Approve with conditions**

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

**STORMWATER RECOMMENDATION**

**Approve with conditions**

- Revised resubmittal must match the approved grading plan in all relevant areas

**WATER SERVICES**

**Approve with conditions**

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

**PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

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

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

**STAFF RECOMMENDATION**

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

**CONDITIONS**

1. Recommend approval of the variance request to the Board of Zoning Appeals with the alternate design of 2.5 foot grass strip and 8 foot sidewalk.
2. Applicant to work with Planning and MTA to relocate the existing bus stop on the south side of the driveway to an appropriate distance north of the driveway meeting MTA's stop placement policies. This design shall maintain the 8' sidewalk width and may require elimination of portions of the grass strip in this area.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.

**Approved with conditions, the revision, and final site plan, and a recommendation of approval with conditions of the variance request to the Board of Zoning Appeals. (8-0) Consent Agenda**

**Resolution No. RS2017-283**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 4-86P-001 is Approved with conditions , the revision, and the final site plan, and a recommendation of the approval with conditions of the variance request to the Board of Zoning Appeals. (8-0)**

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

3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
5. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.

## 21. 2005UD-006-031

### THE TOWNHOMES AT PARTHENON

Council District 21 (Ed Kindall)

Staff Reviewer: Singeh Saliki

A request for modification to the front yard setback standard of the 31st Avenue and Long Boulevard Urban Design Overlay District on properties located at 3131 and 3133 Parthenon Avenue, approximately 350 feet east of Oman Street, zoned RM40 (0.31 acres), to permit seven residential units (four at the street frontage and three off the rear alley), requested by Civil & Environmental Consultants, Inc., applicant; R2I, LLC, owner.

**Staff Recommendation: Disapprove.**

#### APPLICANT REQUEST

**Modification to the build-to standard of the 31<sup>st</sup> Avenue and Long Boulevard Urban Design Overlay.**

##### UDO Major Modification

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

##### **Existing Zoning**

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

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

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

##### **PLAN DETAILS**

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

##### **MODIFICATION REQUEST DETAILS**

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

###### 1) **Front Build-to**

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

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

**ANALYSIS**

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

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

**UDO DESIGN REVIEW COMMITTEE RECOMMENDATION**

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

**STAFF RECOMMENDATION**

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

Ms. Blackshear recused herself and left the meeting at 5:34 p.m.

Ms. Saliki presented the staff recommendation of disapproval.

Peter Camara, representing applicant, spoke in favor of the application.

B.J. Jenkins, applicant, spoke in favor of the application; it is the best idea for this land.

**Chairman Adkins closed the Public Hearing.**

Ms. Diaz spoke in favor of staff recommendation.

Councilmember Allen asked for clarification on the other property in close proximity that has a similar design that was approved.

Mr. Sloan reminded the commission that they did not review these at the time the other property was approved, only the DRC. This body has not addressed these before.

Councilmember Allen noted this does not technically meet the letter of the UDO, and a driveway is not the same as a courtyard.

Mr. Gobbell spoke in favor of staff recommendation. A driveway is not the same as a courtyard.

Ms. Hagan-Dier spoke in favor of staff recommendation as a driveway is not the same as a courtyard.

Ms. Farr spoke in favor of staff recommendation.

**Mr. Tibbs moved and Councilmember Allen seconded the motion to disapprove. (7-0)**

**Disapproved. (7-0)**

**Resolution No. RS2017-284**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2005UD-006-031 is Disapproved.**



**22. 2017Z-078PR-001**

Council District 21 (Ed Kindall)  
Staff Reviewer: Latisha Birkeland

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

**Staff Recommendation: Defer to the September 14, 2017 Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2017Z-078PR-001 to the September 14, 2017, Planning Commission Meeting. (8-0)**

**23. 2017Z-082PR-001**

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

A request to rezone from RS5 to R6-A zoning on property located at 113 Eastmoreland Street, approximately 30 feet northeast of Joseph Avenue (0.17 acres), requested by Councilmember Scott Davis, applicant; James Keesee, owner.

**Staff Recommendation: Approve with conditions.**

**APPLICANT REQUEST**

**Zone change from RS5 to R6-A**

Zone Change

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

**Existing Zoning**

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

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

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

**ANALYSIS**

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

**FIRE DEPARTMENT RECOMMENDATION**

N/A

**PUBLIC WORKS RECOMMENDATION**

N/A

**TRAFFIC AND PARKING RECOMMENDATION**

Approve with conditions

- Traffic study may be required at time of development

**METRO SCHOOL BOARD REPORT**

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

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

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

**AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

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

**STAFF RECOMMENDATION**

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

**CONDITIONS**

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

**Approved with conditions. (8-0) Consent Agenda**

**Resolution No. RS2017-285**

"BE IT RESOLVED by The Metropolitan Planning Commission that **2017Z-082PR-001 is Approved with conditions. (8-0)**

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

**24. 2017Z-086PR-001**

Council District 02 (DeCosta Hastings)

Staff Reviewer: Patrick Napier

A request to rezone from RS5 to R6 zoning on property located at 130 Fern Avenue, approximately 55 feet southeast of Weakley Avenue (0.17 acres), requested by LMI Development Group, applicant; Claudell Vaughn and Shirley Carter, owners.

**Staff Recommendation: Approve with conditions.**

**APPLICANT REQUEST**

A request to rezone from RS5 to R6

Zone Change

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

**Existing Zoning**

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

**Proposed Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *The Department of Codes Administration has determined that R6 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

**BORDEAUX – WHITES CREEK\_NAME COMMUNITY PLAN**

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

Consistent with Policy?

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

**ANALYSIS**

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

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

**FIRE DEPARTMENT RECOMMENDATION**

N/A

**STORMWATER RECOMMENDATION**

N/A

**WATER SERVICES**

N/A

**PUBLIC WORKS RECOMMENDATION**

N/A

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Traffic study may be required at time of development.

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

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

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

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

\*Based on two-family lots

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

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

**METRO SCHOOL BOARD REPORT**

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

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

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

**AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

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

**STAFF RECOMMENDATION**

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

**CONDITIONS**

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

**Approved with conditions. (8-0) Consent Agenda**

**Resolution No. RS2017-286**

"BE IT RESOLVED by The Metropolitan Planning Commission that **2017Z-086PR-001 is Approved with conditions. (8-0)**

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

**25. 2017Z-087PR-001**

Council District 05 (Scott Davis)  
Staff Reviewer: Levi Hill

A request to rezone from RS5 to R6-A zoning on property located at 1001 West Mckennie Avenue, at the northeast corner of Lauren Street and West Mckennie Avenue (0.34 acres), requested by Councilmember Scott Davis, applicant; Charlotte Grant and Katrina Frierson, owners.

**Staff Recommendation: Defer to the September 14, 2017 Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2017Z-087PR-001 to the September 14, 2017, Planning Commission Meeting. (8-0)**

**26. 2017Z-088PR-001**

Council District 29 (Karen Y. Johnson)  
Staff Reviewer: Levi Hill

A request to rezone from AR2a to RS10 zoning on property located at 3612 Butler Road, west of the terminus of Bluewater Drive (14.3 acres), requested by Gresham Smith and Partners, applicant; Margaret Neal, owner.

**Staff Recommendation: Approve with conditions.**

**APPLICANT REQUEST**

**Zone change from AR2a to RS10**

Zone Change

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

**Existing Zoning**

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

**Proposed Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 52 lots, based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

**ANTIOCH-PRIEST LAKE**

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

Consistent with Policy?

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

**ANALYSIS**

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

Sidewalks that meet the Major and Collector Street Plan standards will be required with the development of the property.

**FIRE MARSHAL RECOMMENDATION**  
N/A

**PUBLIC WORKS RECOMMENDATION**  
N/A

**TRAFFIC AND PARKING RECOMMENDATION**  
Approve with conditions

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

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	14.3	0.5 D	7 U	67	6	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	14.3	4.35	62 U	670	54	70

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

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

**METRO SCHOOL BOARD REPORT**

Projected student generation existing AR2a district: 4 Elementary 3 Middle 4 High  
 Projected student generation proposed RS10 district: 8 Elementary 6 Middle 7 High

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

**AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

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

**STAFF RECOMMENDATION**

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

**CONDITIONS**

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

**Approved with conditions. (7-0-1) Consent Agenda**

**Resolution No. RS2017-287**

“BE IT RESOLVED by The Metropolitan Planning Commission that **2017Z-088PR-001 is Approved with conditions. (7-0-1)**

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

**27. 2017Z-090PR-001**

Council District 02 (DeCosta Hastings)

Staff Reviewer: Patrick Napier

A request to rezone from RS5 to R6 zoning on property located at 610 Vester Avenue, approximately 100 feet southeast of Weakley Avenue (0.18 acres), requested by Red River Development, applicant; William Wallis, owner.

**Staff Recommendation: Approve with conditions.**

**APPLICANT REQUEST**

Rezone from RS5 to R6.

Zone Change

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

**Existing Zoning**

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

**Proposed Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

**BORDEAUX – WHITES CREEK NAME COMMUNITY PLAN**

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

Consistent with Policy?

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

**ANALYSIS**

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

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

evolving area. Future proposals will also be evaluated to ensure that an appropriate balance of housing diversity is promoted within this community.

**FIRE DEPARTMENT RECOMMENDATION**  
N/A

**STORMWATER RECOMMENDATION**  
N/A

**WATER SERVICES**  
N/A

**PUBLIC WORKS RECOMMENDATION**  
N/A

**TRAFFIC AND PARKING RECOMMENDATION**  
Approve with conditions

- Traffic study may be required at time of development.

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

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

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

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

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

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

**METRO SCHOOL BOARD REPORT**

Projected student generation existing **RS5** district: 1 Elementary 1 Middle 1 High  
 Projected student generation proposed **R6** district: 1 Elementary 1 Middle 1 High

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

**AFFORDABLE AND WORKFORCE HOUSING REPORT (information provided by applicant)**

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

**STAFF RECOMMENDATION**

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

**CONDITIONS**

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



**Approved with conditions. (7-0-1) Consent Agenda**

**Resolution No. RS2017-288**

**"BE IT RESOLVED** by The Metropolitan Planning Commission that **2017Z-090PR-001 is Approved with conditions. (7-0-1)**

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

**28. 2017Z-091PR-001**

Council District 20 (Mary Carolyn Roberts)

Staff Reviewer: Shawn Shepard

A request to expand the Urban Zoning Overlay District to various properties located between Cabot Drive and Briley Parkway, from Knob Road north to Annex Avenue, (1,591.06 acres), requested by Councilmember Mary Carolyn Roberts, applicant; various owners.

**Staff Recommendation: Defer to the September 28, 2017 Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2017Z-091PR-001 to the September 28, 2017, Planning Commission meeting. (8-0)**

## H: OTHER BUSINESS

29. Historic Zoning Commission Report
30. Board of Parks and Recreation Report
31. Executive Committee Report
32. Accept the Director's Report and Approve Administrative Items

**Approved. (8-0) Consent Agenda**

**Resolution No. RS2017-289**

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

33. Legislative Update

## I: MPC CALENDAR OF UPCOMING EVENTS

**September 14, 2017**

MPC Meeting

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

**September 28, 2017**

MPC Meeting

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

**October 12, 2017**

MPC Meeting

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

## J: ADJOURNMENT

The meeting adjourned at 6:00 p.m.

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary



**METROPOLITAN GOVERNMENT**  
**OF NASHVILLE AND DAVIDSON COUNTY**  
Planning Department  
Metro Office Building, 2<sup>nd</sup> Floor

Date: August 24, 2017  
To: Metropolitan Nashville-Davidson County Planning  
Commissioners  
From: Doug Sloan, Executive Director  
Re: Executive Director's Report

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The following items are provided for your information.

**A. Planning Commission Meeting Projected Attendance (6 members are required for a quorum)**

1. Planning Commission Meeting
  - a. Attending: Gobbell; Farr; Blackshear; Adkins; Diaz; Haynes; Tibbs
  - b. Leaving Early:
  - c. Not Attending: Sims
2. Legal Representation – Emily Lamb will be attending.

**B. Executive Office**

1. We have started this semester's MNPS classroom visits, beginning with three classes at Glenclyff High's Academy of Environmental and Urban Planning. We're working with them on their "Redesigning Nashville" project.

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**Administrative Approved Items and**

**Staff Reviewed Items Recommended for approval by the Metropolitan Planning Commission**

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In accordance with the Rules and Procedures of the Metropolitan Planning Commission, the following applications have been reviewed by staff for conformance with applicable codes and regulations. Applications have been approved on behalf of the Planning Commission or are ready to be approved by the Planning Commission through acceptance and approval of this report. Items presented are items reviewed **through 8/16/2017**.

<b>APPROVALS</b>	<b># of Applics</b>	<b># of Applics '17</b>
Specific Plans	1	27
PUDs	0	9
UDOs	0	9
Subdivisions	14	109
Mandatory Referrals	6	143
<b>Grand Total</b>	21	297

**SPECIFIC PLANS (finals only): MPC Approval**

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

<b>Date Submitted</b>	<b>Staff Determination</b>	<b>Case #</b>	<b>Project Name</b>	<b>Project Caption</b>	<b>Council District # (CM Name)</b>
NONE					

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

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

<b>Date Submitted</b>	<b>Staff Determination</b>	<b>Case #</b>	<b>Project Name</b>	<b>Project Caption</b>	<b>Council District # (CM Name)</b>
NONE					

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

<b>Date Submitted</b>	<b>Staff Determination</b>	<b>Case #</b>	<b>Project Name</b>	<b>Project Caption</b>	<b>Council District # (CM Name)</b>
12/12/2016 7:41	8/14/2017 0:00 PLAPADMIN	128-78P-003		A request for final site plan approval for a Planned Unit Development Overlay District on property located at 4001 Lebanon Pike, at the south corner of Old Hickory Boulevard and Lebanon Road, zoned SCR (3.09 acres), to permit a restaurant, retail and general office space, requested by Civil-Site Design Group, applicant; Richard H. Watts Family Limited Partnership, owner.	14 (Kevin Rhoten)

## MANDATORY REFERRALS: MPC Approval

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District (CM Name)
6/20/2017 14:25	8/3/2017 0:00 PLRECAPPR	2017M-020AB-001	ALLEY #925 PROPOSED ROW AND EASEMENT ABANDONMENT	A request for the abandonment of Alley #925, from 21st Avenue North to 22nd Avenue North, between Charlotte Avenue and Clifton Avenue (see site plan for details), utility easements are requested to be abandoned, requested by Perry Engineering, LLC, applicant.	21 (Ed Kindall)
7/7/2017 14:16	8/15/2017 0:00 PLRECAPPR	2017M-033EN-001	MARRIOTT AC HOTELS AT 410 5TH AVENUE SOUTH AERIAL ENCROACHMENTS	A request for aerial encroachments comprised of two (2) projecting, cantilever wall signs, 5'4" wide by 20' tall installed at a height of 50' encroaching the public right-of-way (items D1 and D2 on site plan) (Map 093-10 Parcel 490), requested by Premier Sign Company, applicant; North Point Hospitality Group, Inc., owner.	19 (Freddie O'Connell)
7/21/2017 14:42	8/15/2017 0:00 PLRECAPPR	2017M-056ES-001	1930 CASTLEMAN DRIVE EASEMENT ABANDONMENT AND ACQUISITION	A request for the abandonment of easement rights of former right-of-way of 1930 Castleman Drive, previously abandoned by Council Bill No. 75-1352 with easements retained, and to acquire two new Sewer Easements (Map 131-06 Parcel 023; Map 131-07 Parcel 014) (see map for details), requested by Metro Water Services, applicant.	25 (Russ Pulley)
7/24/2017 13:19	8/15/2017 0:00 PLRECAPPR	2017M-057ES-001	DAVIDSON ROAD MULTI-USE PATH PROJECT	A request for temporary construction easements, drainage easements and permanent right-of-way acquisition for the Davidson Road Multi-use Path Project, between Robin Hill Road and HG Hill School Entrance (see map for details), requested by Metro Public Works, applicant.	23 (Mina Johnson)

## INSTITUTIONAL OVERLAYS (finals and variances only) : MPC Approval

**Finding: Final site plan conforms to the approved campus master development plan and all other applicable provisions of the code.**

Date Submitted	Staff Determination	Case #	Project Name	Project Caption	Council District # (CM Name)
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NONE						
SUBDIVISIONS: Administrative Approval						
Date Submitted	Date Approved	Action	Case #	Project Name	Project Caption	Council District (CM Name)
9/15/2016 11:56	7/31/2017 0:00	PLAPADMIN	2016S-228-001	BESS100 PARTNERSHIP 1ST AMENDMENT RESUB	A request for final plat approval to create two lots on properties located at 8211 and 8221 Highway 100, approximately 265 feet north of Chaffin Drive, zoned CL and RM9 (4.14 acres), requested by Brad T. Thomas, applicant; CVHCy, LLC, owner.	35 (Dave Rosenberg)
5/1/2017 10:59	7/31/2017 0:00	PLAPADMIN	2017S-139-001	VILLAGES OF RIVERWOOD SECTION 1 PHASE 1 REVISION OF OPEN SPACE R	A request for final plat approval to create two lots on property located at 1801 Riverbirch Lane, at the southwest corner of Riverbirch Lane and Riverbirch Way, zoned RM9 and within the Villages of Riverwood Urban Design Overlay District (2.0 acres), requested by Ragan-Smith and Associates, applicant; Villages of Riverwood Homeowners Association, Inc., owner.	14 (Kevin Rhoten)
6/12/2017 10:55	8/1/2017 0:00	PLAPADMIN	2017S-167-001	NASHVILLE OUTDOOR STORAGE, LLC	A request for final plat approval to consolidate two parcels into one lot on properties located at Dr. Walter Davis Boulevard (unnumbered), approximately 400 feet northeast of 44th Avenue North, zoned IWD (13.25 acres), requested by Gresham Smith and Partners, applicant; Nashville Outdoors Storage, LLC, owner.	21 (Ed Kindall)
3/21/2017 9:33	8/1/2017 0:00	PLAPADMIN	2017S-100-001	DR. BOYD MCNAIRY'S SUBDIVISION	A request for final plat approval to create two lots on property located at 736 25th Avenue North, at the southeast corner of 25th Avenue North and Booker Street, zoned RS5 (0.31 acres), requested by James Terry and Associates, applicant; Hamidreza Parsa, owner.	21 (Ed Kindall)
4/7/2017 15:04	8/1/2017 0:00	PLAPADMIN	2016S-102-002	KEENELAND DOWNS PHASE 2	A request for final site plan approval for Keeneland Downs Phase 2 located at 3249 Hamilton church Road and 6033 Mount View Road and Mount View Road (unnumbered), approximately 175 feet east of Buckpasser Avenue, zoned RS10 (25.24 acres), requested by Civil Site Design Group, applicant; Fischer and Ford Group, LLC and KDNS Ventures,	33 (Sam Coleman)

					LLC, owners.	
9/9/2016 11:24	8/4/2017 0:00	PLAPADMIN	2016S-215-001	2617 BARCLAY DRIVE	A request for final plat approval to create two lots on property located at 2617 Barclay Drive, at the northeast corner of Barclay Drive and Brittany Drive, zoned R10 (0.90 acres), requested by Benny M. Cantrell, applicant; Daniel Eli Bates and Brian Harris, owners.	06 (Brett Withers)
5/11/2017 11:04	8/4/2017 0:00	PLAPADMIN	2017S-143-001	GRANNY WHITE PARTNERS SUBDIVISION	A request for final plat approval on property located at 5610 Granny White Pike, approximately 370 feet south of Oman Drive, zoned R40 (2.89 acres), requested by Clint T. Elliott Surveying, applicant; Granny White Partners, LLC, owner.	34 (Angie Henderson)
5/23/2017 9:42	8/4/2017 0:00	PLAPADMIN	2017S-148-001	TREVECCA SUBDIVISION RESUB OF LOT 176	A request for final plat approval to shift lot lines on properties located at 932 Strouse Avenue and 935 B West Avenue, approximately 115 feet west of Brasher Avenue, zoned R6 (0.63 acres), requested by Clint T. Elliott Surveying, applicant; Legacy Properties, LLC and O.I.C. 933 and 955 West Avenue Townhomes, owners.	05 (Scott Davis)
4/7/2017 9:05	8/8/2017 0:00	PLAPADMIN	2017S-119-001	SOUTHGATE STATION	A request for final plat approval to consolidate five parcels into three lots on properties located at 512, 514, 518 and 520 Southgate Avenue and 1608 Marshall Hollow Drive, at the northeast and northwest corners of Southgate Avenue and Marshall Hollow Drive, zoned SP-R (2.03 acres), requested by Campbell McRae and Associates, applicant; Southgate Partners, LLC, owner.	17 (Colby Sledge)
3/16/2017 10:50	8/9/2017 0:00	PLAPADMIN	2017S-094-001	HIGHLAND GARDENS, LOTS 11 & 12	A request for final plat approval to shift lot lines on properties located at 751 and 753 Lynwood Avenue, approximately 80 feet west of Ridley Blvd, zoned R6 (0.29 acres), requested by DBS & Associates, Engineering, applicant; O.I.C Homes, owner.	17 (Colby Sledge)
5/12/2017 9:49	8/9/2017 0:00	PLAPADMIN	2017S-145-001	3221 LINCOLN AVENUE SUBDIVISION	A request for final plat approval to create two lots on property located at 3221 Lincoln Avenue, approximately 615 feet northwest of Alpine Avenue, zoned R10 (0.66 acres), requested by Urban Properties, LLC, applicant and owner.	02 (DeCosta Hastings)
6/14/2017 13:32	8/9/2017 0:00	PLAPADMIN	2017S-169-001	THE NASHVILLE FOOD PROJECT, INC.	A request for final plat approval to consolidate three lots into one lot on properties located at 5902 and 5904	20 (Mary Carolyn Roberts)

					California Avenue and 1508 60th Avenue North, at the southeast corner of California Avenue and 60th Avenue North, zoned CS (0.51 acres), requested by Gresham Smith and Partners, applicant; Nashville Food Project, Inc., owner.	
7/13/2017 12:48	8/9/2017 0:00	PLAPADMIN	2017S-201-001	WHITE & RUCKERS SUBDIVISION OF PART OF LOT NO. 9, RESUB LOTS 16, 18, 20, 22, 24, AND 26	A request for final plat approval to consolidate six lots into one lot on properties located at 222 Fesslers Lane and 809 Heathcote Avenue, at the southwest corner of Heathcote Avenue and Rucker Avenue, zoned IWD (1.02 acres), requested by Blue Ridge Surveying, Inc., applicant; Emil Ramovich, owner.	19 (Freddie O'Connell)
5/12/2017 14:55	8/10/2017 0:00	PLAPADMIN	2017S-146-001	1232 3RD AVENUE PROPERTY	A request for final plat approval to create one lot on property located at 1232 3rd Avenue North, at the southeast corner of Monroe Street and 3rd Avenue North, zoned SP-MU (0.64 acres), requested by Gresham Smith & Partners, applicant; Gtown Storage, LLC, owner.	19 (Freddie O'Connell)
4/11/2017 15:18	8/14/2017 0:00	PLAPADMIN	2017S-122-001	KELLER'S SUBDIVISION OF THE MAXEY HOME PLACE RESUB OF LOT 16	A request for final plat approval to create two lots on property located at 1212 Keller Avenue, approximately 195 feet west of Scott Avenue, zoned R6 (0.58 acres), requested by Delle Land Surveying, applicant; McCullough Family Properties, LLC, owner.	07 (Anthony Davis)
8/9/2017 13:25	8/16/2017 0:00	PLAPADMIN	2017S-215-001	CAPITOL VIEW SUBDIVISION RESUB OF LOT 4	A request for final plat approval to create two lots on property located at 500 11th Avenue North, at the northeast corner of Nelson Merry Street and 11th Avenue North, zoned DTC (4.65 acres), requested by Barge Waggoner Sumner and Cannon, Inc., applicant; Capitol View JV-E, owner.	19 (Freddie O'Connell)

### Performance Bonds: Administrative Approvals

Date Approved	Administrative Action	Bond #	Project Name
8/2/17	Approved Extension/Reduction	2014B-019-004	HIGH POINT, PHASE 2, SECTION 2
8/9/17	Approved Replacement	2007B-024-008	MATLOCK, PHASE 1
8/9/17	Approved Extension	2015B-009-003	THE RESERVE AT STONE HALL, PHASE 1, SECTION 3A
8/10/17	Approved Extension/Reduction	2016B-009-002	VOCE PHASE 2B
8/8/17	Approved New	2017B-026-001	OLD HICKORY COMMONS, SECTION 4



8/8/17	Approved New	2017B-030-001	INTERCHANGE CITY INDUSTRIAL PARK TRACT 216-A AND 216-B RESUB OF LOT 216-B
8/15/17	Approved New	2017B-032-001	BURKITT VILLAGE PHASE 8
8/9/17	Approved Extension	2014B-010-003	HERMITAGE CREEK

## Schedule

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- A. **Thursday, August 24, 2017-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- B. **Thursday, September 14, 2017-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- C. **Thursday, September 14, 2017-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- D. **Thursday, September 28, 2017-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- E. **Thursday, October 12, 2017-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- F. **Thursday, October 26, 2017-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- G. **Thursday, November 9, 2017-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- H. **Thursday, November 16, 2017-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- I. **Thursday, December 14, 2017-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center