

## Comments on March 22, 2017 Planning Commission agenda items, received March 20

### Item 2, 1225 Stainback Ave (Amendment)

**From:** Victoria Woodard [mailto:victoriawoodard3@gmail.com]  
**Sent:** Tuesday, March 20, 2018 6:19 PM  
**To:** Planning Commissioners  
**Subject:** 2015SP-049-003 OPPOSE (1225 Stainback)

Dear Planning Commission:

My name is Victoria Woodard. My husband Jeffrey & I live at 1025 Dickerson Pike in the Cleveland Park neighborhood of Nashville. We are owner occupants of one of the attached townhouse in the 1st North development on the corner of Dickerson and Evanston. These townhomes are very similar to the ones being built at 1225 Stainback Ave.

I'm writing because we have been carefully watching the situation regarding the zoning at the Stainback address and we have both signed the petition to oppose. My husband & I feel that we have a unique perspective as one of only two owner occupants in our nine unit development. Of the other six units there is one long term renter and five Airbnbs. We are against this zoning change primarily because of the proposed parking for the development and what it may mean to have any of the four units become STRs.

Where we live there are two attributed parking spots per unit. In addition to these 18 parking spots we also have a visitors spot and a handicapped spot to make 20 total. Furthermore, we have ample street parking on Evanston - yet even with all of this available parking we still see an overflow of vehicles from visitors causing an issue and parking shortage. We simply cannot imagine 4 units of roughly the same occupancy of ours with only 6 parking spots & no street parking! If say, one or even two of the 4 units is owner occupied (& the others airbnb) - it could very well be a nightmare for them. Obviously we understand this is an unknown at this time, the chance of this could be very disturbing to any owner occupants. We know this from personal experience.

Parking problems aside, we have also experienced noise, litter, theft and other issues including metro police involvement with the airbnbs. We work hard as neighbors

to embrace the out of town guests and give grace - especially because we personally know all of our investor neighbors and understand that using their units as an airbnb is revenue generating and building equity for them. Even with this in mind, we DO oppose the change in zoning for Stainback to allow STR's. We believe that anyone who purchases there (if airbnbs are allowed) as an owner occupant is set up for future problems - especially in regards to parking. In our experience we feel that these concerns will flow over to the adjacent neighbors and directly affect our wonderful neighborhood.

Thank you for your consideration and vote to oppose this zoning change. We are counting on to you to set the precedent of what is best for the future of Cleveland Park, our home. Should you have any questions regarding the content of this letter, please do not hesitate to contact me at the number below.

Sincerely,  
Victoria (& Jeffrey) Woodard  
1025 Dickerson Pike  
Nashville, TN 37207  
615-448-8263 cell

## Item 17, Combs Gub SP

**From:** Keith Benion [mailto:bafre1@comcast.net]

**Sent:** Tuesday, March 20, 2018 3:09 PM

**To:** Planning Commissioners

**Subject:** New 36 acre development for Haynes Meade should not be on the consent agenda for 3/22/18

Please don't allow this development to be green lighted without any input from the surrounding neighborhoods. We deserve better communication from anyone that wants to be a good neighbor. Without our participation success is not guaranteed.

Thanks

Keith Benion

member of the Haynes-Trinity Neighborhood Coalition

**From:** Joyce George [mailto:41jg15@comcast.net]

**Sent:** Tuesday, March 20, 2018 8:10 PM

**To:** Planning Commissioners

**Subject:** #2018sp-031-001

I am requesting a delay or deferral for 2018SP-031-001 until the developer can meet with the community. We need understanding as to what is planned for this large tract of land (36 acres). I am a participant in the organizing of the Haynes Trinity Neighborhoods Coalition and served on the Steering Committee for the Haynes Trinity Land Use Policy amendment. Thank you for receiving this email and for any consideration.

Joyce M. George

711 Work Drive

37207

(615) 228-7994

**From:** Karen Dunlap [mailto:karebdunlap@gmail.com]  
**Sent:** Tuesday, March 20, 2018 7:14 PM  
**To:** Planning Commissioners  
**Subject:** Request to delay 2018SP-031-001 COMBS GUB SP

To The Planning Commissioners:

I'm very surprised to learn that plans for development of a huge area near my home have moved to the consent agenda for Thursday March 22 without much community comment. I ask you to delay further consideration of 2018SP-031-001 until the community can hear from developers.

I work with the forming Haynes Trinity Neighborhood Coalition and continue to work with NNXNE United in the interest of growing our community in a way that benefits all: long-time residents, developers and new neighbors. This plan might be good for the community, but we haven't had a formal opportunity to hear from planners.

I'm working with a small group in NNXNE United to create a beautiful park at historic Lock 1. How will this development affect that? The Coalition grew out of the Planning Department's very successful Charrette and seeks to keep citizens involved in carrying out the Haynes Trinity plan. What will it mean to have this big block development without neighborhood engagement? I want to create new housing for myself and others on my properties at 1533 Lock Road and 1605 Seminary St. What will this mean to me?

Please give us an opportunity to hear the plan and let planners hear from us before approval is given.

Sincerely,

Karen Brown Dunlap

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*Karen Brown Dunlap, Ph.D.*

[karebdunlap@gmail.com](mailto:karebdunlap@gmail.com)

*Cell - 813/391-2115*

@karendunlap

P.O. Box 78476, Nashville, TN 37207

P.O. Box 47356, Tampa, FL 33646

*Take pride in how far you have come  
and have faith in how far you can go.*

-----Original Message-----

From: Winnie Forrester [mailto:wgforrester1@gmail.com]

Sent: Tuesday, March 20, 2018 1:46 PM

To: Planning Commissioners

Subject: 2018SP-031-001 COMBS GUB SP

To all Planning Commissioners:

Please remove this SP proposal from the consent agenda on 3/22/18, so the developer can be contacted and asked to engage with the community. To date, residents have only received postcards from Planning and have heard nothing from the developers. As a community we participated in the land use policy update for Haynes-Trinity last fall which was approved in January 2018 by you. Our new formed Haynes-Trinity Neighborhood Coalition (which includes Haynes Meade that directly borders this project) fully expects to be engaged with developers in the build-out of our community. We want development FOR and WITH US, not TO US.

To allow this to progress without ANY community input and education would set a dangerous precedent for Haynes-Trinity area as this is a very large 36 acre project and involves critically important land around Pages Branch and the Cumberland River.

Thank you,

Winnie Forrester

President of Haynes Heights Neighborhood Association  
and Organizing member of the Haynes-Trinity Neighborhood Coalition  
2611 Shreeve Lane  
615-498-8671

**From:** Craig Jacobson [mailto:craigduane@gmail.com]

**Sent:** Tuesday, March 20, 2018 2:35 PM

**To:** Planning Commissioners

**Subject:** Case 2018Z-030PR-001

**Email:**

To all Planning Commissioners:

Please remove this SP proposal from the consent agenda on 3/22/18, so the developer can be contacted and asked to engage with the community. To date, residents have only received postcards from Planning and have heard nothing from the developers. As a community we participated in the land use policy update for Haynes-Trinity last fall which was approved in January 2018 by you. Our new formed Haynes-Trinity Neighborhood Coalition (which includes Haynes Meade that directly borders this project) fully expects to be engaged with developers in the build-out of our community. We want development FOR and WITH US, not TO US.

To allow this to progress without ANY community input and education would set a dangerous precedent for Haynes-Trinity area as this is a very large 36 acre project and involves critically important land around Pages Branch and the Cumberland River.

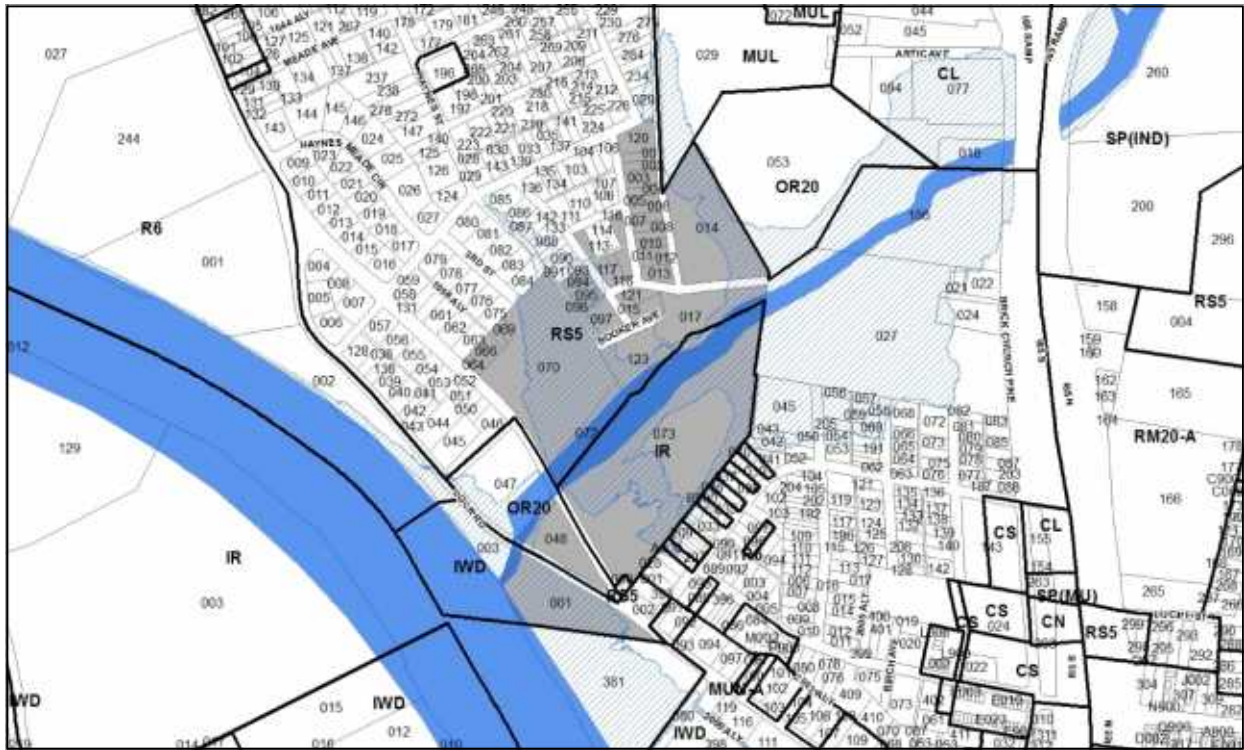
Thank you,

Craig Jacobson

**(attachment follows)**



## Metro Planning Commission Meeting of 3/22/18



### **2018SP-031-001**

COMBS GUB SP

Map 071-09, Parcel(s) 048, 064-070, 072, 073, 093-097, 112, 116-121, 123

Map 071-10, Parcel(s) 001-015, 017

Map 071-13, Parcel(s) 001

03, Bordeaux – Whites Creek – Haynes Trinity

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Specific Plan 2018SP-031-001</b>
<b>Project Name</b>	<b>Combs GUB SP</b>
<b>Council District</b>	2 – Hastings
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale & Associates, applicant; GUB Contractors, Inc., and Combs Industrial Services, Inc., owners.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change to permit a mixed use development.**

Preliminary SP

A request to rezone from Industrial Restrictive (IR), Industrial Warehousing/Distribution (IWD), Office/Residential (OR20), and Single-Family Residential (RS5) to Specific Plan – Mixed Use (SP-MU) zoning for various properties located on Baptist World Center Drive, Booker Avenue, Congo Street, Cross Street, Kassia Street, Liberia Street, Lock Road, Seminary Street and Whites Creek Pike (36.43 acres), to permit a mixed use development.

**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. *Approximately 20.15 acres of the zone change area are currently zoned RS5. RS5 would permit a maximum of 149 units, subject to compliance with the Metro Subdivision Regulations.*

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *Approximately 1.56 acres of the zone change area are currently zoned OR20. OR20 would permit a maximum of 31 units.*

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

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

**Proposed Zoning**

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







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### PLAN DETAILS

The site is comprised of 40 parcels totaling approximately 36 acres located along Pages Branch in the southeast portion of the Haynes Trinity community. Pages Branch runs through the center of the site, from the northeast to the southwest, where it empties into the Cumberland River. The site is primarily accessed by Baptist World Center Drive, with secondary access from Seminary Street via Cross and Kassia Streets. Several streets within the area, including Booker Avenue, Congo Street, and Liberia Street are unbuilt. The site includes a mix of vacant property and large industrial uses. The predominant land use pattern in the area is a mix of one and two-family residential development, with some additional commercial, industrial and institutional uses located to the southwest along the Cumberland River and to the northeast along Brick Church Pike and Interstate 65.

### Specific Plan

The plan is a regulatory Specific Plan and does not include a detailed site plan. The plan divides the area into a set of eight subdistricts, identified on the map, and establishes standards for each district, which are summarized in the table below.

Subdistrict	Permitted Uses	Bulk Standards
Zone 1	All uses of R6-A	Standards of R6-A
Zone 2	All uses of MUG-A	<u>Max FAR:</u> 5.00 <u>Height:</u> 7 stories in 105' in build-to; 15 stories in 150' with a 15' step-back All other standards of MUI-A
Zone 3	All uses of RM9-A	Standards of RM9-A
Zone 4	All uses of RM20-A	Standards of RM20-A
Zone 5	All uses of MUL-A	<u>Max FAR:</u> 5.00 <u>Height adjacent to Pages Branch:</u> 7 stories in 105' in build-to; 15 stories in 150' with a 15' step-back <u>Height along northern boundary:</u> 4 stories in 60' All other standards of MUI-A
Zone 6	All uses of MUL-A	<u>Max FAR:</u> 5.00 <u>Height adjacent to Pages Branch:</u> 7 stories in 105' in build-to; 15 stories in 150' with a 15' step-back <u>Height along northern boundary:</u> 4 stories in 60' All other standards of MUI-A
Zone 7	All uses of MUG-A	<u>Max FAR:</u> 5.00 <u>Height adjacent to Pages Branch:</u> 7 stories in 105' in build-to; 15 stories in 150' with a 15' step-back <u>Height along boundary with lots fronting Weakley Avenue:</u> 4 stories in 60' All other standards of MUI-A
Zone 8	All uses of MUI-A	Standards of MUI-A

The plan establishes design standards and landscape buffer yards appropriate for each district, based generally on the standards for alternative zoning districts, with enhanced requirements in certain areas to provide for transitions between subdistrict zones and to the surrounding neighborhood.



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Additionally, the plan contains a set of standards and requirements related to street connectivity and greenways. Specifically, the connectivity standards require extension of existing public streets and alleys or construction of unbuilt public streets and alleys with the final site plan for each subdistrict or phase. Final site plans for portions of the SP area that lack an existing network will need to establish a network of streets and alleys that can connect to the existing grid. The plan also limits access to the alleys and requires sidewalks meeting the standards established in the Major and Collector Street Plan or appropriate for a local street with each development. The greenway standards require dedication of easements and construction of greenways to be dedicated to Metro Parks for any development within subdistrict zones that have frontage along Pages Branch or the Cumberland River. The greenway standards also include design standards for development located along the greenways, requiring entrances and active ground floor uses, pedestrian connections to the greenway, and standards for materials and screening of parking and other areas.

### **BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN**

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. 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.

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

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



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### Mobility Supplemental Policy

The mobility supplemental policy contains guidance for increasing connectivity in developed areas and establishing a street network in greenfield areas, particularly in areas within the T4 Urban Transect. This supplemental policy is accompanied by an exhibit showing a conceptual network of proposed street connectivity throughout Haynes Trinity that would provide a strong and cohesive block structure in support of the Community Character Policies. As a conceptual network, alignments may vary as the result of property consolidation patterns, topography, and other environmental constraints that may be identified during detailed analysis.

### Parks and Open Space Supplemental Policies

The parks and open space supplemental policies focus on the establishment of primary and secondary greenways, improved access to and enhancement of existing park resources, and incorporation of privately owned public spaces into developments.

### **ANALYSIS**

The land use policies for the SP area were recently established with the adoption of the Haynes Trinity Small Area Plan. The plan, which was the result of an extensive community charrette process, was adopted by the Planning Commission on January 11, 2018. The small area plan updated the land use policy categories for properties within the study area and established supplemental policies to address mobility, parks, and open space.

The SP site is within the T4 Transect and is guided by the Mobility Supplemental Policy and the Parks and Open Space Supplemental Policies. These supplemental policies identify the need for enhancements to an incomplete street network, the creation of an east-west greenway along the Cumberland River and a north-south greenway along Pages Branch, and the expansion of Lock One Park along the Cumberland River.

The SP area includes areas of Conservation policy which recognize Pages Branch and the Cumberland River and associated slopes, floodways, and buffers. The northeast corner of the SP falls within an area of T4 NM policy, intended to preserve the character of the existing neighborhood. The northern portion of the SP area lies at the southern edge of an area of T4 NE policy, with the remainder of the SP site, including areas both north and south of Pages Branch, falling within an area of T4 MU policy.

The proposed SP is consistent with the majority of the established land use policies and supplemental policies for the area. In order to achieve the goals of the applicable land use policies, the SP divides the area into subdistricts, with different standards applicable to each. In the northeast corner of the SP area identified as subdistrict zone 1, where T4 NM policy applies, the SP proposes the standards of the R6-A zoning district. One and Two Family R6-A zoning is generally consistent with the existing pattern of one and two family residences in the neighborhood and will contribute to maintenance of the existing character in that portion of the neighborhood. Similarly, subdistrict zones 3 and 4, which are applied along the northern boundary of the SP in areas of T4 NE policy, rely on the standards of the RM9-A and RM20-A zoning districts. The intensity of multi-family residential development permitted by those districts is supported by the T4 NE policy and will ensure a transition to the surrounding areas. Additionally, the design standards for building placement and parking location included in the Alternative zoning districts will ensure the development of a walkable neighborhood.



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The bulk of the SP area lies within an area of T4 MU land use policy, which supports a range of uses, including higher intensity residential, mixed use, and commercial uses served by a high level of connectivity. The SP subdistricts applicable in the T4 MU policy area are based on the standards of the MUL-A, MUG-A and MUI-A zoning districts. These districts permit mixed use at a range of intensities, with design standards to ensure the creation of walkable neighborhoods. The SP subdistricts vary the standards of these base zonings to place less intensity around the perimeter, where the SP is adjacent to lower intensity subdistricts or established neighborhoods, and to concentrate additional intensity in the center of the SP area. There are provisions for additional height and floor area ratio (FAR) in the subdistricts along Pages Branch and the Cumberland River. These provisions are intended to offset the significant contributions to greenway and street infrastructure that are required with development and to ensure that development frames and activates the proposed greenways.

In addition to the subdistrict standards, the SP includes additional standards related to connectivity and greenways. Specifically, the SP requires that with the final site plan for each phase of development, any existing streets or unbuilt rights-of-way be connected and constructed, with additional right-of-way dedication and street widening as needed to bring substandard infrastructure into compliance. In the less developed areas of the SP site, where a network of streets and rights-of-way are not yet established, each final site plan will be required to propose a system of streets and alleys that is designed to connect into the surrounding network and continue the existing grid. There are also standards limiting access to the alleys and requiring cross-access easements in any locations where alleys may not be feasible due to topography or environmental constraints in order to minimize curb cuts and enhance the pedestrian environment. These standards help achieve the goals of the plan to create a connected street network that is comfortable for all users.

Given the location of the SP along both sides of Pages Branch, this development will play a crucial role in the establishment of a secondary greenway along Pages Branch as outlined in the Haynes Trinity Small Area Plan. This development also includes some frontage along the Cumberland River, allowing it to play a role in the establishment of a primary greenway along the river as well. The SP includes a standard requiring dedication of a greenway easement with any final site plan that includes property with frontage on either side of Pages Branch or adjacent to the Cumberland River, and construction of the greenway to a standard acceptable to Metro Parks prior to certificates of occupancy. To ensure that the greenways are active spaces and vibrant community resources, the SP also includes standards for incorporation of recreation opportunities such as marinas, outdoor dining, and interactive programming along greenways, which could work toward the goal of expanding or enhancing Lock One Park. Design standards require that buildings along greenways include a primary entrance addressing the greenway, pedestrian connections to the greenways, a minimum percentage of active uses on the ground floor, and screening for parking areas.

Overall, the SP works to implement the community's vision to enhance the natural environment, connect the community to the river, and grow a vibrant, urban, mixed-use neighborhood near downtown. This SP also works to achieve the majority of the goals of the recently updated land use policies by organizing standards into subdistricts designed to match the underlying land use policies. This SP includes standards that will require street and greenway dedication and construction with each final site plan, in order to ensure those goals are met.



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### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- This approval applies only to a mixture of uses within the land limits of this SP. This approval does not apply to any specific development design within this SP boundary, nor does it apply to the ability of the public water and sewer systems to serve any such development. A particular development may present water and/or sewer capacity issues, depending on its details. (No specific uses were provided within this SP.)
- Before Final SP stage, the applicant must submit an availability study, and address any concerns brought up by this study, before any Final SP can be approved.
- If the results of the study in Condition #2 require public water and sewer extensions, construction plans for these 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 with conditions – address with final

- Streams and buffer zones 1 & 2 in accordance with the SWMM, Vol. 1, and Figure 6-3 Buffer Example for Streams with Floodways; water quality; Site a minimum FFE, When showing Min FFE's please use asterisk (\*) and bold letters in a larger Font.

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- Final development plans shall comply with the standards of the Department of Public Works.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

The traffic table was prepared based on assumptions in regards to mix of uses and permissible square footages. This represents the maximum build out and does not take into consideration meeting standards for parking, landscaping, etc., which would likely result in less square footage.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	12.07	0.60 F	315,641 S.F.	1124	156	125

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.65	0.80 F	92, 347 S.F.	329	79	57



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### Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.56	0.80 F	54,362 S.F.	835	116	140

### 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)	20.15	8.71 D	175 U	1740	133	178

### Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.60	7.26 D	5 U	48	4	6

### Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.49	9.0 D	13 U	203	11	25

### Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.27	20.0 D	25 U	276	16	32

### Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	17.06	5.0 F	743 U	4627	368	427

### Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	8.0	5.0 F	1,742,400 S.F.	12047	1846	2031

### Maximum Uses in Proposed Zoning District: **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	8.0	5.0 F	1,742,400 S.F.	43520	832	4317



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Traffic changes between maximum: **IR, IWD, OR20, RS5 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+56,693	+2,593	+6,338

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

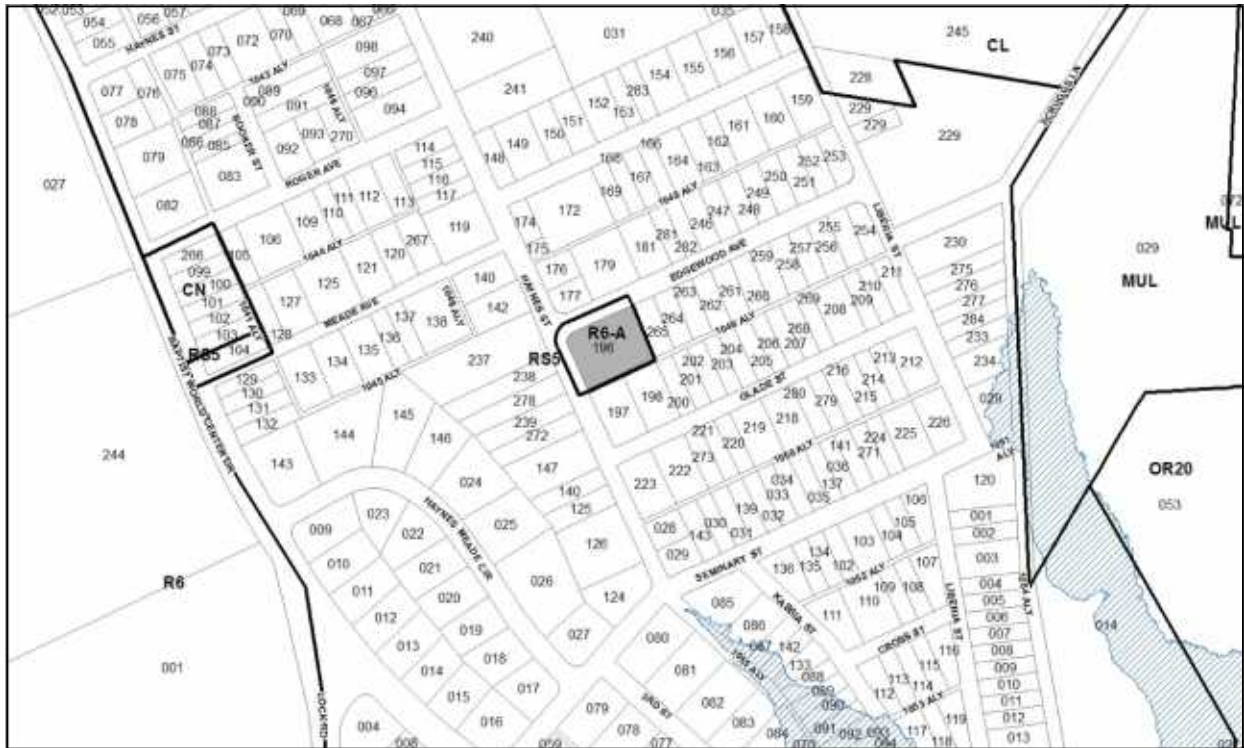
### CONDITIONS

1. Permitted land uses shall be limited as follows:
  - Subdistrict Zone 1: All uses allowed by R6-A zoning
  - Subdistrict Zone 2 & 7: All uses allowed by MUG-A zoning
  - Subdistrict Zone 3: All uses allowed by RM9-A zoning
  - Subdistrict Zone 4: All uses allowed by RM20-A zoning
  - Subdistrict Zone 5 & 6: All uses allowed by MUL-A zoning
  - Subdistrict Zone 8: All uses allowed by MUI-A zoning
2. Comply with all conditions of Metro Public Works and Traffic and Parking.
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 following zoning districts as of the date of the applicable request or application:
  - Subdistrict Zone 1: R6-A
  - Subdistrict Zone 2 & 7: MUG-A
  - Subdistrict Zone 3: RM9-A
  - Subdistrict Zone 4: RM20-A
  - Subdistrict Zone 5 & 6: MUL-A
  - Subdistrict Zone 8: MUI-A
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. 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.
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.





## Metro Planning Commission Meeting of 3/22/18



**2018S-044-001**  
BROOKLYN HEIGHTS RESUBDIVISION OF LOTS 73-76  
Map 071-05, Parcel 196  
03, Bordeaux-Whites Creek-Haynes Trinity  
02 (DeCosta Hastings)



<b>Project No.</b>	<b>Final Plat 2018S-044-001</b>
<b>Project Name</b>	<b>Brooklyn Heights Resubdivision of Lots 73-76</b>
<b>Council District</b>	02 – Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Clint T. Elliott Surveying, applicant; Frances Lee Lewis Scates, owner.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Request for final plat approval to create three lots.**

Final Plat

A request for final plat approval to create three lots on property located at 1829 Haynes Street, at the southeast corner of Haynes Street and Edgewood Avenue, zoned One and Two Family Residential – Alternative (R6-A) (0.54 acres).

**Existing Zoning**

One and Two Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of three lots, based on the acreage only. However, application of the Subdivision Regulations may result in fewer lots on this property.*

**BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN**

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

**PLAN DETAILS**

This request is for final plat approval to create three lots on property located at the southeast corner of the intersection of Haynes Street and Edgewood Avenue, in the southeastern portion of the Haynes Trinity area. The site contains one residential structure, which will be demolished if this plat is approved.

Section 3-5.2 of the Subdivision Regulations requires that newly created lots on existing streets in areas that are previously subdivided and predominately developed must be comparable to the surrounding lots in regards to frontage and area. Proposed Lot 1 is 10,129 square feet (0.232 acres) in size and has 69.26 feet of frontage. Proposed Lots 2 and 3, are equally sized with 6,745 square feet (0.155 acres) and 50.00 feet of frontage. Each of the proposed lots meets the compatibility requirements for lot frontage and lot area.





## Metro Planning Commission Meeting of 3/22/18

### ANALYSIS

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

#### Zoning Code

The proposed lots meet the minimum standards of the R6-A zoning district.

#### Street Frontage

The three proposed lots have frontage on a public street, Edgewood Avenue.

#### Community Character

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

1. Lot frontage analysis: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. Along Edgewood Avenue, lots created must have frontage at least equal to 50 feet. Proposed Lot 1 has 69.26 feet of frontage. Proposed Lots 2 and 3 have 50.00 feet of frontage. All three lots meet compatibility requirements for frontage.

<b>Lot 1 Frontage</b>	
Proposed Frontage	69.26
<b>Minimum Frontage</b>	<b>50 ft.</b>
70% Average	42.01

<b>Lots 2 &amp; 3 Frontage</b>	
Proposed Frontage	50.00
<b>Minimum Frontage</b>	<b>50 ft.</b>
70% Average	42.01

2. Lot area analysis: The proposed lots must have a total area either equal to or greater than 70% of the average area of surrounding parcels or equal to or greater than the surrounding lot with the least amount of area, whichever is greater. Along Edgewood Avenue, the proposed lots must be equal to or greater than approximately 0.149 acres. Proposed Lot 1 is 0.232 acres (10,129 square feet). Proposed Lots 2 and 3 are 0.155 acres (6,745 square feet). All three lots meet compatibility for area.

<b>Lot 1 Size</b>	
Proposed Size	0.232 AC
<b>Minimum Size</b>	<b>0.149 AC</b>
70% Average	0.107 AC

<b>Lots 2 &amp; 3 Size</b>	
Proposed Size	0.155 AC
<b>Minimum Size</b>	<b>0.149 AC</b>
70% Average	0.107 AC

3. Street setbacks: Future structures would have to comply with setbacks as established by Metro Zoning Code.

4. Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels. Lots 1, 2, and 3 front Edgewood Avenue and are consistent with the surrounding parcels.



## Metro Planning Commission Meeting of 3/22/18

### Agency Review

All review agencies have recommended approval.

### Analysis

The proposed subdivision complies with Section 3-5.2 of the Subdivision Regulations, demonstrating consistency with the community character of surrounding parcels. To provide for additional consistency with the surrounding community character, the plat also includes notes limiting the height to a maximum of two stories in 35 feet and limiting access to a shared access easement located along the rear of the proposed lots.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Before approval of the building permit, Fire Code requirements shall be met.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Drive accessing lot 1 shall be located away from intersection of Edgewood and Haynes St.

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. The existing residence on the property, noted on the plat as “to be removed,” shall be demolished prior to plat recordation.

## **Item 20, Donelson Transit-Oriented Redevelopment Plan**

**From:** Mendes, Bob (Council Member)

**Sent:** Tuesday, March 20, 2018 2:11 PM

**To:** Planning Commissioners

**Cc:** Leeman, Bob (Planning); Jameson, Mike (Council Office); Syracuse, Jeff (Council Member); Saul Solomon

**Subject:** Donelson TOD proposal, 2018M-001OT-001 (March 22 agenda, Item #20)

Planning Commissioners,

Please see the attached letter from me about the proposed Donelson TOD, which is on your agenda on March 22 (Item 20).

I have spoken at some length with MDHA about my comments, and we continue to work on both the proposed MDHA transit-oriented redevelopment plan and the associated legislation. We have worked cooperatively and I have every reason to believe that will continue.

However, since your public hearing is upon us, it is important for you to know the issues that remain unresolved at this time. I would ask that any recommendation for approval from the Planning Commission be subject to multiple further amendments as described in my attached letter.

Thank you for your service to Nashville.

Bob

Bob Mendes  
bob.mendes@nashville.gov

**(attachment follows)**



## METROPOLITAN COUNCIL

Member of Council

March 20, 2018

Metro Planning Commission

**Re: Donelson Transit-Oriented Redevelopment Plan, 2018M-001OT-001**

Dear Commissioners,

I am writing to recommend changes to the proposed Donelson Transit-Oriented Redevelopment Plan (the "TOD"). This matter is Item #20 on your March 22, 2018, agenda.

### **Background Information**

I am the current chair of the Metro Council's Ad Hoc Affordable Housing Committee. I also served on Mayor Barry's Transit and Affordability Taskforce. I chaired the Taskforce's Neighborhoods and Preservation of Housing Subcommittee. The Taskforce's final recommendations were issued on January 10, 2018, and can be found here:

[http://letsmovevashville.com/site/web/assets/2018/01/Affordability-Taskforce-Recommendations\\_FINAL-1-10-18.pdf](http://letsmovevashville.com/site/web/assets/2018/01/Affordability-Taskforce-Recommendations_FINAL-1-10-18.pdf).

Also, please understand that TODs are completely new. This Donelson TOD will be the first one established in the State of Tennessee. It is expected that, if the May 1 transit referendum passes, there ultimately will be transit-oriented development districts on every light rail and bus rapid transit corridor in the county. A cursory review of the proposed transit plan would indicate that there ultimately could be 1 to 2 dozen of these districts in Nashville. Because the districts are established for decades at a time and transfer significant decision-making outside the Metropolitan Government to MDHA, an entity created separately under state law, it is critically important that this TOD be carefully crafted prior to being created.

In addition to TODs being new generally, we are creating a new role for MDHA. Up until now, MDHA has had two major roles in our city. Under one section of state law, MDHA is authorized to be a low-income housing agency.

Under a different section of state law, MDHA is authorized to implement economic redevelopment districts. I have read every existing economic development plan in Metro and they do not require affordable housing. This has been by design – economic redevelopment districts were designed under state law to revive local economic conditions, not provide housing. As a data point, consider the media coverage over the last year of a new development in the Rolling Mill Hills area where MDHA has sold property for development that does not include any affordable or workforce housing requirement.

One Public Square, Suite 204  
Nashville, Tennessee 37219

Transit-oriented development creates a new, third role for MDHA in Metro. This role is a hybrid of its two historical roles. Now, Metro will authorize MDHA to implement districts where the goals will be both economic development and housing. In addition to blending its historical roles into a new, third role, TODs will give MDHA a much more significant role in affordable and workforce housing (as opposed to its more traditional role with low-income housing).

MDHA has been working hard to establish a redevelopment plan that adequately describes its new roles. I certainly appreciate MDHA's work and my continuing conversations with them on these issues. However, because the public hearing is upon us while our conversations are ongoing, I want to share my opinion that the proposed plan needs multiple changes to accurately describe MDHA's new role in Nashville.

In addition to issues related directly to MDHA's proposed TOD plan, the Taskforce made multiple recommendations for things that Metro (as opposed to MDHA) should accomplish BEFORE creating any TOD. None of these recommendations have been implemented at this time. I acknowledge that time has been short, and that the Metro Government has had some upheaval recently, but it is critical that Metro follow the recommendations of its own Taskforce before creating a TOD. In particular, the Taskforce recommended:

- Conduct a survey of affordable housing in the area surrounding a proposed TOD before creating a TOD. This is to create a baseline measurement of affordability in the area.
- Set firm goals for affordable units to be built and preserved in the TOD.
- Commit to additional funding above existing levels for affordable housing.
- Prior to the May 1 referendum, commit to create both a community land trust and a community land bank, and commit to funding levels and the timing for each.

It does not make sense to proceed with creating a transit-oriented development district without first following these important Taskforce recommendations.

#### **Required Amendments to Proposed TOD Plan**

To the extent that the Metro Planning Commission chooses to move forward with considering the TOD, it should only be approved if conditioned upon these amendments:

- Amend to clarify that a minimum of \$10 million of the approved tax increment financing will be used for affordable housing.
- Amend to state that, for the Donelson TOD, "affordable" means 0-60% AMI housing.
  - In the last day, I have received some information that MDHA may want to change this requirement to require both affordable (0-60% AMI housing) and workforce (60-120% AMI housing). If this is the case, then the plan should be amended to create a mechanism where the balance between affordable and workforce units is set only for the first 5 years. After five years, and then every 5 years thereafter, MDHA should recommend a new balance to the Council with the Council having the right to accept the recommended balance or adopt a



different balance. This would allow for the community as represented by MDHA and the Council to survey the housing landscape in the area periodically, determine needs, and tweak the balance between affordable and workforce as necessary.

- Amend to state that, for every project with residential units that asks for tax increment financing, there will be a minimum of 10% of the units that are affordable. This requirement must apply even if the total amount of tax increment financing for affordable housing in the district has exceeded \$10 million.
- Amend to state the minimum period of mandatory affordability for residential units financing by tax increment financing.
- Amend to state that, because a TOD is designed for Nashville residents to live along transit corridors, no investor-owned (Types 2 and 3) short-term rentals will be allowed in the TOD.
- Amend to require creation of a unified process for approving design and zoning changes in the district. Because resolving this issue, and further establishing a revised unified process, would likely be difficult prior to passage of the pending ordinance, the plan should be amended to require that, within one (1) year of the plan being approved by the Council, an intergovernmental agreement would be adopted putting into place a streamlined or unified process; otherwise, the district would be dissolved.
- Amend to allow both the Metro Council and MDHA to initiate amendments to the plan, subject to the approval of the other body. As submitted, only MDHA may initiate amendments to the plan.
- Amend the plan to expressly acknowledge the requirements of Metro Code provisions 5.06.020, 5.06.050, and 5.06.060, which are new tax increment financing laws passed by the Metro Council in early 2016. The currently proposed TOD is the first new TIF legislation since these new requirements were passed by the Council. New districts should expressly acknowledge these new requirements.
- Amend to add language in the plan to expressly forbid the use of tax increment funds from this district in any other economic redevelopment district or transit-oriented redevelopment district.
- Require that Metro implement the following Taskforce recommendations prior to creating the TOD:
  - Conduct a survey of affordable housing in the area surrounding the district before creating the district.
  - Set firm goals for affordable units to be built and preserved in the TOD.
  - Commit to additional funding above existing levels for affordable housing according to the recommendations of the Taskforce.

- Prior to the May 1 referendum, commit to create both a community land trust and a community land bank, and commit to funding levels and the timing for each.

I plan to attend the Commission's meeting on March 22, 2018, and will be happy to answer any questions you have about these comments.

Finally, let me thank you for your service to Metro. The volunteer work you do for Nashville is critically important. I know that all of us in the Metro Council appreciate your efforts.

Very truly yours,



Metro Council, At-Large Member

cc: Mike Jameson  
Director, Metropolitan Council

MDHA  
c/o Saul Solomon

Jeff Syracuse  
Metro Council, District 15

**From:** Alan Leiserson [mailto:aleiserson80@gmail.com]  
**Sent:** Tuesday, March 20, 2018 12:41 PM  
**To:** Planning Commissioners  
**Subject:** Please defer the Donelson Transit-oriented Development Plan

Dear Commissioners,

I appreciate your work on the Planning Commission.

Part of my involvement with NOAH included attending a meeting of Mayor Berry's "Transit and Affordability Task Force." That group carefully developed recommendations for keeping housing affordable in transit areas. To date, I understand that NONE of these recommendations has been added to the Donelson Transit-Oriented Development Plan.

I am writing to ask you to defer the Donelson Transit-Oriented Development Plan in order to consider the Task Force recommendations and hopefully add them.

The Donelson Transit-Oriented Development Plan will likely become a template for the 12 or more Transit-Oriented Development plans. That is another sound reason for deferring this vote.

Sincerely,

Alan Leiserson

2506 Oakland Ave

Nashville, TN

**From:** Caldwell, Mia [mailto:mia.caldwell@Vanderbilt.Edu]  
**Sent:** Tuesday, March 20, 2018 12:00 PM  
**To:** Planning Commissioners  
**Subject:** Please DEFER the Donelson Transit-Oriented Development Plan

Dear commissioners,

Please hear the people that voted you in office. Why would you not want to help people that are in need of affordable housing why do you continue to ignore their pleas for help and housing that is closer to their place of employment. Will this transit improve traffic like Atlanta?

Thank you for your work as Planning Commissioners.

As a member of the NOAH Affordable Housing Task Force,\* I am writing to ask you to defer the Donelson Transit-Oriented Development Plan. It is critical to develop this plan thoughtfully and there are no GOOD reasons to rush the vote.

Former Mayor Barry created a "Transit and Affordability Task Force" that carefully developed recommendations for keeping housing affordable in transit areas. To date, NONE of these recommendations has been added to the Donelson Transit-Oriented Development Plan.

The Donelson Transit-Oriented Development Plan will likely become a template for the 12 or more Transit-Oriented Development plans. That is another sound reason for deferring this vote. It is very important to take the time to give property owners, neighborhood leaders, and housing advocates the time to truly understand this plan and participate in shaping it. There is NO rush!

Sincerely,  
Mia Caldwell  
4605 Banff Park Court

Antioch, TN 37013

\*NOAH (Nashville Organized for Action and Hope) has been pushing for solutions to our affordable housing crisis for several years. On March 8, our Affordable Housing Task Force held a meeting with 500 people about the proposed transit plan and the need for affordable housing. The experience of other cities has shown that light rail can increase gentrification and make housing LESS affordable.

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