

# Metropolitan Planning Commission



## Staff Reports

**March 22, 2018**



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

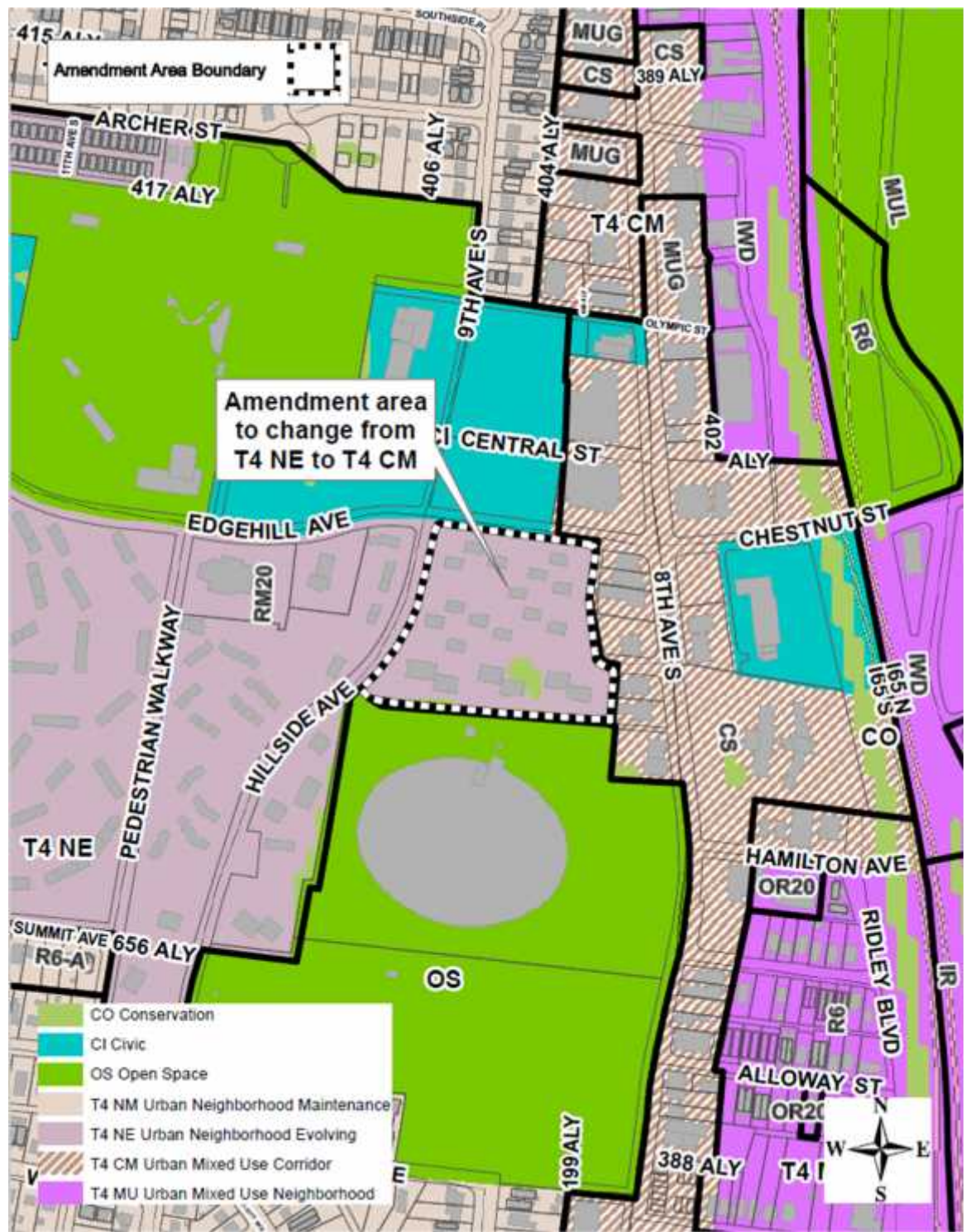
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/22/18



**2018CP-010-001**  
 GREEN HILLS/MIDTOWN COMMUNITY PLAN AMENDMENT  
 Map 105-06, Parcel 024  
 10, Green Hills-Midtown  
 17 (Colby Sledge)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-010-001</b>
<b>Project Name</b>	<b>Green Hills/Midtown Community Plan Amendment</b>
<b>Associated Case</b>	2018P-001-001 and 2018SP-026-001
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Kimley-Horn, applicant; Park at Hillside, LLC, owner.
<b>Deferrals</b>	This item was deferred at the March 8, 2018, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Defer to the April 12, 2018, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Amend the Green Hills/Midtown Community Plan to change the policy.**

Major Plan Amendment

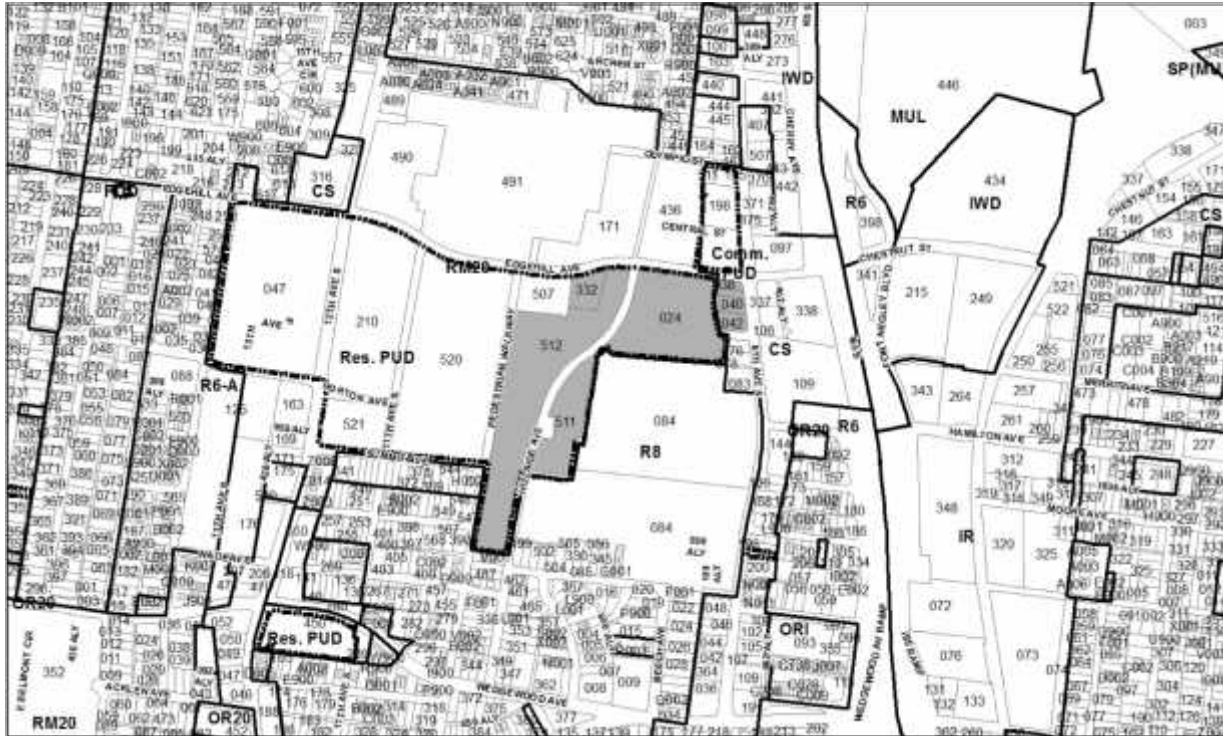
A request to amend the Green Hills/Midtown Community Plan by amending the Community Character Policy from T4 Neighborhood Evolving (T4-NE) to T4 Mixed Use Corridor (T4-CM) on property located at 809 Edgehill Avenue, at the southwest corner of Edgehill Avenue and 8<sup>th</sup> Avenue South, zoned Multi-family Residential (RM20) and partially within a Planned Unit Development Overlay District (approximately 6.93 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 12, 2018, Planning Commission meeting at the request of the applicant.



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



**2018SP-026-001**

**THE RESERVOIR SP**

Map 105-05, Parcel(s) 511-512

Map 105-06, Parcel(s) 024, 038, 040, 042, 332

10, Green Hills- Midtown

17 (Colby Sledge)



<b>Project No.</b>	<b>Specific Plan 20018SP-026-001</b>
<b>Project Name</b>	<b>The Reservoir SP</b>
<b>Associated Cases</b>	2018P-001-001 and 2018CP-010-001
<b>Council District</b>	17 - Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Kimley-Horn, applicant; 1201 8 <sup>th</sup> Ave., LLC, 1203 8 <sup>th</sup> Ave., LLC, 929 Edgehill, LLC, and Park at Hillside, LLC, owners.

**Deferrals** This item was deferred at the March 8, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the April 12, 2018, Planning Commission meeting.*

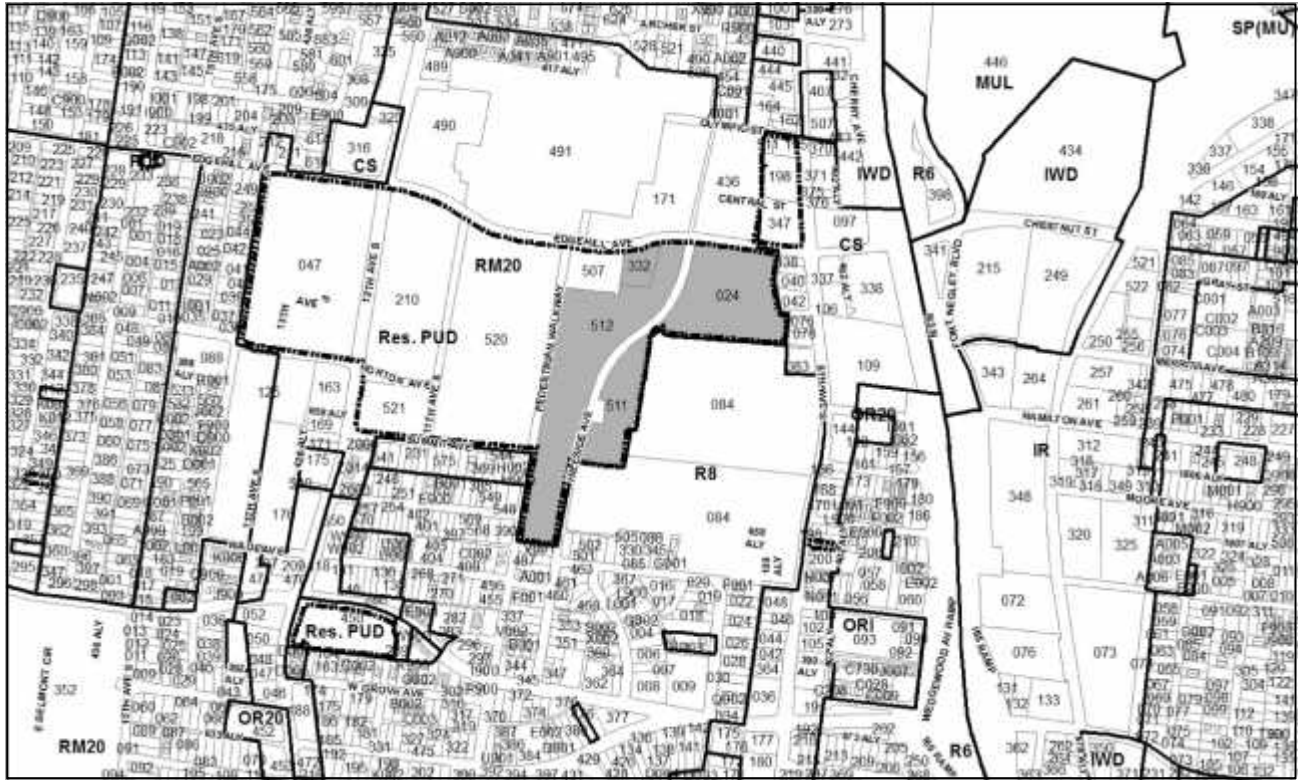
**APPLICANT REQUEST**  
**Rezone to SP to permit a mixed use development.**

Preliminary SP  
 A request to rezone from Commercial Service (CS) and Multi-family Residential (RM20) to Specific Plan – Mixed Use (SP-MU) on properties located at 1201, 1203, 1205 and 1211 8th Avenue South, 1430 and 1501 Hillside Avenue, 809 and 929 Edgehill Avenue, at the southwest corner of Edgehill Avenue and 8th Avenue South, partially within a Planned Unit Development, to permit 1,200 multi-family residential units and non-residential uses, (23.32 acres).

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the April 12, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 3/22/18



**2018P-001-001**  
PUD Cancellation  
Map 105-05, Parcel(s) 511-512  
Map 105-06, Parcel(s) 024, 332  
10, Green Hills- Midtown  
17 (Colby Sledge)





**Project No.** **Planned Unit Development 20018P-001-001**  
**Project Name** **PUD Cancellation**  
**Associated Cases** 2018SP-026-001 and 2018CP-010-001  
**Council District** 17 - Sledge  
**School District** 5 – Buggs  
**Requested by** Kimley-Horn, applicant; 929 Edgehill, LLC and Park at Hillside, LLC, owners.

**Deferrals** This item was deferred at the March 8, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the April 12, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Cancel a portion of a planned unit development.**

PUD Cancellation

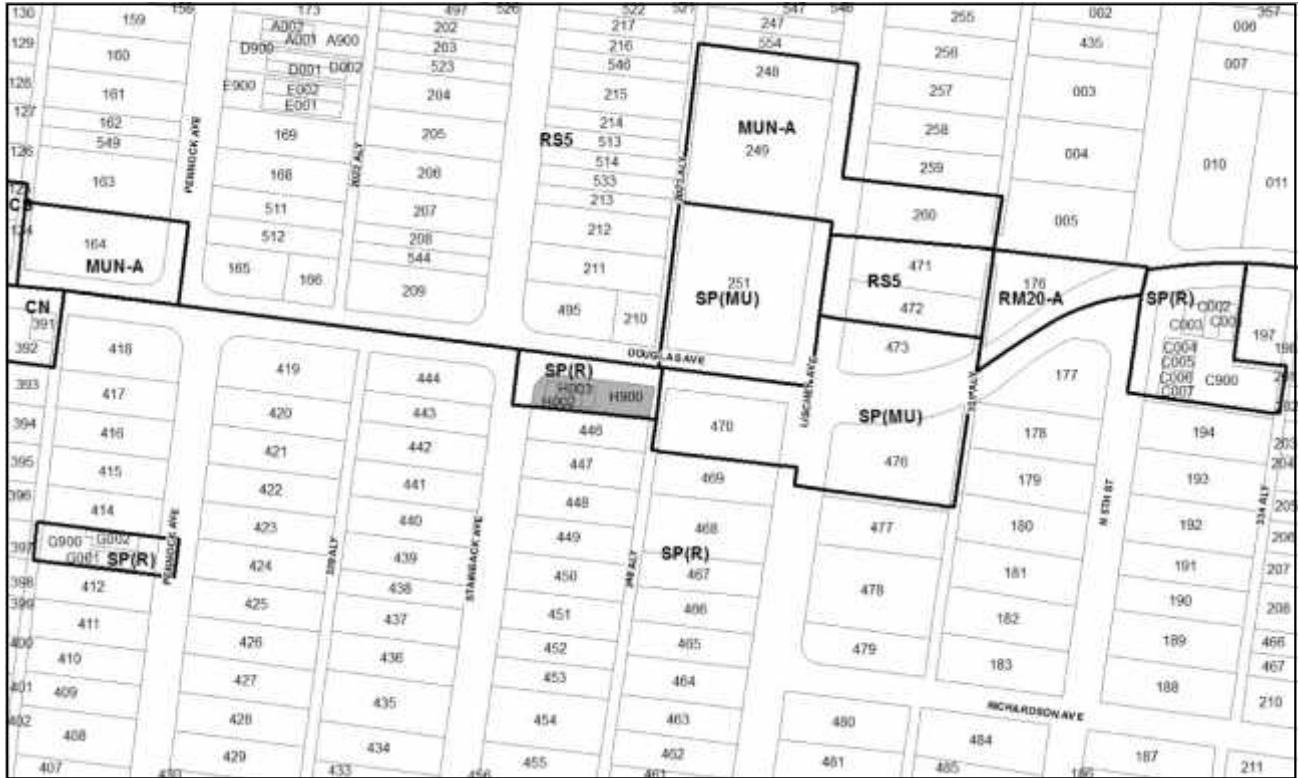
A request for cancellation of a portion of a Planned Unit Development on properties located at 1430 and 1501 Hillside Avenue, 809 Edgehill Avenue, and 929 Edgehill Avenue, west of the terminus of Vernon Avenue, zoned Multi-Family Residential (RM20), (20.92 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 12, 2018, Planning Commission meeting at the request of the applicant.



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



**2015SP-049-003**  
1225 STAINBACK AVENUE SP (AMENDMENT)  
Map 071-15-0-H, Parcel(s) 001-004, 900  
05, East Nashville  
05 (Scott Davis)



**Project No.** Specific Plan 2015SP-049-003  
**Project Name** 1225 Stainback Avenue SP (Amendment)  
**Council District** 05 – Scott Davis  
**School District** 5 – Buggs  
**Requested by** Goodhope Development Consulting, applicant; Strategic Options International, LLC, owner.

**Deferrals** This item was deferred at the January 11, 2018, January 25, 2018, February 8, 2018, and March 8, 2018, Planning Commission meetings. A public hearing was held at the February 8, 2018, meeting and remains open.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the April 12, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Amend a Specific Plan to permit all uses permitted in the RM40-A zoning district.**

Preliminary SP

A request to amend a Specific Plan to permit all uses permitted in the RM40-A zoning district in four units on properties located at 330, 332, 334, 336, and 336 B Douglas Avenue, at the southeast corner of Douglas Avenue and Stainback Avenue, zoned Specific Plan-Residential (SP-R) (0.14 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 12, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 3/22/18



**2018SP-003-001**  
1600 DR. DB TODD JR. SP  
Map 081-15, Parcel(s) 202  
08, North Nashville  
21 (Ed Kindall)



**Project No.** Specific Plan 2018SP-003-001  
**Project Name** 1600 Dr. DB Todd Jr. SP  
**Council District** 21 - Kindall  
**School District** 1 - Gentry  
**Requested by** Sebasine Eraga, applicant; Hanna Tope, owner.

**Deferrals** This item was deferred at the January 11, 2018, February 22, 2018, and March 8, 2018, Planning Commission meeting. A public hearing was held and closed at the February 22, 2018, meeting.

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

**APPLICANT REQUEST**

**Preliminary SP to permit up to three residential units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for property located at 1600 Dr. DB Todd Jr. Boulevard, at the northeast corner of Dr. DB Todd Jr. Boulevard and Cockrill Street (0.29 acres), to permit up to three 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 two lots, based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

**Proposed Zoning**

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

**History**

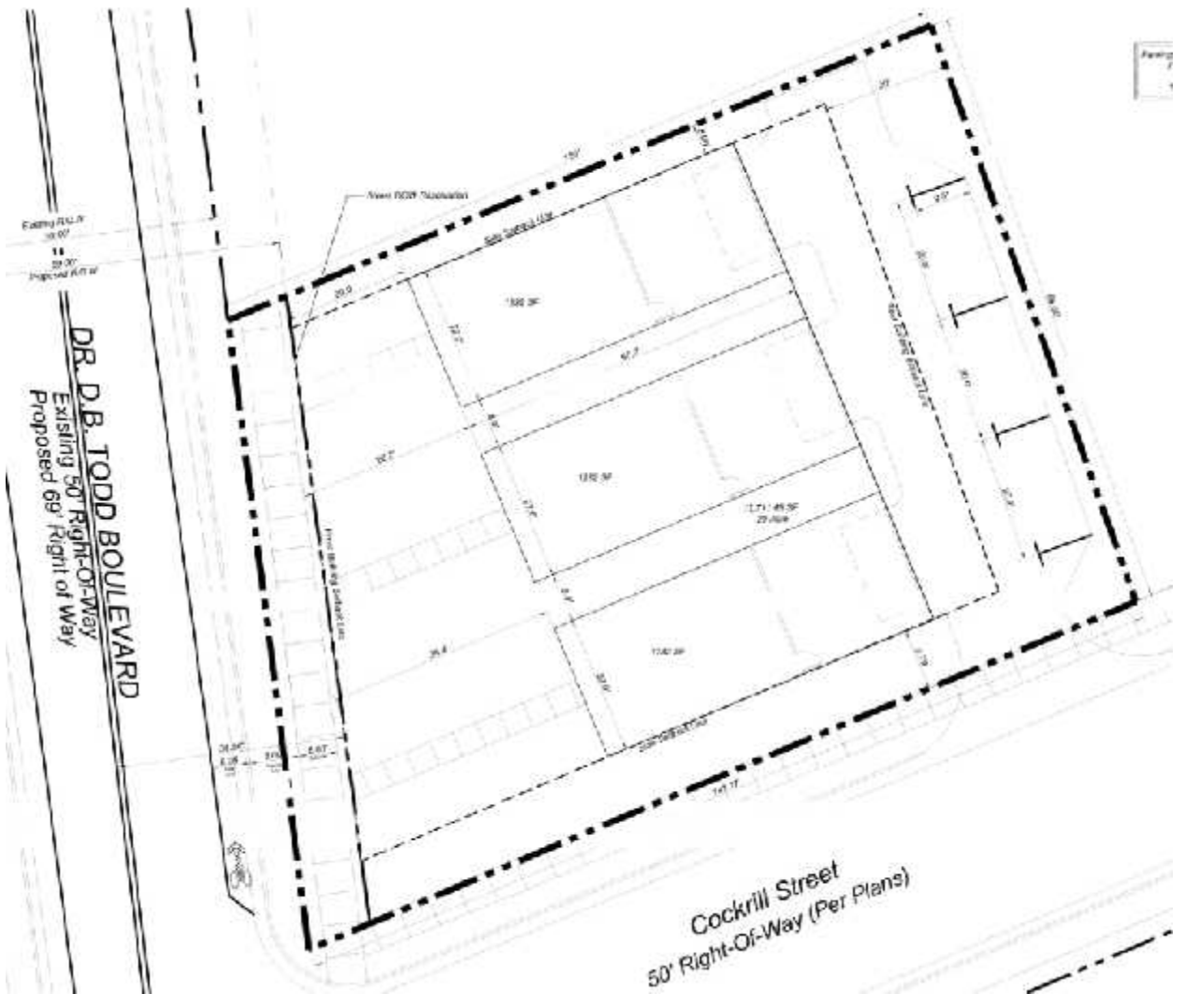
This case was previously presented to the planning commission at the March 8, 2018 meeting. The previously reviewed site plan contained three units with large footprints and shallow setbacks which ranged from 5 to 11 feet from the right of way along Dr. DB Todd Jr. Boulevard. The scale and massing indicated in the previous plan presented a character which was inconsistent with the surrounding neighborhood. The revised site plan indicates smaller footprints and larger front setbacks will be provided for the proposed units, reducing the impact upon adjacent structures.

**NORTH NASHVILLE COMMUNITY PLAN**

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



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**Proposed Site Plan**



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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?

The proposed SP is generally consistent with the existing neighborhood character. The current land use pattern within the surrounding neighborhood consists of single-family homes with some two-family homes located within the surrounding blocks. There are also a small number of multi-family uses within the greater neighborhood area. The bulk proposed indicated by the site plan will provide an appropriate scale and massing compared to the existing structures within the immediate context of the neighborhood. The site is located along a major residential collector street that contains MTA service which provides an alternative method of transportation and increases the connectivity for future residents at this site.

### **PLAN DETAILS**

The site consists of one parcel totaling 0.29 acres at the northeast corner of Dr. DB Todd Jr. Boulevard and Cockrill Street. The site is currently vacant. The existing zoning district allows for single-family residential uses.

### **Site Plan**

The plan proposes three detached multi-family residential units with all units fronting Dr. DB Todd Jr. Boulevard. The plan indicates all units will have a maximum height of 2 stories in 35 feet. Each unit will have a pedestrian connection to the existing sidewalk along Dr. DB Todd Jr. Boulevard. A 6 foot bike lane, 8 foot planting strip, and 6 foot sidewalk are proposed along Dr. DB Todd Jr. Boulevard. Cockrill Street is a local street and will require the construction of a sidewalk which meets the local street standard, a 4 foot grass strip and a 5 foot sidewalk. Each unit will contain a rear loaded two car garage accessed from a proposed driveway from Cockrill Street. Three shared parking spaces are located at the rear of the site. An A level landscape buffer will be required as a condition of approval along the rear property line.

### **ANALYSIS**

The previously proposed site plan for this SP presented several conflicts with the goals of the T4 NM policy. These issues included the front setbacks and overall bulk of the proposed structures. Staff has reviewed the revised plan and found that with the proposed changes, the new plan meets the policy.

The site plan indicates a front setback ranging from 20 feet to 36 feet, which will provide a more appropriate location on the site for the proposed structures. These setbacks are more consistent with the front setbacks of the existing structures to the north as well as the existing structures across Dr. D.B. Todd Jr. Boulevard. The proposed structures have a reduced depth which results in a smaller footprint than previously proposed thus reducing the overall bulk of the structures on the site.

This site is located on the northeast corner of Dr. DB Todd Jr. Boulevard and Cockrill Street which is the beginning of the block face for the eastern side of Dr. DB Todd Jr. Boulevard. The proposed units have the potential to establish a new character along the block face. While the policy acknowledges T4 NM areas will experience some change over time, when these changes occur, efforts should be made to retain the existing character of the neighborhood. The changes indicated



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on this site plan will provide a better context than previously proposed and therefore will achieve the intent of the policy to maintain the existing character of the surrounding neighborhood.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### STORMWATER RECOMMENDATION

#### Approve

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- The proposed sanitary sewer design will not work, and must be re-done and approved prior to Final SP approval. (The existing public sewer layout is shown inaccurately, which will impact this re-design. Please show actual public sewer location on the Final SP.) This re-design will likely require a shared private sewer system, which must be approved through an MWS variance process.
- Please obtain this variance approval, including submission of a Letter of Responsibility, prior to Final SP approval. These approved variance 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.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs, within dedicated ROW.
- Indicate sidewalk construction per MPW standard ST-210 and curb and gutter per ST-200.
- Submit recorded copy of ROW dedication prior to building permit approval by MPW.
- Indicate installation of ADA ramp at the intersection of Cockrill and Dr. DB Todd.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Work with MTA -John Cole, to locate a bus shelter area along Cockrill St frontage.

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)	0.29	8.71 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.29	-	3 U	29	3	4





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

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

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning could generate two more students than what is typically generated under the existing RS5 zoning district. Students would attend Churchwell Elementary, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval with all conditions as the request is consistent with the T4 Neighborhood Maintenance policy at this location.

### CONDITIONS

1. Permitted uses shall be limited to a maximum three (3) multi-family residential units.
2. An A level landscape buffer is required along the rear property line and must be shown on the final site plan when submitted for review.
3. The final site plan shall include a corrected scale.
4. The final site plan shall include the dimensions for the proposed sidewalk and required grass strip.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application.
6. The following design standards shall be added to the plan:
  - a. Building façades fronting a street shall provide a minimum of one principal entrance (doorway) and a minimum of 15% glazing.
  - b. EIFS, vinyl siding and untreated wood shall be prohibited.
  - c. Porches shall provide a minimum of six feet of depth.
  - d. A raised foundation of 18"- 36" is required for all residential structures.
7. Comply with all conditions of approval from Public Works.
8. 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.
9. 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.
10. 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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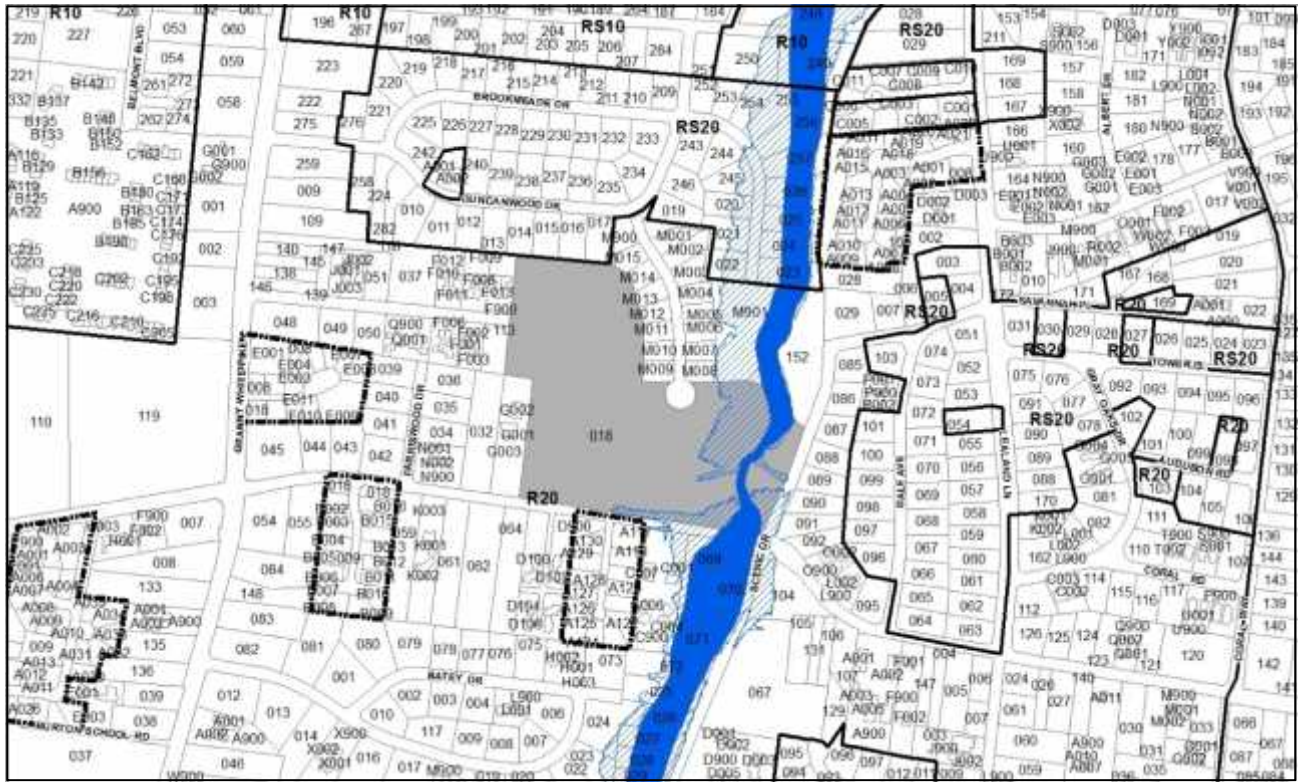
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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# Metro Planning Commission Meeting of 3/22/18



**2018SP-017-001**  
GLENDALE AND SCENIC SP  
Map 131-08, Parcel(s) 018  
10, Green Hills - Midtown  
25 (Russ Pulley)



**Project No.** Specific Plan 2018SP-017-001  
**Project Name** Glendale and Scenic SP  
**Council District** 25 – Pulley  
**School District** 8 – Pierce  
**Requested by** Councilmember Russ Pulley, applicant; Monroe Harding Children’s Home, owner.

**Deferrals** This item was deferred at the January 11, 2018, and February 22, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the April 26, 2018, Planning Commission meeting.*

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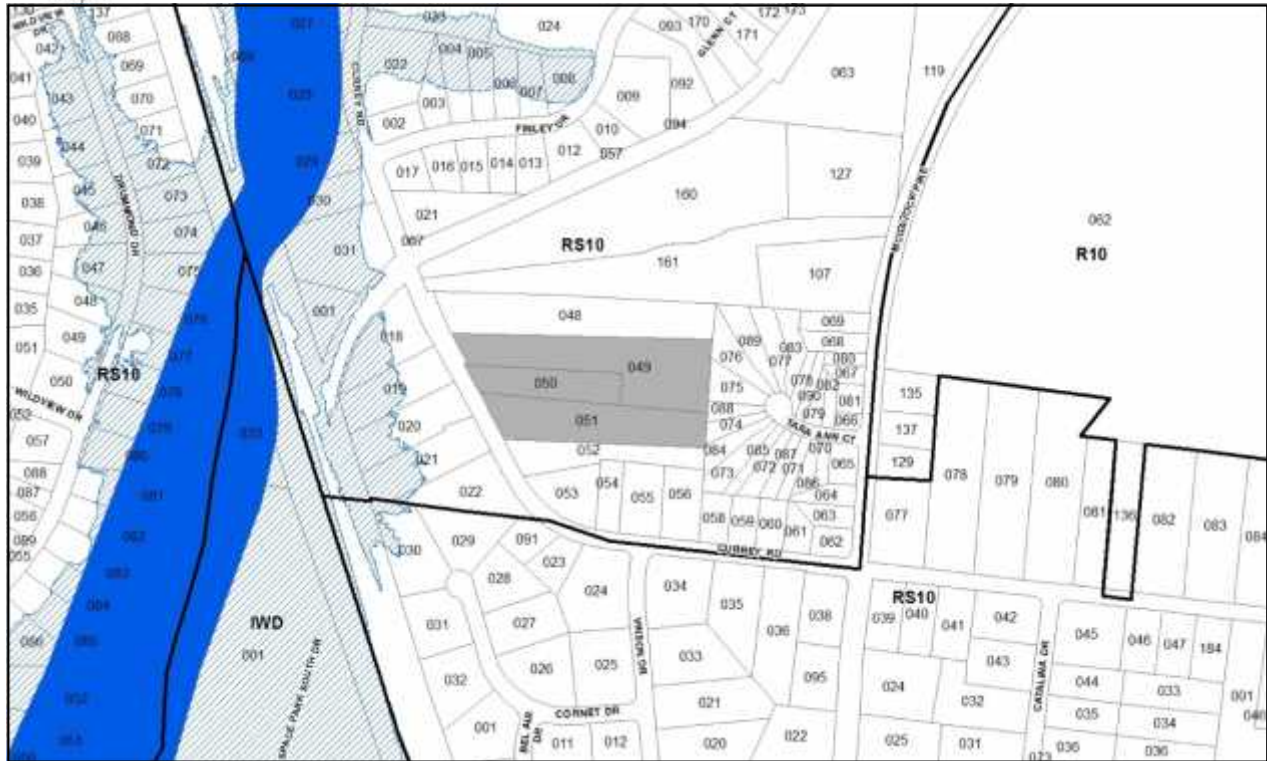
**APPLICANT REQUEST**  
**Zone change from R20 to SP-R.**

Preliminary SP  
A request to rezone from One and Two-Family Residential (R20) to Specific Plan-Residential (SP-R) zoning on property located at 1120 Glendale Lane, at the northwest corner of Glendale Lane and Scenic Drive, (19.87 acres), to permit two single-family lots and/or a community education use of up to 200 persons, a religious institution, an orphanage, or a day care center (over 75).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the April 26, 2018, Planning Commission meeting at the request of the applicant.



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



**2018SP-021-001**  
CURREY ROAD COTTAGES  
Map 120-13, Parcel(s) 049-051  
13, Antioch-Priest Lake  
13 (Holly Huevo)



**Project No.** Specific Plan 2018SP-021-001  
**Project Name** Currey Road Cottages  
**Council District** 13- Huevo  
**School District** 7- Pinkston  
**Requested by** Dale & Associates, applicant; Steve Griffith, owner.

**Deferrals** This item was deferred at the March 8, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Burse  
**Staff Recommendation** *Defer to April 12, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

Rezone to SP to permit 24 multi-family residential units.

Preliminary SP

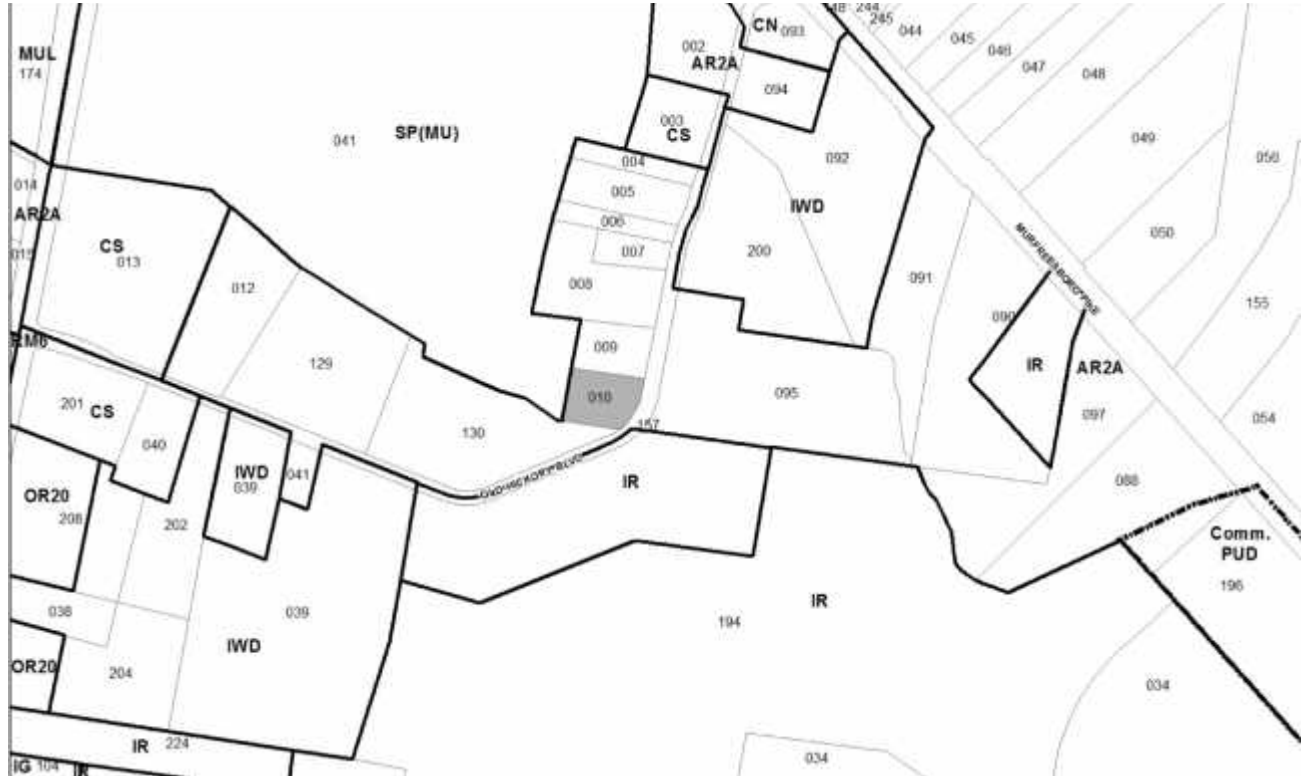
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning on properties located at 940, 944 Currey Road and Currey Road (unnumbered), approximately 530 feet northwest of Vinson Drive (5.15 acres), to permit 24 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 12, 2018, Planning Commission meeting at the request of the applicant.



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



### **2018SP-027-001**

12558 OLD HICKORY BOULEVARD

Map 175, Parcel(s) 010

13, Antioch – Priest Lake

33 (Antoinette Lee)





**Project No.** Specific Plan 20018SP-027-001  
**Project Name** 12558 Old Hickory Boulevard  
**Council District** 33 - Lee  
**School District** 6 – Hunter  
**Requested by** Dale and Associates, applicant; Flavio Martinez and Rosalio Romirez, owners.

**Deferrals** This item was deferred at the March 8, 2018, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**

**Rezone to SP to permit office, residential, retail, warehouse and building contractors supply.**

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 12558 Old Hickory Blvd, approximately 1,300 feet south of Murfreesboro Pike, within the Murfreesboro Pike Urban Design Overlay District (1.0 acre), to permit up to two residential units, office, retail, warehouse, and building contractors supply.

**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 1 lot with 1 unit based on acreage only.*

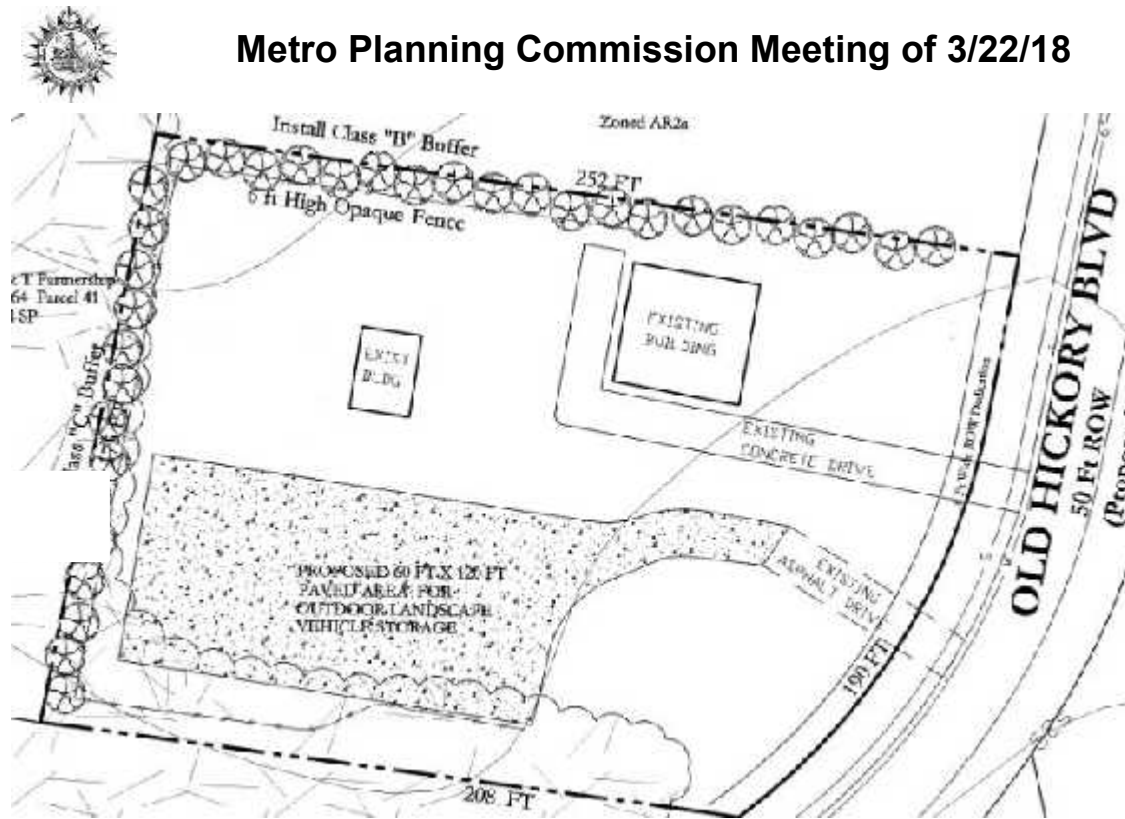
**Proposed Zoning**

Specific Plan-Mixed Residential (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.

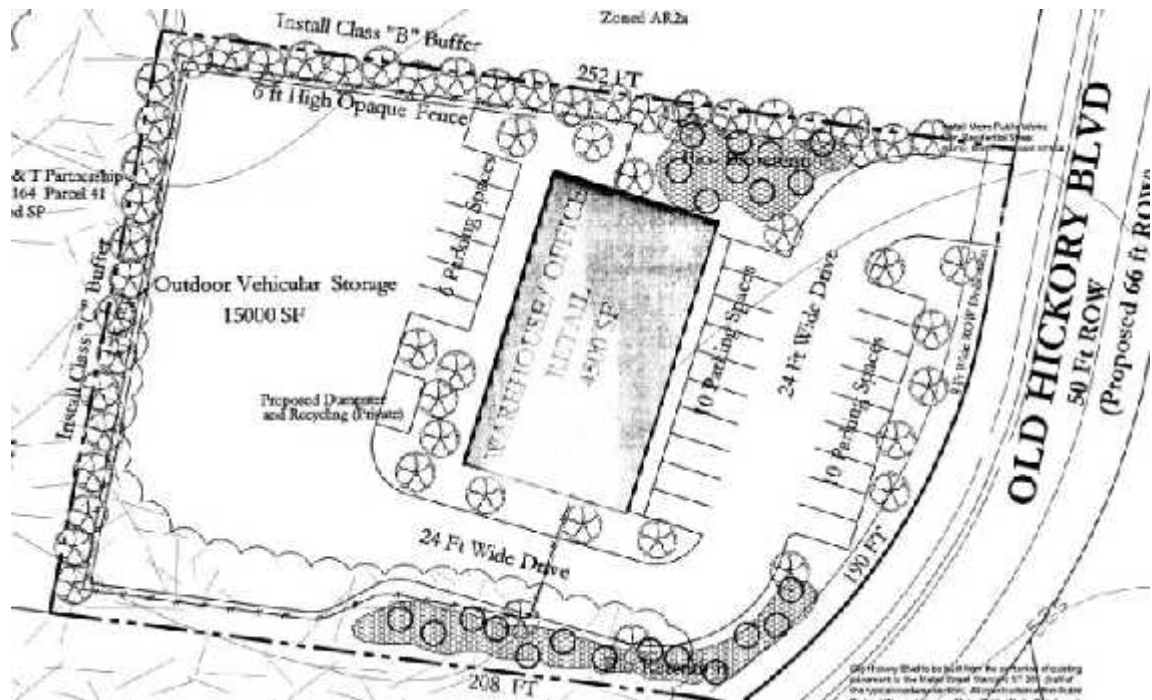
**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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

# Metro Planning Commission Meeting of 3/22/18



**Proposed Site Plan (Phase 1)**



**Proposed Site Plan (Phase 2)**



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### Consistent with Policy?

The property is located within the District Industrial policy area which is intended maintain, enhance, and create Industrial Districts in appropriate locations. While the property is located in an industrial policy area, which typically would not support additional residential uses, a mixture of land uses exists today within the broader context of the property. The plan proposes two residential units, building contractors supply, retail, office, and warehouse uses. D-IN policy areas support a range of industrial and commercial uses and the proposed plan is consistent with the surrounding land uses in the area.

### **PLAN DETAILS**

The site has frontage on Old Hickory Boulevard and is approximately 1,300 feet from Murfreesboro Pike. Both streets are identified as a collector and arterial by the Major and Collector Street Plan respectively. The site is approximately 1.0 acre and is currently developed with a single- family residence.

### Site Plan

Phase one of the plan proposes to use a portion of the existing single-family residence as office space for the proposed tree trimming and landscaping business and establishes a second residential unit in an existing accessory building. Additionally, the plan includes a 7,200 square foot paved area, accessed from a separate drive, intended for equipment and auto storage. A landscape buffer is proposed along the northern and western property boundaries.

Phase two of the plan proposes the construction of a 4,500 square foot building intended for warehouse, office, and retail uses associated with the building contractors supply business. Additionally, Phase two proposes a 15,000 square foot outdoor storage area. Heights would be limited to a maximum of two stories in 30 feet and perimeter landscaping is proposed as part of phase two. An eight foot right of way dedication with sidewalks and planting strips consistent with the Major and Collector Street Plan is proposed as part of phase two only.

### **ANALYSIS**

The plan is consistent with the land use policy as it would allow industrial and commercial uses in an area designated for industrial activity. Additionally, the proposed uses are consistent with the surrounding properties in the area.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Provide flow data and hydrant locations.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- As all of our previous issues have been addressed with the latest SP revision (stamped-received 2/12/18), Approval is granted as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.



# Metro Planning Commission Meeting of 3/22/18

## PUBLIC WORKS RECOMMENDATION

### Approve with Conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate location of dumpster and recycling container onsite.
- Revise roadway construction note to reflect construction of 1/2 MPW standard ST-260 from the existing centerline of pavement, not center of existing ROW.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve

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
Two-Family Residential (210)	1.0	0.5 D	2 U	20	2	3

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)	1.0		4,500 S.F.	231	11	11

Traffic changes between maximum: **AR2a and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+211	+9	+8

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted uses shall be limited to two residential units, office, retail, warehouse, and building contractors supply.
2. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
3. Any new construction must meet the standards of the Murfreesboro Pike Urban Design Overlay.
4. Comply with all conditions of Public Works.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district.
6. 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.

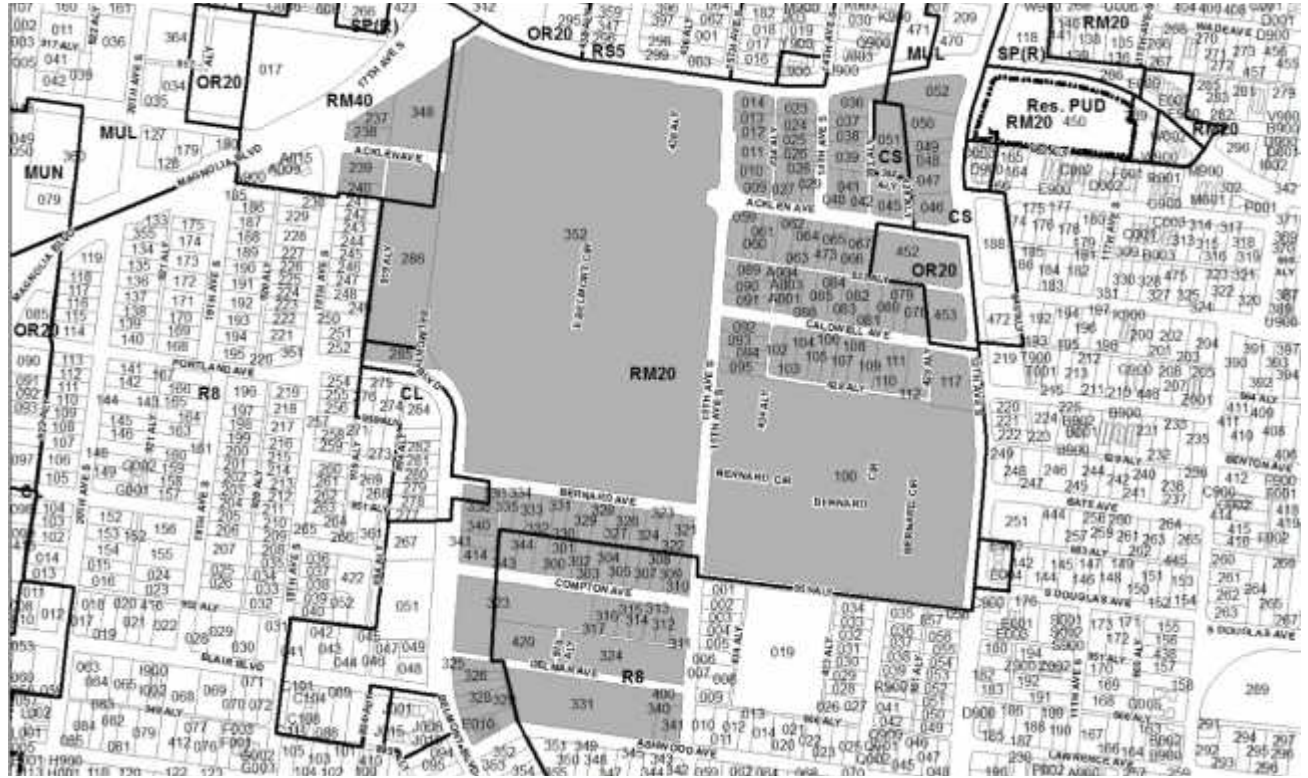


## **Metro Planning Commission Meeting of 3/22/18**

7. 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.
8. 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.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 3/22/18



**2018IN-001-001**  
**BELMONT INSTITUTIONAL OVERLAY**  
Various Maps, Various Parcels  
10, Green Hills – Midtown  
18 (Burkley Allen)



<b>Project No.</b>	<b>Institutional Overlay 2018IN-001-001</b>
<b>Project Name</b>	<b>Belmont Institutional Overlay</b>
<b>Council District</b>	18 – Allen
<b>School District</b>	8 – Pierce
<b>Requested by</b>	Councilmember Burkley Allen, applicant; various owners.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Institutional overlay amendment to expand the overlay boundary and update activity zones.**

Zone Change

A request to amend the Belmont University Institutional Overlay on various properties located along Wedgewood Avenue, Acklen Avenue, Bernard Avenue, Compton Avenue, Delmar Avenue, Ashwood Avenue, Caldwell Avenue, 12th Avenue South, 14th Avenue South, 15th Avenue South, Magnolia Boulevard and Belmont Boulevard, at the southwest corner of Wedgewood Avenue and 12th Avenue South, zoned Multi-Family Residential (RM20), Multi-Family Residential (RM40), Commercial Limited (CL), Commercial Neighborhood (CN), Commercial Service (CS), Office/Residential (OR20) and One and Two-Family Residential (R8) (91.76 acres).

**Existing Zoning**

The area covered by the existing Institutional Overlay as well as the expansion area includes various base zoning districts as follows: RM20, RM40, CL, CN, CS, OR20, and R8. The existing base zoning districts applicable to each property will not change as a result of this proposal.

Institutional Overlay (IO) The purpose of the institutional overlay district is to provide a means by which colleges and universities situated wholly or partially within areas of the community designated residential by the general plan may continue to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability of those neighborhoods in which they are situated. The institutional overlay district is intended to delineate on the official zoning map the geographic boundaries of an approved college or university master development plan, and to establish by that master development plan the general design concept and permitted land uses (both existing and proposed) associated with the institution. *The existing Belmont IO, adopted in August 2005, is depicted on the map.*

**Proposed Zoning – Note: the existing base zoning districts remain.**

Institutional Overlay (IO) The purpose of the institutional overlay district is to provide a means by which colleges and universities situated wholly or partially within areas of the community designated residential by the general plan may continue to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability of those neighborhoods in which they are situated. The institutional overlay district is intended to delineate on the official zoning map the geographic boundaries of an approved college or university master development plan, and to establish by that master development plan the general design concept and permitted land uses (both existing and proposed) associated with the institution. *The current proposal is to expand the boundary of the Belmont IO to incorporate the parcels identified on the map and to update the activity zones identified in the master development plan.*



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There are properties within the existing overlay area that are owned by individuals or entities other than Belmont University. The current IO does not alter the base zoning or existing entitlements for any property that is not owned by the university, nor will the proposed changes to the IO affect base zoning or entitlements for those properties. Those owners, or their future successors or assigns, may continue to use and develop their property subject to the standards of the applicable base zoning district. The IO and the standards identified in the master development plan are applicable only to properties owned by Belmont University. Should the university choose to develop or redevelop property that it owns, or property that it acquires from a willing seller, within the IO boundary, it must submit a final site plan demonstrating compliance with all of the standards of the IO master development plan.

### **GREEN HILLS - MIDTOWN 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.

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

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 maintain, 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.

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a



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

street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

D Major Institutional (D MI) is intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.

### Consistent with Policy?

The land use policy designations in this area were established in the 12<sup>th</sup> South Detailed Neighborhood Design Plan, which is part of the Green Hills – Midtown Community Plan adopted with NashvilleNext. There are areas of Conservation policy present in the Belmont IO area which primarily indicate the presence of limited areas of steep slopes. There is also a small area of Open Space policy which applies to a vacant parcel with open space character that was previously owned by Metro and intended to serve as park; that property is no longer in public ownership. The remainder of the area within the current boundary of the Belmont IO is within District Major Institutional (D MI) policy, recognizing the university campus.

The T4 Urban Neighborhood Evolving (T4 NE), Mixed Use Corridor (T4 CM) and Residential Corridor (T4 RC) policies apply to the parcels proposed to be added to the Belmont IO, located generally between Wedgewood Avenue on the north, Caldwell Avenue to the south, 12<sup>th</sup> Avenue to the east and 15<sup>th</sup> Avenue to the west. Since adoption of the 12<sup>th</sup> South Detailed Neighborhood Design Plan and associated policies, Belmont University has acquired a significant number of parcels in the expansion area, and the current proposal is to expand the Belmont IO to incorporate this area. Both T4 NE and T4 RC are predominantly residential policies. The IO is intended for areas designated as residential by the General Plan, to ensure that the university continues to function and grow in a manner that is sensitive to surrounding residential areas. Although the IO district is not specifically intended for mixed use policy areas, the general character of development permitted in the master development plan activity zones coincident with the area of T4 CM policy are consistent with the goals of T4 CM policy to encourage a mix of higher density residential and mixed use development at the intersection of 12<sup>th</sup> Avenue South and Wedgewood and along the 12<sup>th</sup> Avenue South corridor from Wedgewood to Caldwell Avenue.

### **PLAN DETAILS**

The current application proposes to expand the boundary of the Belmont IO to incorporate approximately 15 acres of properties located northeast of the existing IO boundary at the southwest corner of the intersection of 12<sup>th</sup> Avenue South and Wedgewood Avenue, expanding the campus to incorporate approximately 93 total acres. The expansion of the IO boundary requires an update to the master development plan for the Belmont IO to establish the development intent for the new IO area.

The current master development plan document describes the existing conditions on the campus, identifies properties owned by the University, and establishes intended sites for future development. The plan divides the campus into activity zones which establish purpose, general design guidelines, and permitted uses (existing and proposed) for development in each zone. The zones are intended to recognize and remain sensitive to the surrounding context while also ensuring a unified sense of



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

place and appearance for the overall campus. The plan also includes overall guidance regarding development capacity and phasing, architectural compatibility, vehicle and pedestrian circulation, parking, open space, and lighting.

The original master development plan was adopted in 2005. Since that time, Belmont has completed some development projects and improvements to vehicular and pedestrian circulation identified in the original plan. As part of the current application, housekeeping changes are proposed to the master plan document to reflect updated existing conditions. The bulk of the updates to the master development plan are focused on the establishment of activity zone designations for the expansion area.

The master development plan currently identifies five activity zones, depicted on the map on the following page:

- Wedgewood and Magnolia Avenues Grand Entry Zone
- Academic Core Zone
- Belmont Boulevard Arts and Entertainment Zone
- South Campus Mixed Use Zone
- Residential Campus Zone

The current IO includes properties along the eastern side of 15<sup>th</sup> Avenue South, from Wedgewood Avenue south to Caldwell Avenue. These properties are currently within the Residential Campus Zone. The existing Wedgewood and Magnolia Grand Entry Zone will expand to the east, replacing the Residential Campus Zone designation for these properties from Wedgewood to Acklen, and incorporating additional smaller residential lots east to Alley #393. The existing Academic Core Zone will also expand to the east, to encompass properties on the east side of 15<sup>th</sup> Avenue South, from Acklen south to Caldwell Avenue. The expanded configuration of these activity zones is depicted on the proposed activity zones map below.

The purpose, permitted uses, height, setbacks and general design standards for the Wedgewood and Magnolia Grand Entry and Academic Core Zones are unchanged with this amendment.

The amendment also includes two proposed new activity zones—the Grand Entry Gateway Zone and the 12<sup>th</sup> Avenue South Mixed Use Zone, also shown on the proposed activity zones map, and updates to some of the bulk and scale standards for the Residential Campus Zone. These changes are described in more detail below.



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**Current Belmont IO Activity Zones**



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### Grand Entry Gateway Zone

This zone, which is proposed for the northeastern corner of the expansion area at the intersection of 12<sup>th</sup> Avenue South and Wedgewood Avenue, is intended to be complementary to the monumental, historical architecture of the earlier Ward-Belmont School and more recent Belmont University additions. The range of activities proposed is generally consistent with those in the existing Wedgewood and Magnolia Avenues Grand Entry Zone, with the addition of retail and food service uses intended primarily to serve the campus community. This zone establishes a setback of 70-80 feet from Wedgewood Avenue, consistent with the existing monumental structures along Wedgewood. A setback of five feet is required from 12<sup>th</sup> Avenue South. Height in this zone is limited to 5-8 stories at the setback when fronting Wedgewood or 12<sup>th</sup> Avenue, with an allowance for two additional stories of height at the corner to signify the campus gateway. The zone requires parking to be accessed at the rear of the building and prohibits ground floor or street-level parking along 12<sup>th</sup> Avenue South and Wedgewood.

### 12<sup>th</sup> Avenue South Mixed Use Zone

This zone is proposed to extend along the campus's 12<sup>th</sup> Avenue frontage from Acklen Avenue to the northern side of Caldwell Avenue. This zone is intended to include retail, food service, and recreation uses fronting 12<sup>th</sup> Avenue South, with student and other university housing on the upper floors. The intent is to activate 12<sup>th</sup> Avenue South while also providing for a transition to the surrounding residential development context. This zone requires a setback of five feet and permits a maximum height of four to five stories at the setback. This zone requires parking to be accessed from the rear, with no ground floor or street level parking adjacent to 12<sup>th</sup> Avenue South. The updated IO plan also includes architectural compatibility guidelines applicable to mixed use zones opposite residential areas. The guidelines call for articulations, material changes, and other elements to break up the mass of the buildings and match the rhythm and spacing of residential or mixed use structures on the opposite side of the street.

### Residential Campus Zone Updates

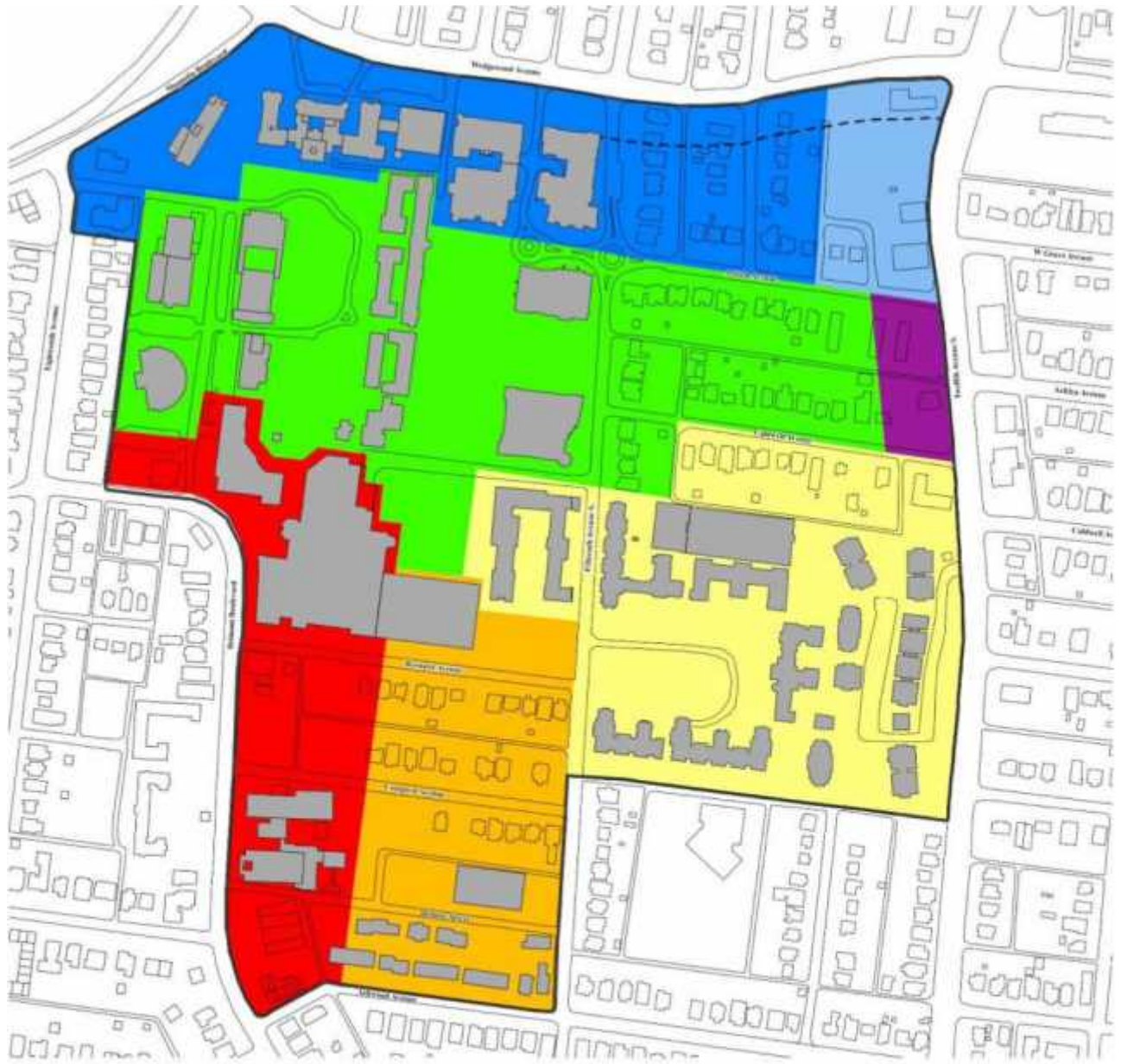
The Residential Campus Zone, which incorporates properties from 12<sup>th</sup> Avenue South west to 15<sup>th</sup> Avenue South from Alley #628 at the north to Alley #951 to the south, is intended to include student housing and support services, with limited assembly and recreation opportunities. The zone, which is identified in the currently adopted IO, contains many of Belmont's existing dormitory and apartment buildings. The zone currently permits a maximum height of 4-6 stories with a 35-45 foot setback from 12<sup>th</sup> Avenue and a 25-30 foot setback from 15<sup>th</sup> Avenue. This amendment proposes updates to these standards intended to ensure that future redevelopment addresses 12<sup>th</sup> Avenue South while respecting the existing, lower intensity residential context on the east side of 12<sup>th</sup> Avenue. The updated zone standards call for a reduced setback of five feet, but limit height to two stories along 12<sup>th</sup> Avenue. An additional two stories of height are permitted for each 20 feet of setback, with a maximum height of six stories. The updated standards for this zone also prohibit street level parking along 12<sup>th</sup> Avenue.

## **COMMUNITY PARTICIPATION**

On February 17, 2018, a community meeting was held at the Midtown Hills Police Precinct to discuss the proposed changes to the Belmont IO. A community meeting is not required by the Zoning Ordinance for IO amendments; however staff felt it would be beneficial to analysis of the proposal to directly engage the community regarding the proposed changes. Approximately 25 people attended, including Council Member Colby Sledge, the Belmont IO development team, and



# Metro Planning Commission Meeting of 3/22/18



## LEGEND

- |   |  |   |                                  |
|---|--|---|----------------------------------|
|  | Wedgewood & Magnolia Avenue Grand Entry Zone |  | Residential Campus Zone          |
|  | Academic Core Zone                           |  | 12th Avenue South Mixed Use Zone |
|  | Belmont Boulevard Art & Entertainment Zone   |  | Grand Entry Gateway Zone         |
|  | South Campus Mixed Use Zone                  |  | Wedgewood Setback                |

### Proposed Belmont IO Activity Zones



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

staff from the Planning Department. Many of the attendees had attended one or more previous meetings held at various points during the IO update process by Council Members Burkley Allen and Colby Sledge and the Belmont IO development team.

The Belmont development team provided a general overview of the proposed expansion of and changes to the Belmont IO. Planning staff also gave a brief presentation on the purpose of an institutional overlay and facilitated a discussion about the existing land use policies in the area and how the development potentially yielded by the amended IO would compare to development anticipated under the existing policies. Attendees sought additional details of the proposed changes. Some were generally in favor of Belmont's efforts to update the plan and be transparent regarding development goals. Others raised concerns about traffic, parking, and pedestrian safety and the impact on their properties located within the IO boundary. Some attendees also voiced concerns about the proposed 12<sup>th</sup> Avenue South Mixed Use Zone and whether it would result in an expansion of the existing 12<sup>th</sup> South commercial area north into their neighborhood. Following the meeting, the Belmont IO development team had additional conversations with these community members and made changes to reduce the size of the 12<sup>th</sup> Avenue South Mixed Use zone to better align with the land use policies for the area.

### ANALYSIS

The purpose of the Institutional Overlay is to allow universities to grow in a sensitive manner and to delineate on the zoning map the geographic boundaries of the existing and proposed campus. The IO master development plan is also intended to provide the public with an understanding of plans for development of the campus and the potential impact of that development on the adjoining neighborhood. Belmont has acquired numerous properties in the vicinity of Wedgewood Avenue and 12<sup>th</sup> Avenue South since the original IO was adopted. Expansion of the IO boundary to encompass these properties and update of the master development plan to provide the future vision for these areas is consistent with the purpose and intent of the IO zoning tool.

The plan proposes a new Grand Entry Gateway Zone, located in an area of T4 Urban Mixed Use Corridor policy, which is intended to create and enhance corridors by placing higher intensity mixed use development at intersections. Wedgewood Avenue and 12<sup>th</sup> Avenue South are both major arterials, and the other corners of the intersection are zoned for and developed with commercial and higher intensity multi-family residential uses. The location of a significant entrance to the university at this corner, with architecture and scale consistent with the historic monumental buildings along Wedgewood, is an appropriate means of addressing and activating this prominent intersection. The standards for the zone allow for a shallower setback along 12<sup>th</sup> Avenue South. Staff recommends a condition to add a step-back standard, to ensure the additional height proposed to signify the entrance is not overly imposing at the street on 12<sup>th</sup> Avenue South.

The plan also proposes a new 12<sup>th</sup> Avenue South Mixed Use Zone for properties in T4 CM policy south of the intersection of 12<sup>th</sup> and Wedgewood. This zone permits a mix of uses consistent with the policy, and includes bulk and scale standards designed to transition from the higher intensity gateway at the intersection to the lower intensity T4 Urban Residential Corridor policy which delineates the residential portion of the 12<sup>th</sup> Avenue South corridor.

Finally, the plan proposes amendments to the height and setback standards for the existing Residential Campus Zone, located along the 12<sup>th</sup> Avenue South frontage at the southern end of the



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

campus. Development along 12<sup>th</sup> Avenue South in this zone currently consists of the Hillside Apartments, a four-story multi-family development that serves as student housing. These buildings, which are oriented to the interior of the campus, have a deep setback from 12<sup>th</sup> Avenue South and are separated from the corridor by a fence. The updates to the bulk standards for development in this zone are intended to ensure that development addresses the street and is sensitive to the existing residential neighborhood on the east side of 12<sup>th</sup> Avenue South, which consists of primarily of single-family dwellings of one to three stories in height. The proposed changes, which reduce the setback and require step-backs for additional height, are generally consistent with the goals of the T4 RC policy. To ensure consistency with the guidance in the 12<sup>th</sup> South Detailed Neighborhood Design Plan and an appropriate transition to the existing residential context, staff recommends a condition to increase the setback from the five feet proposed to a range of 10-20 feet.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

Approved as a Preliminary IO Amendment only. The applicant shall do the following, for Final Site Plan Approval:

- Submit an availability study to Metro Water, providing details on any new development linked with this expansion.
- If public water or sewer extensions/relocations are needed, than public sewer construction plans must be submitted and approved prior to Final Site Plan approval.
- These approved construction plans must match the Final Site Plans.
- The required capacity fees must also be paid prior to Final Site Plan approval.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary Amendment to the IO. No construction to take place at this time.
- Stormwater will work with future developers to ensure no downstream impacts are caused by development.

### **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.
- Each proposed development within the proposed IO shall comply with MPW standards and specs within the ROW.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Focused TIS may be required at the time of development to determine roadway improvements.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.





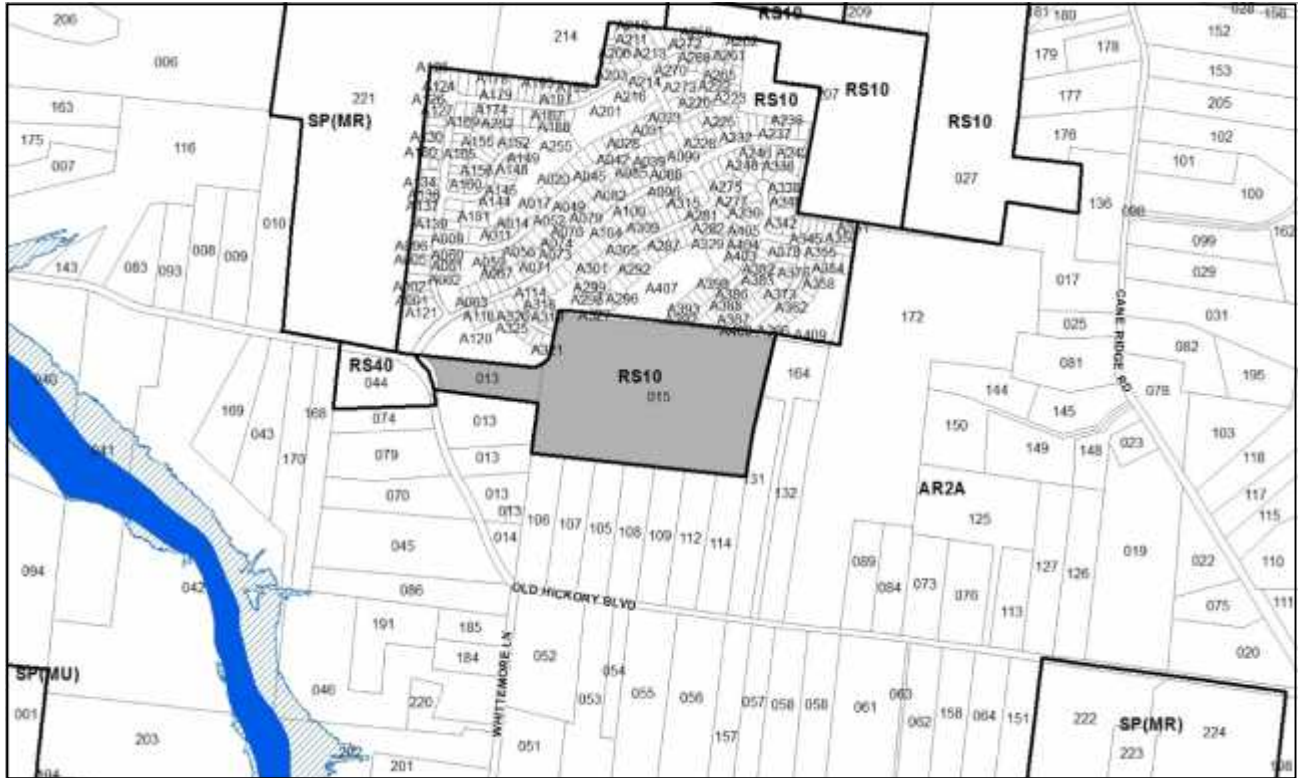
## **Metro Planning Commission Meeting of 3/22/18**

### **CONDITIONS**

1. Maximum building height for buildings fronting along 12<sup>th</sup> Avenue South in the Grand Entry Gateway Zone shall be 5-8 stories at the setback. An additional two stories are permitted at the corner with a minimum step-back of 20 feet.
2. The setback for buildings fronting 12<sup>th</sup> Avenue South in the Residential Campus Zone shall be 10-20 feet. A maximum height of three stories is permitted at the setback. An additional three stories in height are permitted with a minimum 20-foot step-back.
3. A corrected copy of the Belmont Institutional Overlay Master Development Plan incorporating the conditions of approval by Metro Council shall be provided to the Planning department prior to or with final site plan application.
4. All applicable conditions of BL2005-555, as amended, remain in effect.



# Metro Planning Commission Meeting of 3/22/18



**2017S-217-001**  
**OLD HICKORY CROSSING SUBDIVISION**  
Map 182, Parcel(s) 013, 015  
12, Southeast  
31 (Fabian Bedne)



**Project No.** **Concept Plan 2017S-217-001**  
**Project Name** **Old Hickory Crossing Subdivision**  
**Council District** 31- Bedne  
**School District** 6- Hunter  
**Requested by** Batson and Associates, applicant; Randall Smith and Corey Craig, owners.

**Deferrals** This item was deferred at the January 11, 2018, February 8, 2018, February 22, 2018, and the March 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the April 12, 2018, Planning Commission meeting.*

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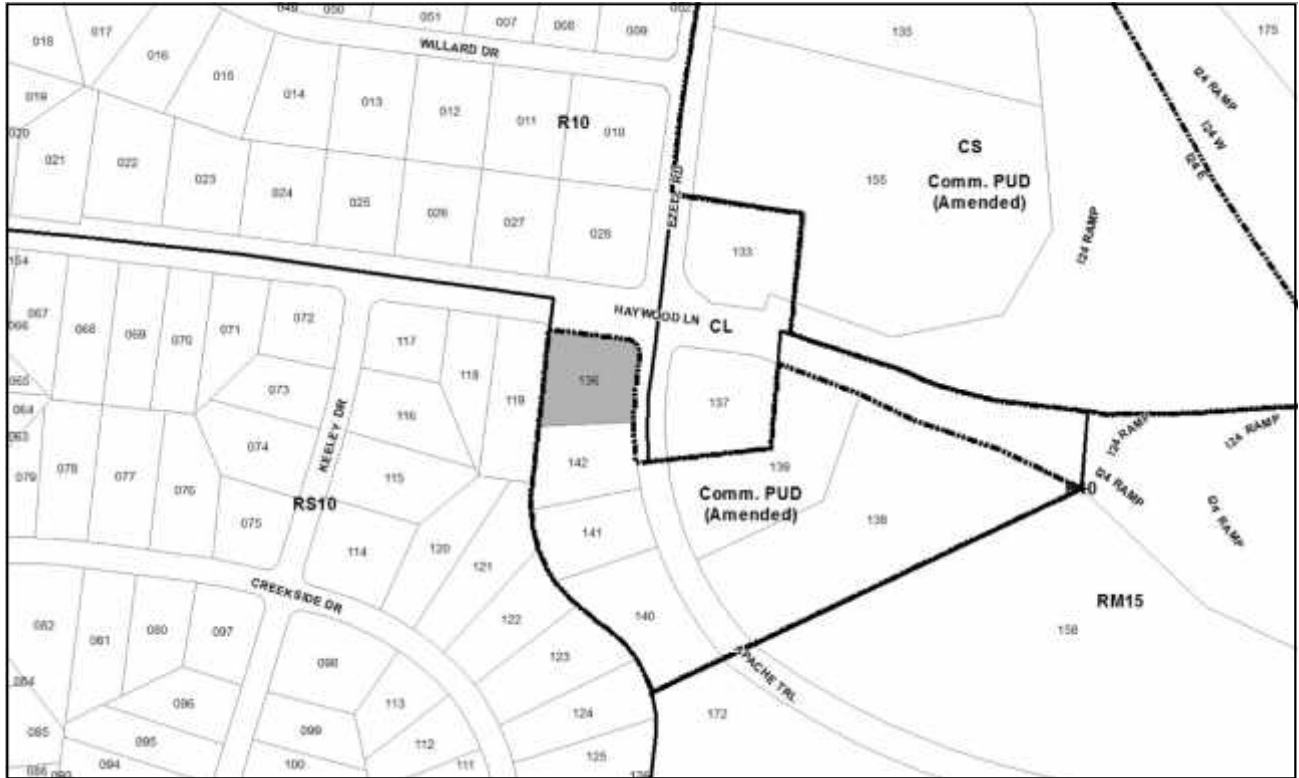
**APPLICANT REQUEST**  
**Concept plan approval to create 108 single-family lots.**

Concept Plan  
A request for concept plan approval to create 108 single-family lots on properties located at Old Hickory Boulevard (unnumbered), at the northeast corner of Old Hickory Boulevard and Legacy Drive, zoned Single-Family Residential (RS10) (34.06 acres).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the April 12, 2018, Planning Commission meeting at the request of the applicant.



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



### **80-72P-002**

APACHE TRAIL COMMERCIAL (REVISION AND FINAL)

Map 148-10, Parcel(s) 136

12, Southeast

30 (Jason Potts)



**Project No.** **Planned Unit Development 80-72P-002**  
**Project Name** **Apache Trail Commercial (Revision and Final)**  
**Council District** 30 – Potts  
**School District** 2 – Brannon  
**Requested by** Barge Cauthen and Associates, Inc. applicant; Hafiz Yafai and Rashid Mushin, owners.

**Deferrals** This item was deferred at the February 22, 2018, and March 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Approve with conditions.*

**APPLICANT REQUEST**

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

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development on property located at 3901 Apache Trail, at the southwest corner of Apache Trail and Haywood Lane (0.70 acres), zoned One and Two-Family Residential (R10), to permit a 5,320 square foot retail building.

**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. *The PUD controls the land uses for this property. The PUD is a commercial PUD.*

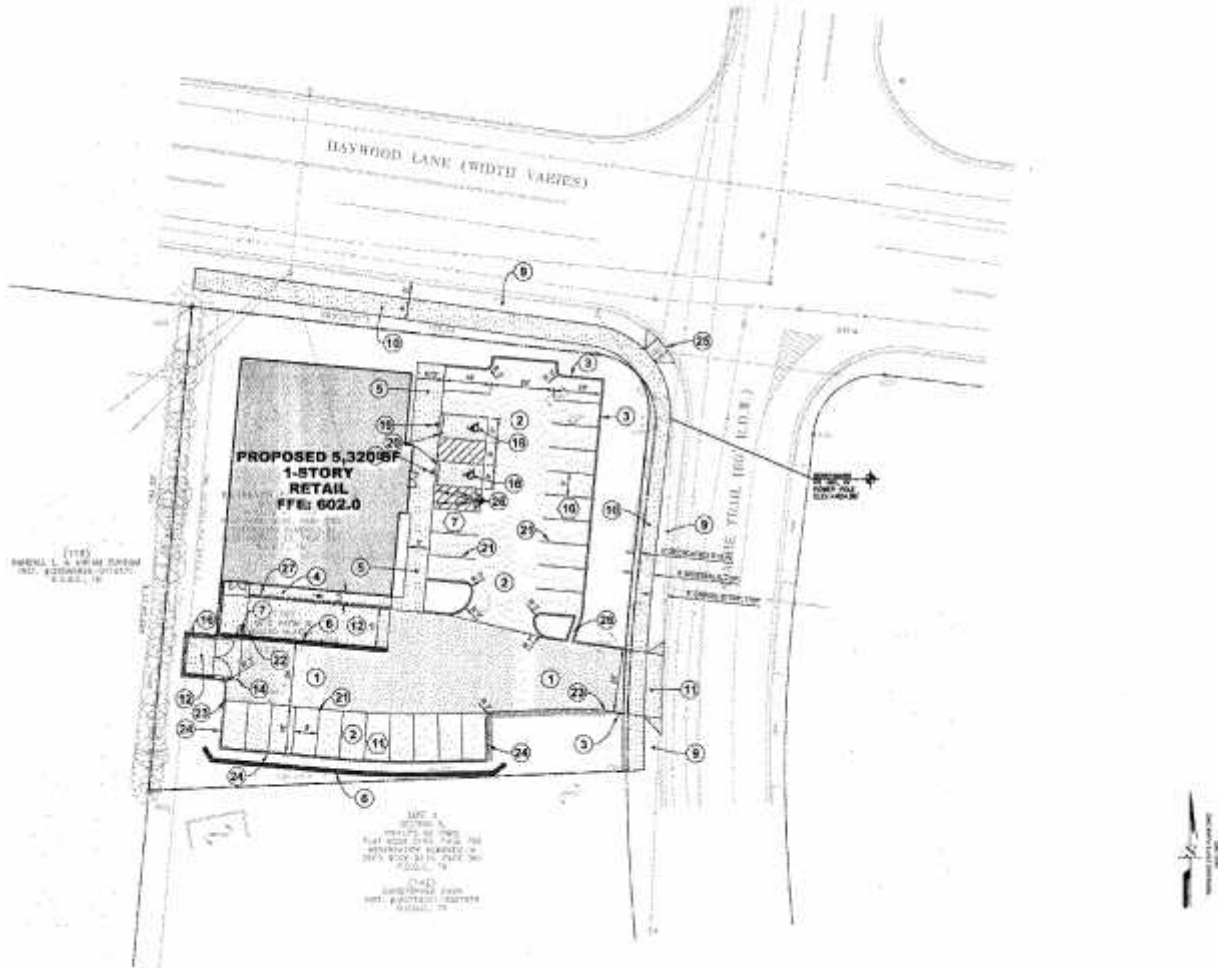
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**REQUEST DETAILS**

This is a request to revise the preliminary PUD plan for a portion of the Apache Trail PUD. Metro Council approved the Apache Trail PUD in 1972, and it was last revised in 2016 to permit a 2,520 square foot addition to an existing office building at the project site and to use that building for retail uses. The PUD is currently approved for 67,929 square feet of office, general commercial, and recreation (bowling alley) uses.



# Metro Planning Commission Meeting of 3/22/18



**Proposed Site Plan**



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

As noted above, the request pertains to parcel 136 which was recently revised to permit a 2,520 square foot addition to an existing building for a total of 5,320 square feet. The applicant is now requesting to construct a new building within the approved square footage and revise the approved site layout. The applicant has indicated the proposed use of the site as a market, which would be classified as a retail use. Retail uses are currently allowed under the PUD.

### PLAN DETAILS

The plan proposes the construction of a 5,320 square foot retail building. The parking lot will be expanded by 2 spaces for a total of 28 parking spaces, which meets the requirement of the Zoning Code for retail uses. The previously approved access driveway will provide a single point of ingress and egress from the site. The site plan also shows a new location for the refuse and dumpster. An 8 foot sidewalk and 6 foot planting strip will be provided along Haywood Lane and Apache Trail consistent with the Major and Collector Street Plan.

### 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;



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

- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

This request can be considered a minor modification because the proposed building does not increase the total floor area more than ten percent beyond the total floor area which was last approved by Council for the PUD.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Need to address sump pump/inlet discharging into driveway.

### **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





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

preliminary development plan or final development plan or building permit, as applicable.  
Final design may vary based on field conditions.

- Submit recorded copy of the ROW dedication prior to MPW sign off on the building permit.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- See road comments.

### **STAFF RECOMMENDATION**

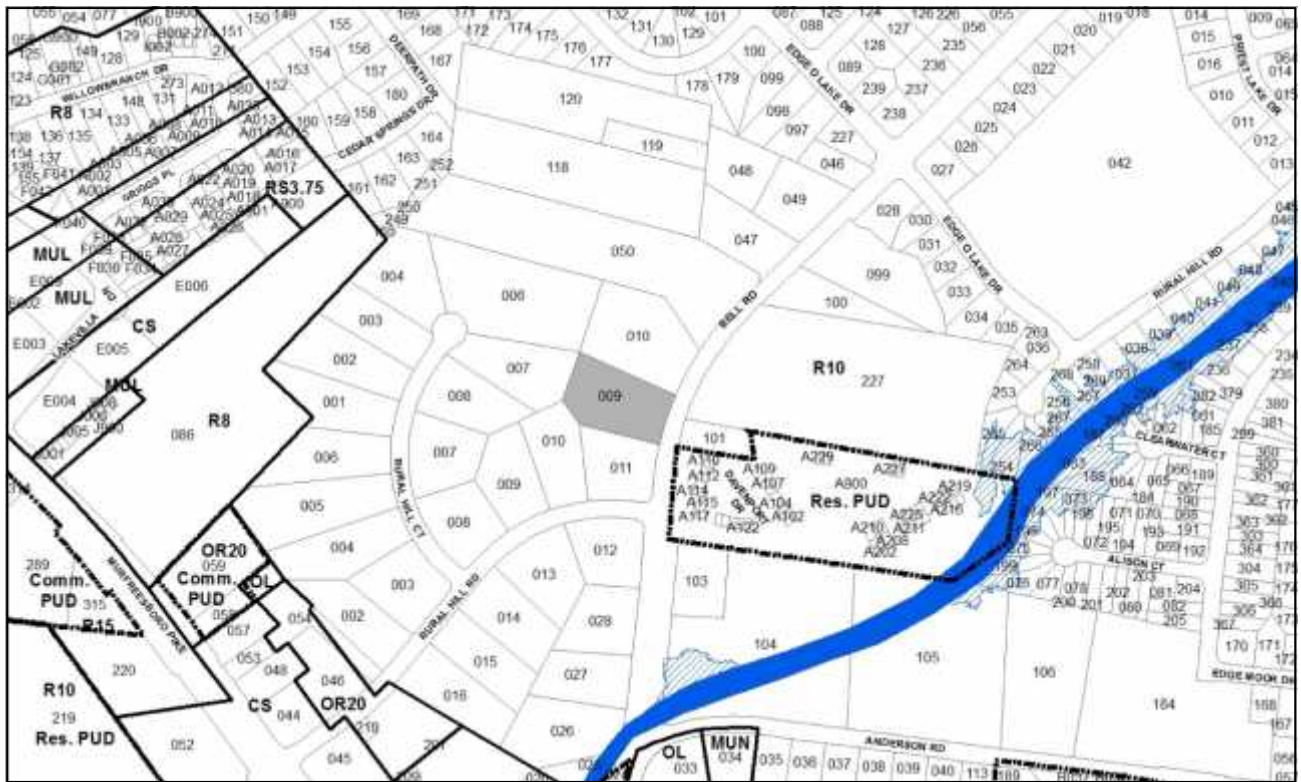
Staff recommends approval with conditions.

### **CONDITIONS**

1. A 10 foot wide, Type B landscape buffer shall be provided along the western property boundary. The required landscape buffer shall be provided on-site.
2. 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.
3. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to the issuance of any permit for this property, and in any event no later than 120 days after the date of conditional approval by the Planning Commission. Failure to submit a corrected copy of the final PUD site plan within 120 days will void the Commission's approval and require resubmission of the plan to the Planning Commission.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
6. The building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. Comply with all conditions of Public Works and Traffic and Parking.
8. 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.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
10. 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.



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



**2017Z-119PR-001**  
Map 149-04, Part of Parcel(s) 009  
13, Antioch – Priest Lake  
29 (Karen Johnson)



<b>Project No.</b>	<b>Zone Change 2017Z-119PR-001</b>
<b>Council District</b>	29 – Johnson
<b>School District</b>	6 – Hunter
<b>Requested by</b>	The Income Tax Center, Inc., applicant and owner.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from R10 to OL.**

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Office Limited (OL) on property located at 355 Bell Road, approximately 160 feet north of Rural Hill Road (1.22 acres).

**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. *R10 would permit a maximum of 5 lots with 1 duplex lot for a total of 6 units based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

**Proposed Zoning**

Office Limited (OL) is intended for moderate intensity office uses. Uses allowed within OL by right or with conditions include, but are not limited to: personal instruction, financial institution, general office, automobile parking, alternative financial services, personal care services, recreation center, medical offices, and religious institution.

**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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

Consistent with Policy?

No. The T3 Neighborhood Maintenance policy is applied to areas that are zoned residential and where the primary land use is envisioned to remain residential. The requested rezoning would permit a range of office uses that would be inconsistent with the surrounding land uses and the goals of the T3 Neighborhood Maintenance Policy. Additionally, the site is located at the interior of the policy area and any nonresidential use of the property would likely disrupt the existing character of the neighborhood.

**HISTORY**

The applicant’s request originally included an application for a community plan amendment to change the existing Suburban Neighborhood Maintenance policy to a Transition policy. A



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

community meeting was noticed and held on December 4, 2017. There was not widespread community support expressed at the meeting for the plan amendment, and planning staff was not supportive of the amendment. The applicant ultimately withdrew the request for the plan amendment. A second community meeting was held on March 14 in regards to this rezoning application and there was support for utilization of this property for a tax office; however, there were concerns from the community about other uses that could be permitted in the OL zone district.

### ANALYSIS

The site consists of 1.22 acres and is located at 355 Bell Road, approximately 160 feet north of Rural Hill Road. The site is currently developed with a single family residence. The adjacent property to the north is vacant while properties to south and west are developed with single family residences. Surrounding properties to the east are developed with multi-family uses. The existing zoning allows single and two-family residential uses with a 10,000 square foot minimum lot size.

The Suburban Neighborhood Maintenance policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed condition. Additionally, the T3 NM policy is applicable to areas where the existing land use is residential and envisioned to remain residential. The requested rezoning to Office Limited is inconsistent with the surrounding land uses and land use policy for the area. The proposed rezoning would allow for development that would disrupt the existing character of the neighborhood and would permit uses that are not supported by the residential only policy applied to the property and surrounding area.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.22	4.35 D	6 U	58	5	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.22	0.8	42,514 SF	691	95	127

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+633	+90	+120

### STAFF RECOMMENDATION

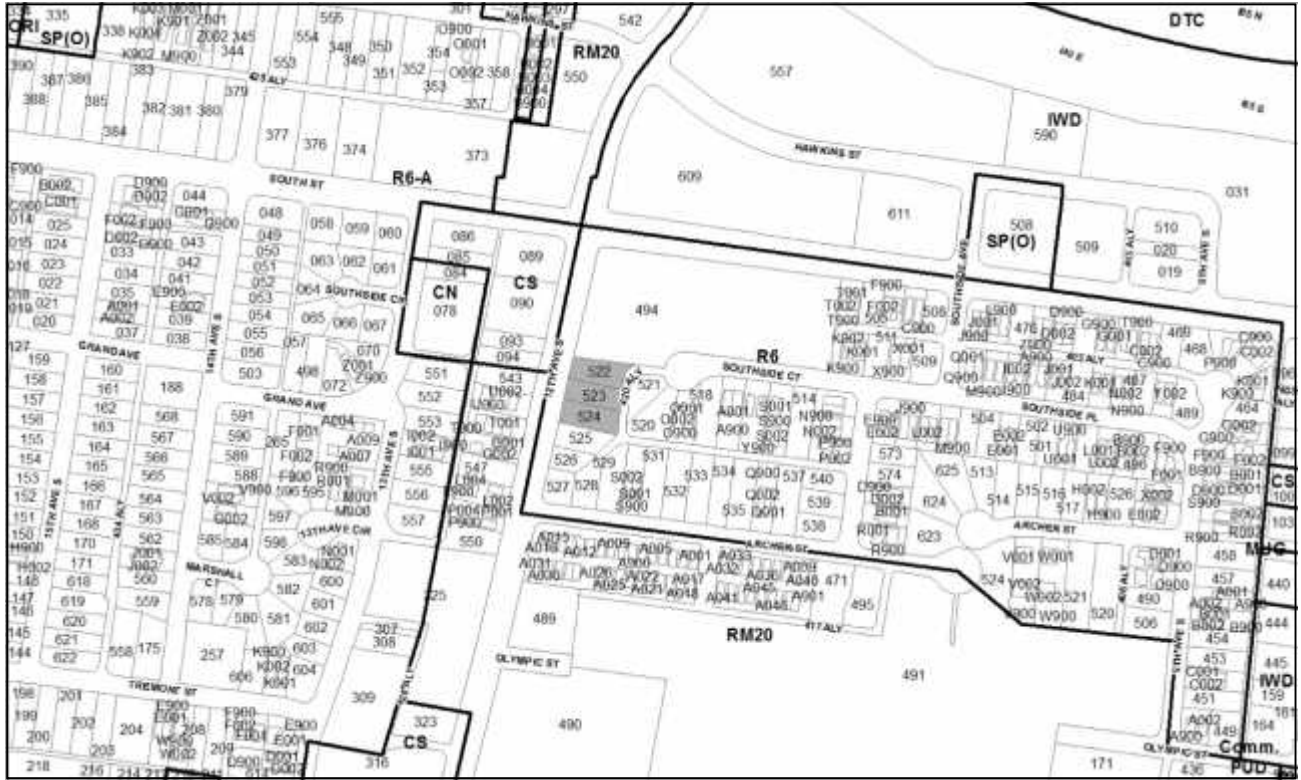
Staff recommends disapproval as the request is inconsistent with the existing land uses of the area and the goals of the T3 Neighborhood Maintenance policy.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/22/18



**2017Z-122PR-001**  
Map 105-01, Parcel(s) 522-524  
10, Green Hills – Midtown  
17 (Colby Sledge)



**Project No.** **Zone Change 2017Z-122PR-001**  
**Council District** 17 – Sledge  
**School District** 5 – Buggs  
**Requested by** T and T Development, LLC, applicant; T and T Development, LLC and Troy Olsen, owners.

**Deferrals** This item was deferred at the December 14, 2017, February 8, 2018, and March 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Approve with conditions.*

**APPLICANT REQUEST**  
**Zone change from R6 to RM20-A.**

Zone Change  
 A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential – Alternative (RM20-A) zoning on properties located at 1088, 1090 and 1092 12th Avenue South, approximately 205 feet north of Archer Street (0.62 acres).

**Existing Zoning**  
One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of three duplex lots for a total of six 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 12 units.*

**GREEN HILLS – MIDTOWN 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?  
 The requested RM20-A zoning is consistent with policy in this location. The properties included in the zone change area are located at the northern edge of an area of T4 NE policy applied along the



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

12<sup>th</sup> Avenue South Corridor. The properties to the north, at the intersection of 12<sup>th</sup> Avenue South and South Street, are located in an area of more intense T4 Mixed Use Corridor policy. The neighborhood to the east, which is within an area of T4 Neighborhood Maintenance policy, has experienced change as older, single-family homes have been converted to large, duplex units under the existing R6 zoning. More intense redevelopment under existing RM20 zoning has also occurred within the T4 NE policy area on the west side of 12<sup>th</sup> Avenue South and to the south along Archer Street.

T4 NE policy areas contain a more diverse mix of housing types than T4 Neighborhood Maintenance areas, with buildings that contain more units placed abutting or adjacent to corridors to serve as transitions from the corridor to lower intensity neighborhoods. Alley access is preferred. The parcels in the zone change area front on 12<sup>th</sup> Avenue South, an arterial boulevard, and are approximately 335 feet south of the intersection of 12<sup>th</sup> Avenue South and South Street, a collector. The site is also located on a transit route and is less than 200 feet from two MTA bus stops. All of the parcels accessed via an alley to the east. The requested zoning, RM20-A, would permit multi-family residential units along the 12<sup>th</sup> Avenue South corridor to serve as a transition from more intense development along the corridor to the primarily two-family residential development pattern to the east. The requested RM20-A zoning includes standards for alley access and building placement that will achieve policy goals for consolidated access and diversity of housing types in a manner that is sensitive to the lower intensity area.

### ANALYSIS

The zone change area consists of three parcels totaling 0.62 acres along 12<sup>th</sup> Avenue South. One of the parcels is currently vacant; the remaining two contain existing single-family residences. Access to all three lots is via the alley extending from the end of Southside Court. The site is bordered to the north by institutional uses associated with The Rochelle Center, and is less approximately 335 feet south of the nearest collector, South Street. A mix of multi-family residential units and commercial and institutional uses are located on the west side of 12<sup>th</sup> Avenue South, opposite the site. The neighborhood to the east contains a historic pattern of single-family homes which are being replaced by duplex units under the existing R6 zoning. To the south, along Archer Street, are newer multi-family units and Rose Park, which contains open space and recreational facilities.

The location of the site on the 12<sup>th</sup> Avenue South corridor and adjacent to institutional uses allows the site to serve as a transition from the corridor to the neighborhood behind. The requested zoning, RM20-A, permits multi-family residential units and requires that the façade of the building extend across at least 60 percent of the property's frontage, which would result in a more appropriate massing along 12<sup>th</sup> Avenue than the two-family units permitted by the existing zoning and enhance the pedestrian realm. Additionally, consolidation of the units into a larger building or buildings would create opportunities for consolidation of access that are not available if the parcels are developed separately. The requested zoning, RM20-A, requires access from the alley and would limit parking to the sides or rear of the buildings, improving the streetscape along 12<sup>th</sup> Avenue South. The maximum height permitted by the RM20-A zoning district is 45 feet, which is generally consistent with the allowance for heights of up to 3 stories in the existing R6 zoning applied to the neighborhood. The requested zoning will allow for development of the property in a manner that is more consistent with the goals of the policy given the property's location and context than the existing R6 zoning. Therefore, staff recommends approval.





# Metro Planning Commission Meeting of 3/22/18

## TRAFFIC AND PARKING RECOMMENDATION

### Approved with conditions

- Traffic study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.62	7.26 D	5 U	48	4	6

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)	0.62		12 U	102	10	11

Traffic changes between maximum: **R6 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+7 U	+54	+6	+5

## METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed RM20-A district: 1 Elementary 1 Middle 1 High**

The proposed RM20-A zoning district will generate three additional students beyond what would be generated under the existing R6 zoning. Students would attend Waverly-Belmont Elementary School, J.T. Moore Middle School, and Hillsboro High School. None of these schools have been identified as over capacity. This information is based upon data from the school board last updated December 2017.

## STAFF RECOMMENDATION

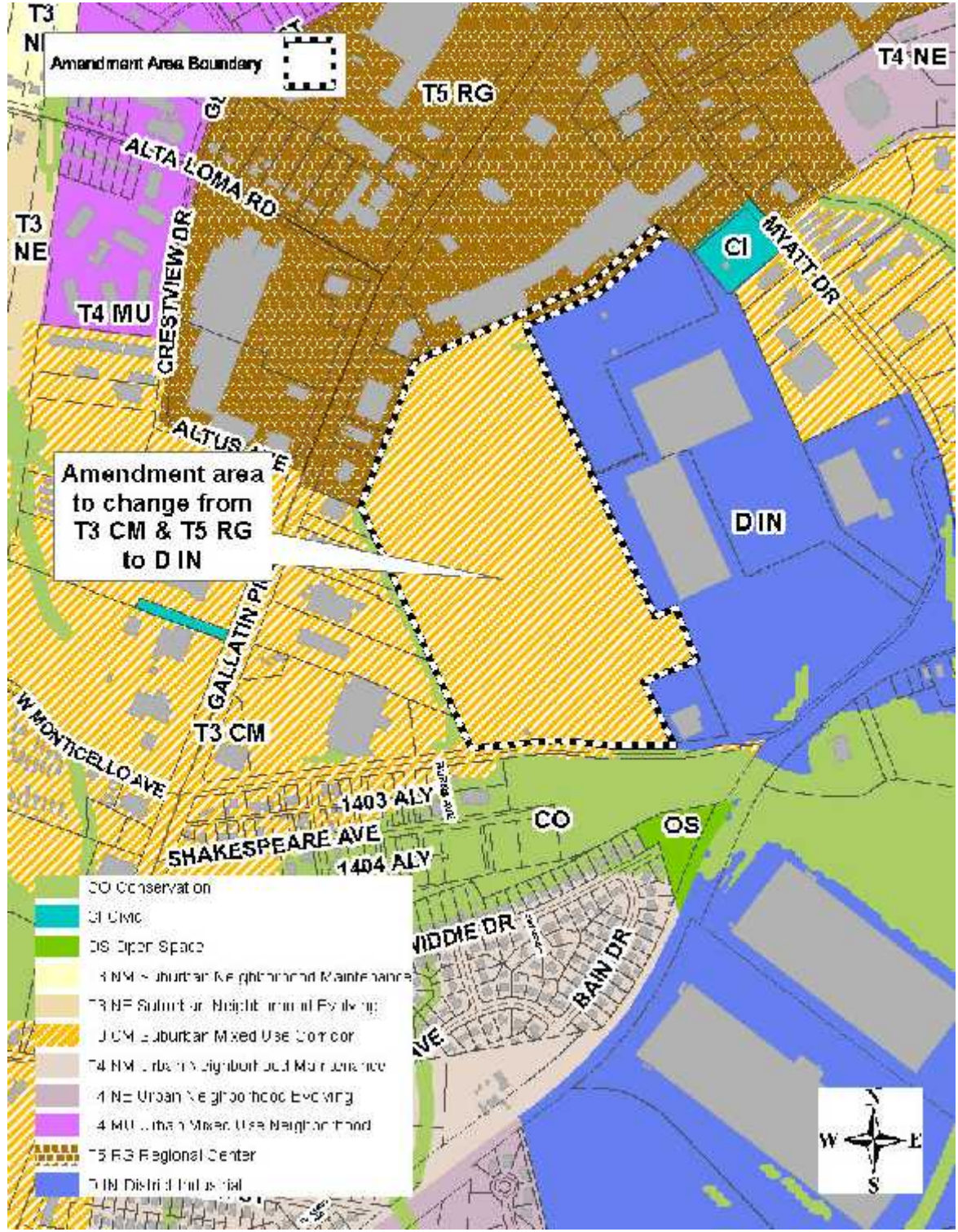
Staff recommends approval with a condition as the request is consistent with the T4 Urban Neighborhood Evolving policy in this location.

## 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.



# Metro Planning Commission Meeting of 3/22/18



**2018CP-004-001**  
 MADISON COMMUNITY PLAN AMENDMENT  
 Map 034-06, Parcel 003  
 04, Madison  
 10 (Doug Pardue)



<b>Project No.</b>	<b>Minor Plan Amendment 2018CP-004-001</b>
<b>Project Name</b>	<b>Madison Community Plan Amendment</b>
<b>Associated Case</b>	2018Z-022PR-001
<b>Council District</b>	10 – Pardue
<b>School District</b>	3 – Speering
<b>Requested by</b>	Tune, Entrekin and White, PC, applicant; Arc Hold Co., LLC, owner.
<b>Staff Reviewer</b>	Buechler
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Amend Madison Community Plan to change the policy.**

Minor Plan Amendment

A request to amend the Madison Community Plan by amending the Community Character Policy to change from T3 Suburban Mixed Use Corridor (T3 CM) and T5 Regional Center (T5 RG) Policies to District Industrial (D IN) Policy on property located at Edenwold Road (unnumbered), approximately 1,225 feet east of Gallatin Pike, zoned Commercial Service (CS) (40.15 acres).

**SOUTHEAST COMMUNITY PLAN**

**Current Policy**

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. There is also a T3 CM supplemental policy on the property (SPA 04-T3-CM-01) that is intended to maintain the “motor mile” as an economic resource for Madison and Davidson County. This supplemental policy applies to the development, redevelopment or expansion of auto-related uses. For the development, redevelopment or expansion of non-automobile related uses, the general principles found in T3 CM policy would apply.

T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.

**Proposed Policy**

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



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

containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

### **BACKGROUND**

The community plan amendment was requested in conjunction with zone change application 2018Z-022PR-001, a request to change the zoning from Commercial Service (CS) to Industrial Warehousing/Distribution (IWD). As part of the application process, the Executive Director determined the plan amendment is minor with a required community meeting.

T3 CM with a supplemental policy is currently applied to the majority of the property with a small area of T5 RG along the northern boundary. T3 CM is a mixed-use policy that allows for high density residential and a mixture of uses along a corridor. The supplemental policy applies only to auto-related uses. Industrial warehousing uses are not compatible with the existing T3 CM policy. As a result, the applicant has requested a policy change to D IN policy. The Major and Collector Street Plan classifies Edenwold Road as a local street. The majority of the surrounding properties are commercial or industrial.

### **COMMUNITY PARTICIPATION**

On February 27, 2018, a community meeting was held at the Madison Police Precinct, located at 412 Myatt Drive, to discuss the applicant's plan amendment and zoning requests. Approximately eight people attended, including Councilmember Doug Pardue, the development team, staff from the Planning Department and one community member. Notices were mailed to property owners within a 600 foot buffer of the amendment area on February 12, 2018. Planning staff and the development team answered questions at the meeting regarding the plan amendment and proposed project. The neighborhood attendee expressed support for the plan amendment and the proposed project. Support was based on a desire to bring more jobs to the area and that this project would provide the opportunity for those jobs.

### **ANALYSIS**

D IN policy is applied to areas where the zoning and primary land uses are industrial or envisioned to become industrial. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks.

The proposed amendment area is a suitable location for D IN policy. The property is located off of the Gallatin Pike corridor between T3 CM and D IN policy areas. There is a wet weather conveyance that separates the subject property from the adjacent T3 CM properties that have frontage on Gallatin Pike. The property fronts Edenwold Road and relates to the remainder of the industrial properties along Edenwold Road because of this natural drainage feature. The feature drains over 100 acres, and therefore is required by Stormwater to be buffered and maintained in a natural state. It will continue to be a natural barrier to orienting any future development toward Gallatin Pike. The subject property was previously used for industrial purposes and the D IN property to the east is currently being used for industrial purposes. There is existing rail service to the property that would be able to serve industrial uses. Amending the policy to D IN would be an extension of the D IN policy directly to the east.

### **STAFF RECOMMENDATION**

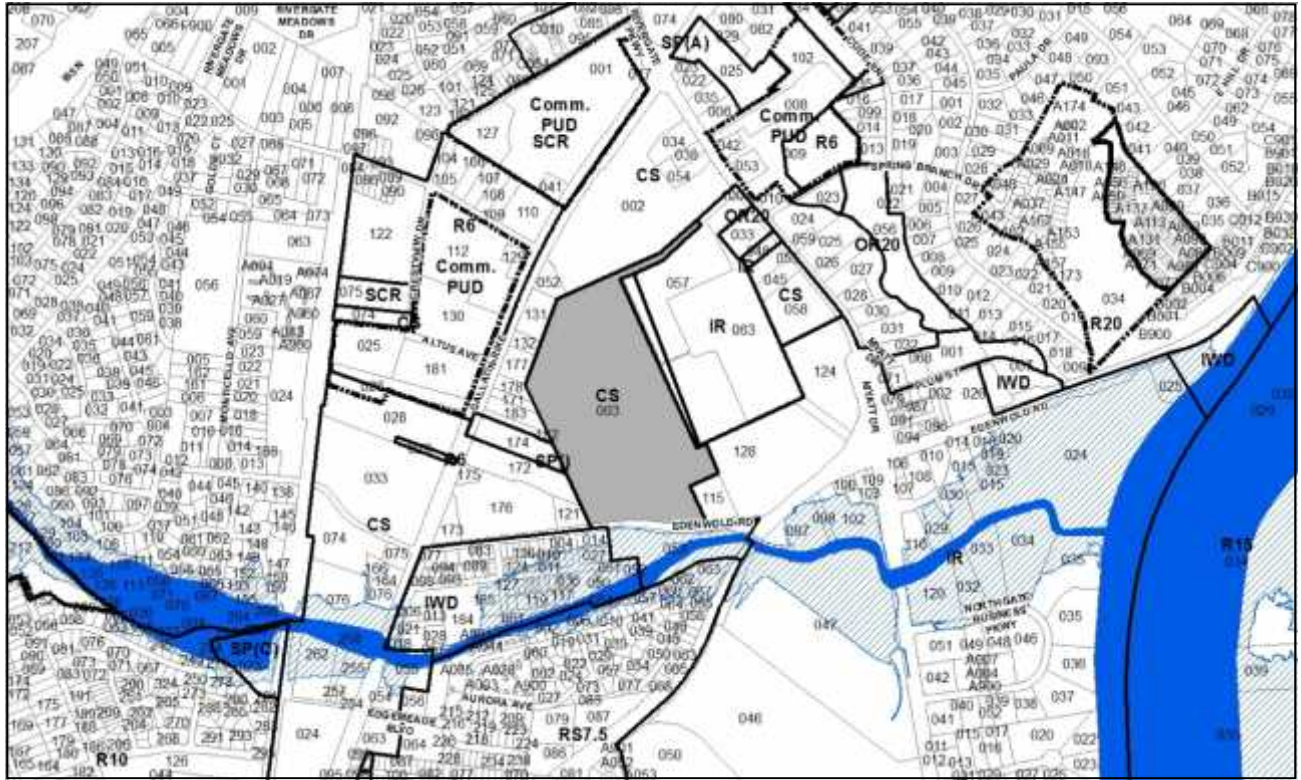
Staff recommends approval of the amendment request.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/22/18



**2018Z-022PR-001**  
Map 034-06, Parcel(s) 003  
04, Madison  
10 (Doug Pardue)



<b>Project No.</b>	<b>Zone Change 2018Z-022PR-001</b>
<b>Associated Case</b>	2018CP-004-001
<b>Council District</b>	10 - Pardue
<b>School District</b>	3 - Speering
<b>Requested by</b>	Tune, Entrekin & White, PC, applicant; Arc Hold Co., LLC, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.</i>

**APPLICANT REQUEST**  
**Zone change from CS to IWD.**

Preliminary SP

A request to rezone from Commercial Service (CS) to Industrial Warehousing/Distribution (IWD) zoning for property located at Edenworld Road (unnumbered), approximately 1,300 feet east of Gallatin Pike (40.15 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**MADISON COMMUNITY PLAN**

**Current Policy**

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. There is also a T3 CM supplemental policy on the property (SPA 04-T3-CM-01) that is intended to maintain the “motor mile” as an economic resource for Madison and Davidson County. This supplemental policy applies to the development, redevelopment or expansion of auto-related uses. For the development, redevelopment or expansion of non-automobile related uses, the general principles found in T3 CM policy would apply.

T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential and institutional land uses.



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### Proposed Policy

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

### Consistent with Policy?

Yes. The rezoning is consistent with the proposed D IN policy which is intended to maintain, enhance, and create districts that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. The site is located at an appropriate location to support the requested zoning. The site is located between Gallatin Avenue and Myatt drive, two major arterial streets that can support the traffic typically generated by Industrial uses. The uses permitted within the IWD zoning district are compatible with the existing uses surrounding this site, which are primarily zoned CS and IR. The special policy will be removed as a part of the community plan amendment if the community plan amendment is approved.

### ANALYSIS

The requested rezoning to IWD is consistent with the proposed policy for the area and is appropriate given the surrounding industrial and commercial land uses. The IWD district implements those industrial policies of the general plan that provide opportunities for wholesaling, warehousing and bulk distribution uses. By their nature, the principal uses of this district require relatively flat, large acreage tracts of land and may generate large volumes of truck traffic, necessitating strong access to major arterial streets and the interstate system. This site contains 40 acres and is located within 1 mile of interstate 65. The site is surrounded by smaller parcels zoned CS to the north, south, and west. There are several large parcels zoned IR to the east. Staff recommends approval of the requested zoning based upon the proposed policy, allowed uses within the IWD zoning district, and the existing policy and zoning surrounding the site.

### MADISON SUBURBAN UTILITY DISTRICT

**Approve**

### TRAFFIC AND PARKING RECOMMENDATION

**Approve with conditions**

- TIS may be required at the time of redevelopment.

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)	46.93	0.6 F	1,226,562 S.F.	34641	676	3412





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

Maximum Uses in Proposed 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)	46.93	0.8 F	1,635,416 S.F.	5823	384	357

Traffic changes between maximum: **CS and IWD**

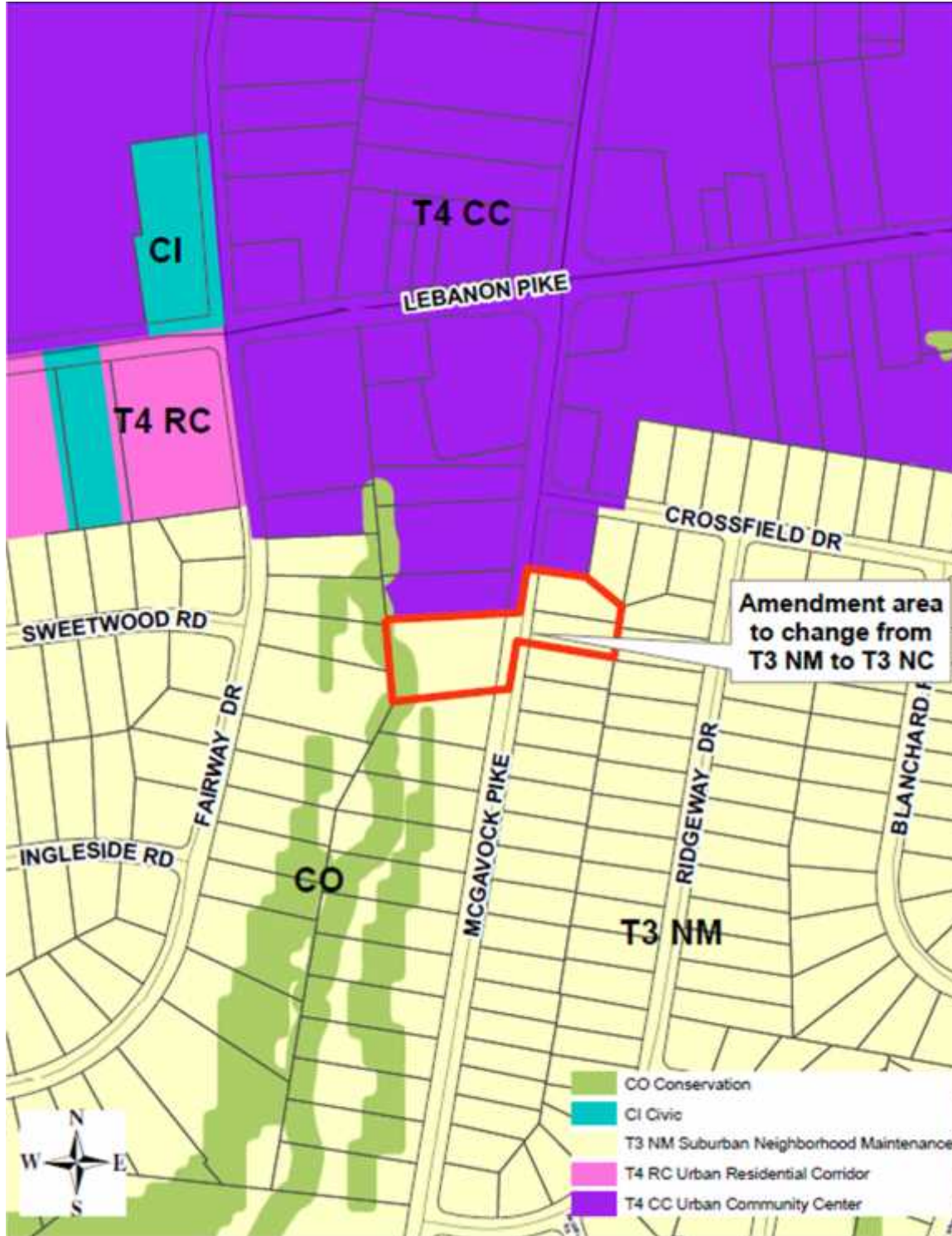
Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+408,854 S.F.	-28,818	-292	-3,055

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 3/22/18



## 2018CP-014-001

DONELSON/HERMITAGE/OLD HICKORY COMMUNITY PLAN AMENDMENT

Map 095-04, Parcel(s) 034, 090-091

14, Donelson/Hermitage/Old Hickory

15 (Jeff Syracuse)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-014-001</b>
<b>Project Name</b>	<b>Donelson/Hermitage/Old Hickory Community Plan Amendment</b>
<b>Associated Case</b>	2018Z-025PR-001
<b>Council District</b>	15 – Syracuse
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	HJL, L.P. applicant and owner.
<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Amend Donelson/Hermitage/Old Hickory Community Plan to change the policy.**

Major Plan Amendment

A request to amend the Donelson/Hermitage/Old Hickory Community Plan by amending the Community Character Policy to change from T3 Suburban Neighborhood Maintenance (T3 NM) Policy to T3 Suburban Neighborhood Center (T3 NC) Policy on property located at 207, 209, and 222 McGavock Pike, south of Crossfield Drive, zoned Office Limited (OL) and Office Neighborhood (ON) (1.65 acres).

**DONELSON/HERMITAGE/OLD HICKORY COMMUNITY PLAN**

**Current Policy**

T3 Suburban Neighborhood Maintenance (T3NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

Conservation 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.

**Proposed Policy (Note: the CO policy is to remain)**

T3 Suburban Neighborhood Center (T3NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5-minute drive. They are pedestrian-friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



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

### **BACKGROUND**

The community plan amendment was requested in conjunction with zone change application 2018Z-025PR-001, a request to change the zoning from Office Limited (OL) and Office Neighborhood (ON) to Mixed Use Neighborhood (MUN) zoning to permit low-intensity residential, retail and office uses on McGavock Pike, south of Crossfield Drive. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

T3 NM policy is currently applied to the property and encompasses most of the surrounding area to the south, east, and west. Commercial uses are not compatible with the existing T3 NM policy. As a result, the applicant has proposed a policy change to T3 NC, which is intended to create neighborhood centers with a mixture of uses to serve surrounding suburban neighborhoods. T4 Urban Community Center (T4CC) policy is applied to the north, and continues east along Lebanon Pike. T4 CC is an urban, mixed use land use policy that encourages the development of intense, mixed use areas to meet the needs of the larger surrounding area.

### **COMMUNITY PARTICIPATION**

On February 26, 2018, a community meeting was held at the Donelson Library, located at 2315 Lebanon Pike, to discuss the applicant's plan amendment and zoning requests. Approximately 20 people attended, including Councilmember Jeff Syracuse, the applicant and staff from the Planning Department.

Planning staff spoke and answered questions at the meeting regarding the plan amendment and rezoning applications. Attendees generally expressed support for the plan amendment, and sought details of the potential uses that may be introduced. The main concern for attendees was the boundary of the plan amendment study area. Attendees were concerned with the potential extension of the T3 NC further south into the T3 NM area, and were more comfortable with the application of T3 NC policy on only the properties owned by the applicant, which are located closest to the T4 CC policy area to the north. As a result the boundary of the plan amendment area has been reduced to address these concerns.

Other issues discussed at the community meeting were related to the uses allowed by the T3 NC policy and MUN zoning, the adaptive reuse of the existing buildings, traffic and access along McGavock Pike, and stormwater management in the area.

### **ANALYSIS**

#### **Policy Application**

The proposed application of the T3 NC policy is consistent with the intent of the application of this policy category. T3 NC policy should be applied to areas that are compatible with the general character of suburban neighborhoods and suitable for creating services to meet some of the daily needs of the surrounding neighborhoods within a five-minute drive. T3 NC areas are pedestrian-friendly areas, generally located at intersections of suburban streets, where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access, such as arterial-boulevard and collector-avenue streets.



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

### **Connectivity**

The proposed amendment area is a suitable location for T3 NC policy given the high level of connectivity at the intersection of Lebanon Pike and McGavock Pike, both major arterials, making this a significant and accessible intersection with the opportunity to increase the connectivity of the area.

### **Transition**

The T3 NC policy can provide an appropriate transition in scale, massing and building type from the higher intensity T4 CC to the lower intensity single-family neighborhood. The existing ON and OL-zoned properties in this location currently serve as a transition into the neighborhood. However, the community was in support of retail and restaurant uses at the scale enabled by the MUN zoning. Planning staff worked with the applicant to get to a more neighborhood-scaled mixed use zoning that was more compatible with the surrounding residential development.

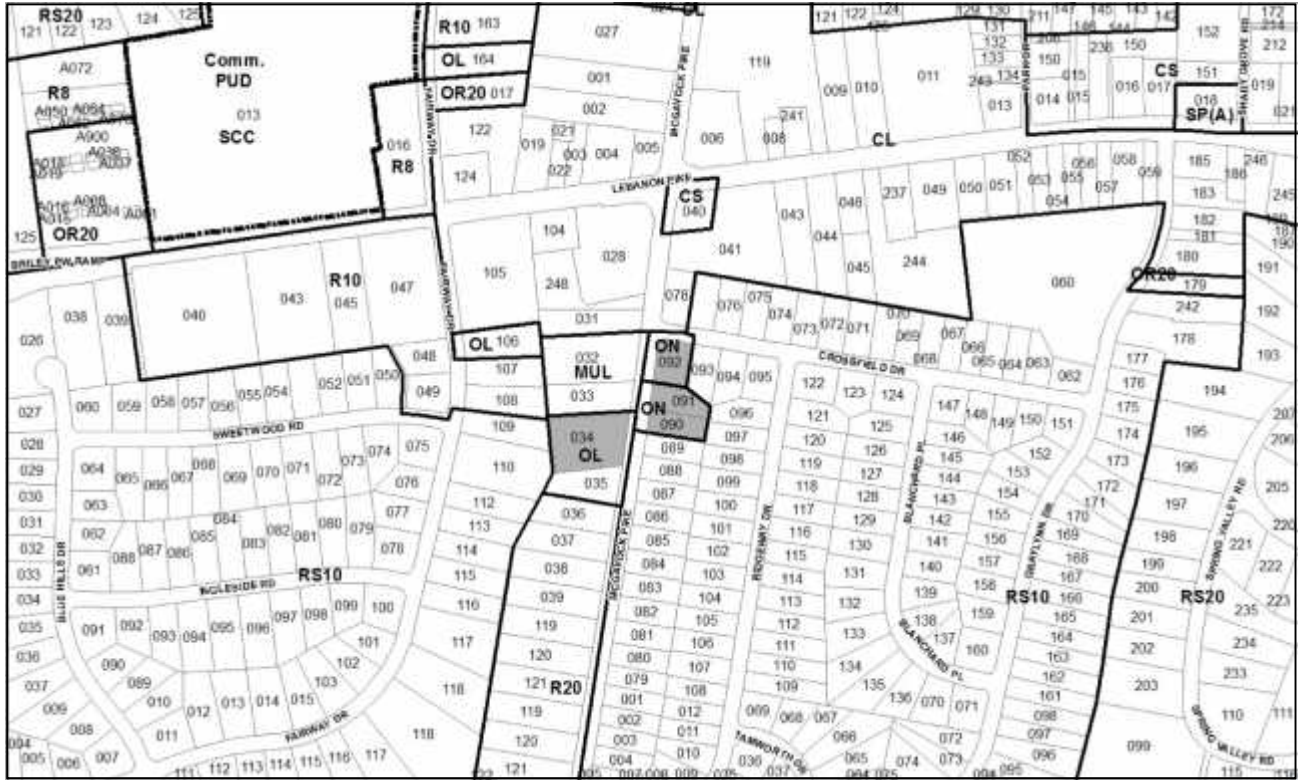
Amending the Community Character Policy from T3 NM to T3 NC is appropriate because of the opportunities described above for providing additional neighborhood-scale consumer goods and services while buffering the established single-family neighborhood from the more intense uses allowed in the T4 CC policy area.

### **STAFF RECOMMENDATION**

Staff recommends approval of the amendment request.



# Metro Planning Commission Meeting of 3/22/18



## 2018Z-025PR-001

Map 095-04, Parcel(s) 034, 090-092  
14, Donelson-Hermitage-Old Hickory  
15 (Jeff Syracuse)



<b>Project No.</b>	<b>Zone Change 2018Z-025PR-001</b>
<b>Associated Case</b>	2018CP-014-001
<b>Council District</b>	15 - Syracuse
<b>School District</b>	4 – Shepard
<b>Requested by</b>	HJL, LP, applicant and owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.</i>

**APPLICANT REQUEST**

**Zone change from ON and OL to MUN.**

Zone Change

A request to rezone from Office Neighborhood (ON) and Office Limited (OL) to Mixed Use Neighborhood (MUN) zoning for properties located at 2501 Crossfield Drive, and 207, 209, and 222 McGavock Pike, at the corner of Crossfield Drive and McGavock Pike, partially within the Downtown Donelson Urban Design Overlay District (2.02 acres).

**Existing Zoning**

Office Neighborhood (ON) is intended for low intensity office uses.

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

**Proposed Zoning**

Mixed Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses.

**DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

**Current Policy**

T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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



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

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.

### **Proposed Policy (Note: the T4 CC and CO policies are proposed to remain)**

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

### Consistent with Policy?

A portion of this site is located within an existing T3 NM policy area, south of a T4 CC policy area located at the intersection of Crossfield Drive and McGavock Pike. One parcel is located within the T4 CC policy area. The proposed zone change to MUN may permit residential, retail, and office uses. The proposed MUN zoning is inconsistent with the existing T3 NM policy, which is intended to maintain the existing character of suburban residential neighborhoods. The associated plan amendment request proposes to change the policy on the southern three properties along McGavock Pike to T4 NC. The proposed zone change is consistent with the proposed T3 NC policy and the existing T4 CC policy, which supports a mix of uses, including commercial and residential.

### **ANALYSIS**

The site includes four parcels located at the southeast corner Crossfield Drive and McGavock Pike in Donelson. The parcel, located at the southeast corner of Crossfield Drive and McGavock Pike, contains a commercial use and is located within the Downtown Donelson Urban Design Overlay. The remaining three parcels contain single family residential uses along both sides of McGavock Pike. The site is surrounded by commercial uses to the north and west, and residential uses to the south and east. The existing land use pattern along this segment of McGavock Pike is characterized by a mixture of commercial and residential uses.

The requested zoning, MUN, will create opportunities for redevelopment that is more consistent with the goals of T4 MU policy than the existing ON and OL zoning. The MUN zoning will serve as a transition from the higher intensity mixed use development typical of a MUL zoning to the west, to a lower intensity mixed use development supported within the proposed MUN zoning. The MUN zoning will provide a transition from low intensity mixed use development to the one and two-family residential uses to south and east.

The site is also located on the edge of an existing community center policy current zoned for mixed use development. The surrounding area is within a T3 NM policy, which calls for maintaining the existing character of the suburban residential neighborhood. The proposed MUN zoning would allow a lower intensity mixed use on the edge of a community center policy, which is an





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

appropriate transition to both the existing residential uses and higher intensity mixed used development that may occur under the existing MUL zoning in the future.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approved with conditions

- Traffic study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.01	0.75 F	32,996 S.F.	567	78	116

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.01	0.40 F	17,598 S.F.	351	47	99

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

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)	1.01	0.60 F	26 U	282	17	32

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.505	0.60 F	13,198 S.F.	281	38	38

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.505	0.60 F	13,198 S.F.	603	18	54

Traffic changes between maximum: **OL, ON and MUN**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+246	-52	-91



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

### **METRO SCHOOL BOARD REPORT**

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

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

**Projected student generation proposed MUN district: 9 Elementary 7 Middle 7 High**

The proposed MUN zoning district will generate 23 additional students than what could be generated under the existing ON and OL zoning. Students would attend McGavock Elementary, Two Rivers Middle School, and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions subject to the approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.

### **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.



**SEE NEXT PAGE**



**NO SKETCH**



<b>Project Nos.</b>	<b>Text Amendment 2018Z-001TX-001</b>
<b>Project Name</b>	<b>Special Exception Uses</b>
<b>Council Bill No.</b>	BL2018-1122
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Bill Pridemore
<b>Staff Reviewer</b>	Milligan
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

Amend the Zoning Code pertaining to special exception uses.

**PROPOSED AMENDMENTS TO TITLE 17**

The proposed bill would amend Section 17.40.280 (Authority – Special Exception Uses) of the Zoning Code as follows:

The metropolitan board of zoning appeals shall hear and decide requests for special exceptions in accordance with the provisions of this Zoning Code. Special exceptions shall be regulated in a manner consistent with Section 13-7-206, Tennessee Code Annotated. The specific location of an asphalt plant, waste transfer facility, airport runway, hazardous operation and wastewater treatment facility shall first be approved by a resolution adopted by the metropolitan council prior to the public hearing by the board of zoning appeals. If the metropolitan council does not approve or disapprove the specific location, upon finding that the proposed use is consistent or not consistent with the conditions specified in Chapter 17.16, Article III, within sixty days of the date of notification by the zoning administrator to the council and the district councilmember that such an application has been filed, council approval shall be waived and the board of zoning appeals may proceed to consider the application.

**ANALYSIS**

In May 2017, the Metro Council adopted BL2016-484 which applied provisions of Tennessee Code Annotated Title 68, Chapter 211, Part 7 to the approval of landfills within Davidson County. This section of TCA is commonly known as the Jackson Law and allows the Council to make determinations concerning the approval of new landfills, lateral expansion of existing landfills, or a change in landfill classification. A public notice and hearing process is required at Council and TCA outlines the criteria on which applications must be reviewed. Following approval of BL2016-484, the Metro Council subsequently approved BL2017-799 which updated the Metro Zoning Code to bring the provisions of the code in line with the Jackson Law.

BL2017-799 reclassified landfills from special exception uses to uses permitted by condition and added conditional criteria, including review by Council. BL2017-799 also removed landfills from a list of special exception uses that required Council review and approval prior to review by the Board of Zoning Appeals, as landfills no longer require BZA approval. BL2017-799 also inadvertently removed waste transfer facility from the list of special exception uses requiring Council review and approval prior to BZA review. This proposed text amendment is intended to



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

correct this inadvertent removal. With the proposed correction, waste transfer facilities will continue to require a Council resolution prior to BZA review.

### ZONING ADMINISTRATOR RECOMMENDATION

Approve.

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### STAFF RECOMMENDATION

Staff recommends approval.

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### ORDINANCE BL2018-1122

**An ordinance amending Title 17 of the Metropolitan Code of Laws, Zoning Code, pertaining to special exception uses (Proposal No. 2018Z-001TX-001).**

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

Section 1. Section 17.40.280 (Authority - Special Exception Uses) is hereby amended by deleting the section in its entirety and replacing it with the following:

#### 17.40.280 - Authority

The metropolitan board of zoning appeals shall hear and decide requests for special exceptions in accordance with the provisions of this Zoning Code. Special exceptions shall be regulated in a manner consistent with Section 13-7-206, Tennessee Code Annotated. The specific location of an asphalt plant, waste transfer facility, airport runway, hazardous operation and wastewater treatment facility shall first be approved by a resolution adopted by the metropolitan council prior to the public hearing by the board of zoning appeals. If the metropolitan council does not approve or disapprove the specific location, upon finding that the proposed use is consistent or not consistent with the conditions specified in Chapter 17.16, Article III, within sixty days of the date of notification by the zoning administrator to the council and the district councilmember that such an application has been filed, council approval shall be waived and the board of zoning appeals may proceed to consider the application.

Section 2. That this Ordinance shall take effect five (5) days from and 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.

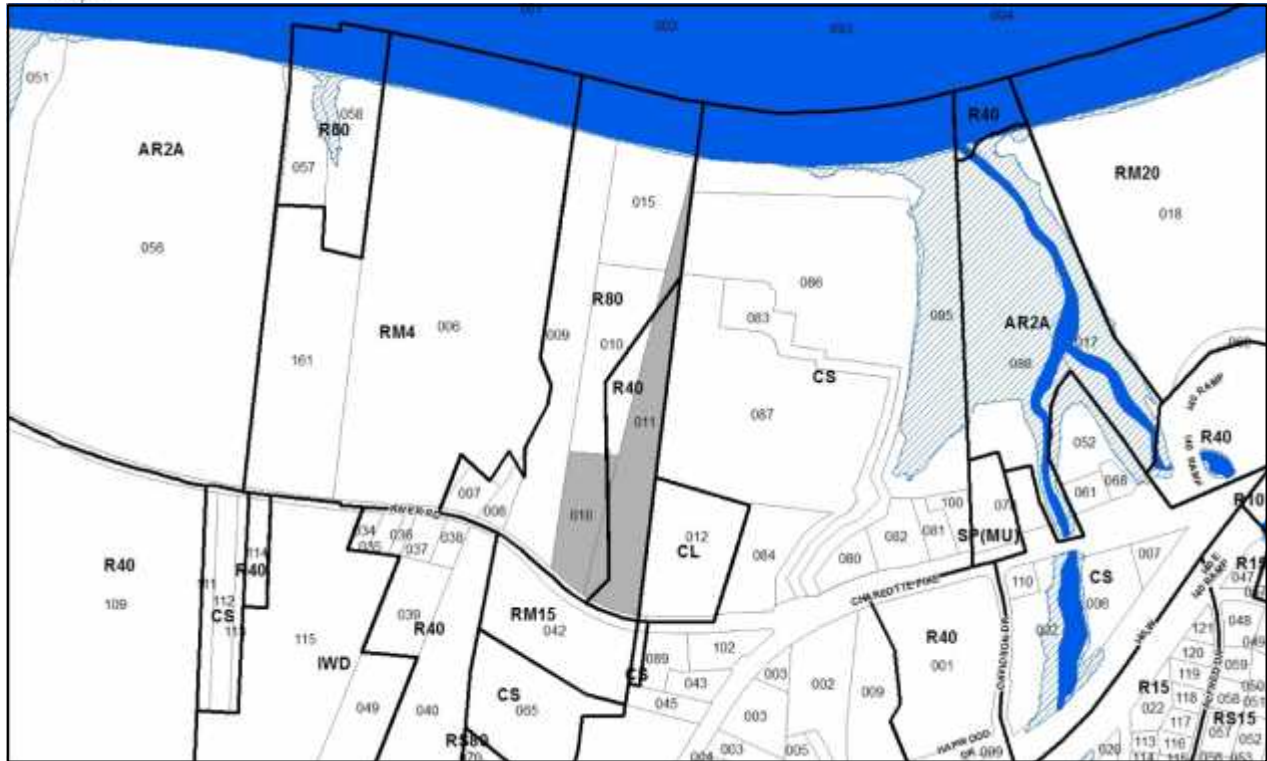
Sponsored by: Bill Pridemore



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/22/18



**2018SP-009-001**

SAGE RUN

Map 102, Parcel(s) 010-011

06, Bellevue

35 (Dave Rosenberg)





<b>Project No.</b>	<b>Specific Plan 2018SP-009-001</b>
<b>Project Name</b>	<b>Sage Run</b>
<b>Council District</b>	35- Rosenberg
<b>School District</b>	9- Frogge
<b>Requested by</b>	Brett Design Build, applicant; Phoenix Investment Group and B.B. Doubleday Jr., owners.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

Rezone to SP to permit 35 multi-family residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R80) and One and Two-Family (R40) to Specific Plan-Residential (SP-R) zoning on properties located at River Road (unnumbered) and 5754 River Road, approximately 686 feet west of Charlotte Pike (10.57 acres), to permit up to 35 multi-family residential units.

**Existing Zoning**

One and Two-Family Residential (R80) requires a minimum 80,000 square foot lot and is intended for single-family dwellings at an overall density of 0.54 dwelling units per acre. *R80 (4.34 acres) would permit a maximum of 2 two-family residential lots for a total of 4 units based on acreage only. Application of the Subdivision Regulations may result in fewer lots on this property.*

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at an overall density of 1.08 dwelling units per acre. *R40 (6.23 acres) would permit a maximum of 7 single-family residential lots and one two-family residential lot for a total of 8 units based on acreage only. Application of the Subdivision Regulations may result in fewer lots on this property.*

**Proposed Zoning**

Specific Plan-Residential is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This SP allows two residential building types.

**BELLEVUE COMMUNITY PLAN**

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





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

environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

### Consistent with Policy?

Yes. The proposed SP is consistent with both Conservation and T3 Suburban Neighborhood Evolving policy areas. Conservation policy for this site consists of steep slopes located in the central and north eastern portion of the site. The most intense portions of the development are oriented away from existing steep slopes. T3 Suburban Neighborhood Evolving policy at this site encourages a mixture of housing types, greater connectivity within the immediate area and the use of environmentally sensitive development techniques. This plan achieves goals of the T3 Suburban Neighborhood Evolving policy by providing future connectivity to adjacent parcels through new public road improvements, orienting units away from environmentally sensitive areas and toward public streets and open space. This plan also provides a mixture of building types which improves housing choice.

### **PLAN DETAILS**

The 10.57 acre site is located approximately 700 feet west of the intersection of Charlotte Pike and River Road. Existing conditions include a vacant parcel and a parcel with a single-family house. The proposal includes 35 multi-family residential units, including 16 attached units and 19 detached units. A system of public streets and private alleys is included on the site plan. Proposed streets stub to adjacent parcels west and north of the site. Private alleys provide rear access to most of the units. Detached units in the northeastern portion of the site have attached parking access through private alleys. Detached units in the northwestern portion of the site have side parking and rear parking through driveways accessed by proposed public roads. Attached units with rear surface parking are located on the southern portion of the site closest to River Road. All units are oriented to a public street or open space. Site access is from River Road, a designated Scenic Arterial Boulevard per the Major and Collector Street Plan. The site plan incorporates sidewalk improvements along the site frontage on River Road, consistent with the Major and Collector Street Plan, which requires sidewalks 6 feet in width and a planting strip 8 feet in width. Proposed sidewalk improvements along the new public streets have sidewalks 5 feet in width and planting strips 4 feet in width consistent with local standards. This proposal orients development away from an existing TVA easement located in the eastern portion of the site. The site plan also includes open space areas such onsite stormwater mitigation and landscaping throughout the site totaling more than 7 acres.

### **ANALYSIS**

This plan proposes infill development along River Road in the form of a multi-family residential use. Existing uses near the site include multi-family residential south of the site, commercial uses east of the site and single-family residential uses west of the site. The proposed plan will provide a transition between existing commercial and single-family residential uses. Detached units are



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

located in the northern portion of the site. Some of the detached units have surface parking and some have attached parking.

The plan transitions from attached units, located in the southern half of the site on the corridor, to less intense detached units, along the northern half of the site. . The plan balances goals for connectivity and conservation. The more intense development is generally oriented away from steep slopes, particularly in the northwest portion of the site.

The proposed use is consistent with the Neighborhood Evolving policy as well as existing nearby land uses and development patterns. This plan provides for moderate lot coverage of the site with buildings oriented to a public street or open space. Proposed sidewalk improvements along the site frontage on River Road will begin to improve pedestrian connectivity as sidewalks do not currently exist near this site on River Road.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **PARKS DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

- Conservation easement to include floodway plus 75' width contiguous with and paralleling the floodway, running the entire length of property line(s) that front the waterway.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public 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.
- An addendum to our original conditional approval (regarding the Preliminary SP revision stamped-received 2/20/18): Since there will be a new public road network throughout this development, public water extensions will also be required. Submission and approval of these construction plans must also occur, before Final SP approval. Also, the applicant must update their availability study before Final SP stage or capacity fee payment, so the unit counts in the study match the latest SP plans.

### **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.
- With Final SP, submit solid waste and recycling plan for the site in compliance with the MPW Solid Waste Management Manual.



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

- All work to be completed within the ROW is to be designed and constructed in accordance to MPW standards and specs.
- Sidewalks are to be located within dedicated ROW, submit recorded ROW dedication prior to building permit issuance.
- The proposed widening of River Rd should use the MPW standard ST-261 pavement schedule

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- With final sp plan' Identify lane widths and appropriate type pavement markings.
- Provide adequate sight distance at access.

Maximum Uses in Existing Zoning District: **R80**

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)	4.34	0.54 D	4 U	39	3	5

\*Based on two-family lots

Maximum Uses in Existing Zoning District: **R40**

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)	6.23	1.08 D	8 U	77	6	9

\*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 (230)	10.57	-	35 U	259	23	26

Traffic changes between maximum: **R80, R40, and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 23 U	+143	+14	+12

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R80 district: 0 Elementary 0 Middle 0 High**  
**Projected student generation existing R40 district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed SP-R district: 7 Elementary 3 Middle 3 High**

The proposed SP zoning district is expected to generate 13 more students than what is typically generated under the existing R80 and R40 zoning districts. Students would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G. Hill Middle School has been identified as being at capacity, therefore students would attend Bellevue Middle School.



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

Gower Elementary and Hillwood High School have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### STAFF RECOMMENDATION

The proposed SP is consistent with T3 Suburban Neighborhood Evolving and Conservation policy areas at this site. Staff recommendation is to approve with conditions and disapprove without all conditions.

### CONDITIONS

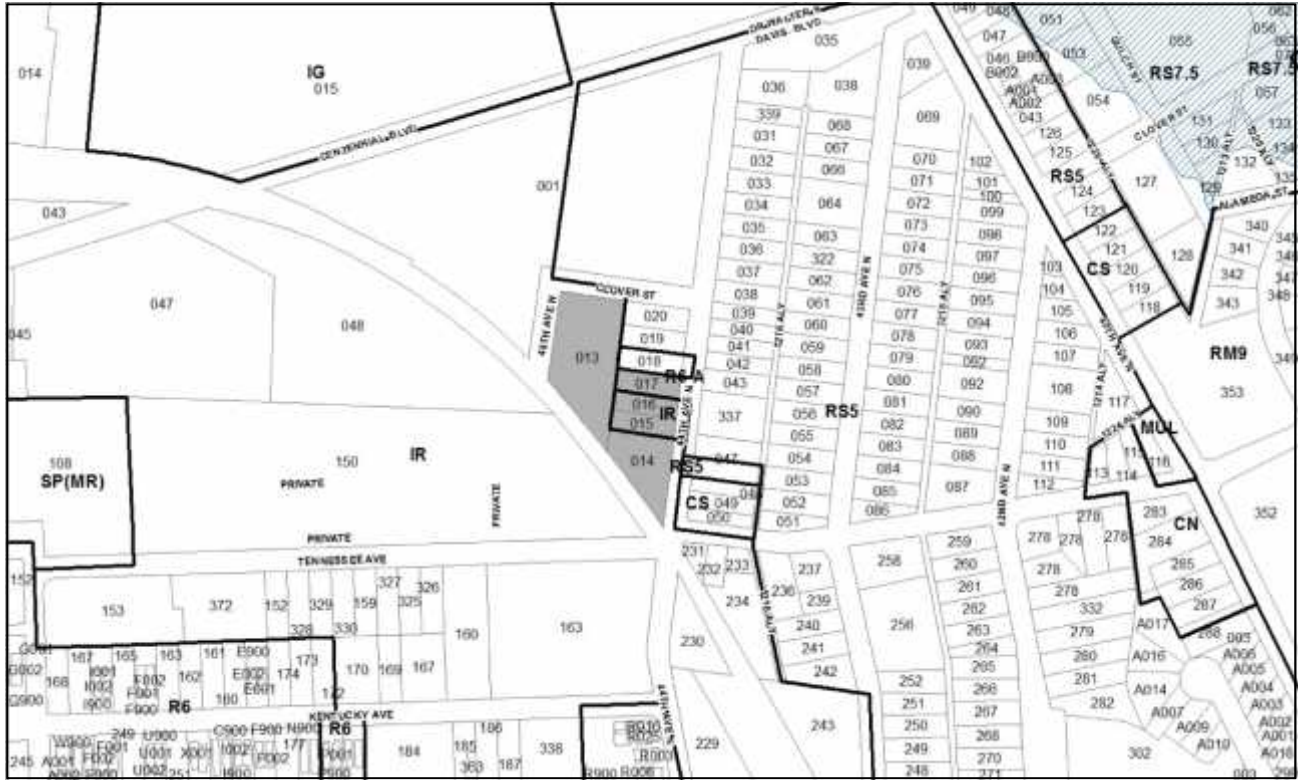
1. Permitted uses shall be limited to a maximum of thirty-five (35) multi-family residential units.
2. A final plat dedicating right-of-way for the proposed public roads shall be submitted prior to approval of the Final SP.
3. Comply with Public Works conditions.
4. If a development standard, not including 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 RM9-A zoning district as of the date of the applicable request or application.
5. 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.
6. 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.
7. The final site plan shall label all alleys as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/22/18



**2018SP-011-001**  
44<sup>TH</sup> AVENUE TOWNHOMES SP  
Map 091-08, Parcel(s) 013-017  
08, North Nashville  
21 (Ed Kindall)





<b>Project No.</b>	<b>Specific Plan 2018SP-011-001</b>
<b>Project Name</b>	<b>44<sup>th</sup> Avenue Townhomes SP</b>
<b>Council District</b>	21 – Kindall
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Catalyst Design Group, applicant; Sudekum Capital, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit up to 37 multi-family residential units.**

Preliminary SP

A request to rezone from Industrial Restrictive (IR) and Single-Family Residential (RS5) to Specific Plan – Mixed Residential (SP-MR) zoning on properties located at 1003, 1011, 1013, and 1013 B 44th Avenue North and 44th Avenue North (unnumbered), approximately 625 feet south of Centennial Boulevard, to permit a maximum of 37 multi-family residential units (1.96 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 lot, based on the RS5-zoned property (0.17 acres) only. However, application of the Subdivision Regulations may result in fewer lots on this property.*

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

**Proposed Zoning**

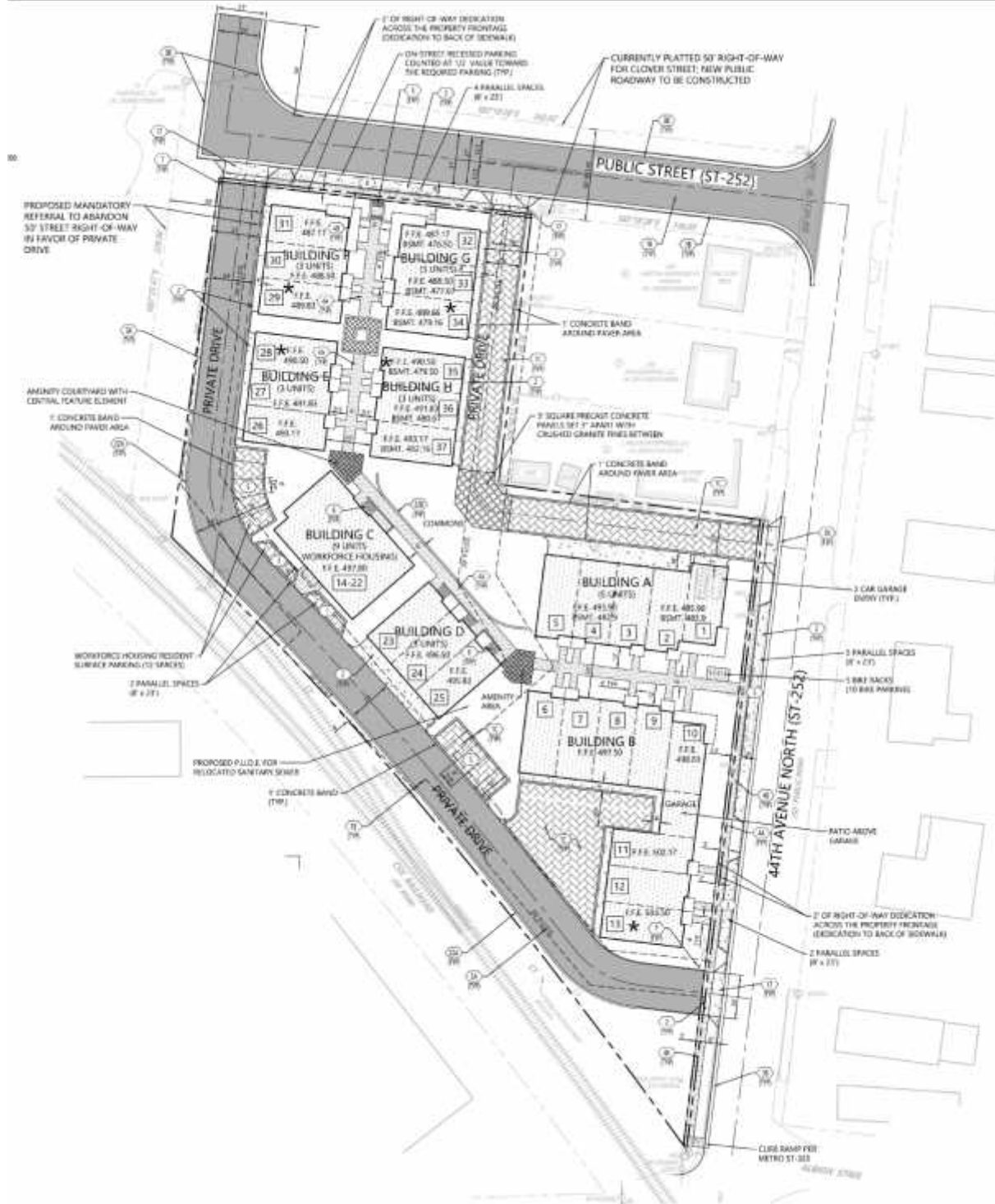
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing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

**NORTH NASHVILLE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 3/22/18



Proposed Site Plan



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

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

### Consistent with Policy?

The proposed SP is consistent with the T4 NE policy, which is intended to enhance urban neighborhoods with a variety of housing choices and high levels of connectivity. The development will permit up to 37 multi-family units in an area that is envisioned to become primarily residential, particularly east of the site where the policy transitions to T4 Neighborhood Maintenance. The site is serviced by an existing MTA bus route along 44<sup>th</sup> Avenue North and is less than 100 feet from an MTA bus stop. Sidewalks, consistent with the local street standard, will be provided along 44<sup>th</sup> Avenue North and Clover Street to improve pedestrian connectivity. CO policy recognizes potential steep slopes around the southwestern portion of the site.

### **PLAN DETAILS**

The proposed development is located on approximately 1.96 acres on the west side of 44<sup>th</sup> Avenue North, south of Centennial Boulevard and north of Albion Street. The site is adjacent to a CSX rail line to the southwest and also abuts unimproved rights-of-way to the north (Clover Street) and west (45<sup>th</sup> Avenue North). Clover Street will be constructed if this development is approved, but 45<sup>th</sup> Avenue North is proposed to be abandoned and replaced with a private drive. The southern-most portion of the site is currently used for light-manufacturing. The remainder of the site is vacant. Surrounding land uses include primarily mixed residential, industrial, and vacant uses, with scattered commercial and civic uses as well.

The site plan proposes 37 multi-family units, including 28 attached units and 9 stacked flat units. The stacked flats are located in one building near the center of the site, and the townhome units are grouped in seven buildings around the periphery of the site and along a central linear courtyard. The “spine” of the courtyard includes a sidewalk that connects through the site from 44<sup>th</sup> Avenue North to Clover Street. The linear courtyard opens up to a larger open space located mid-site. All units will either front common open space or the street, activating the pedestrian realm.

Vehicular access is provided from 44<sup>th</sup> Avenue North and Clover Street to two independent private drives located along the eastern and western property lines. The eastern drive will provide access through the site to buildings A, G, and H, and the western drive will provide access through the site to buildings B, C, D, E, and F. Landscape screening is provided along the eastern property line to buffer the eastern drive from the existing residential properties along 44<sup>th</sup> Avenue North. With the exception of surface parking provided for the stacked flats (building C), all units include rear-loaded two car garages. Although guidance from T4 NE policy suggests high vehicular connectivity in the form of local streets, the policy also considers the existing developed character, such as the street network and human-made features, including rail lines. In this case, the site is bounded by a CSX rail line along the southwestern property line, limiting the site’s ability to create a meaningful, coordinated street network that connects to surrounding properties.



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

The plan proposes a mixture of two- and three-story buildings and includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. Street-facing units have been articulated through building plane modulations, additional glazing, and varying roof heights which contribute to a unique streetscape along 44<sup>th</sup> Avenue North and Clover Street.

### **ANALYSIS**

The SP is consistent with the site's land use policies, as the plan proposes moderate-intensity residential development in an area which is envisioned to become primarily residential. Rezoning to a non-industrial zoning district is also more compatible with the Urban Neighborhood Maintenance policy areas across the street, east of 44<sup>th</sup> Avenue North. The plan provides for additional housing choice for residents in the area, and the proposed architectural standards and treatments enhance the design quality of the neighborhood.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire Code issues will be addressed in the permit phase. Verify the connection to the street to the north with the code-compliant radius for exit.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approval is granted 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.
- Need recorded ROW dedication for the turn around and any construction easements that are necessary prior to Final SP approval.
- Remove the ST-263 note from the private driveway design, proposed pavers are not per ST-263. Need SU-30 turn templates to verify private driveway design.
- As designed the mandatory referral is to be approved by council prior to Final SP.
- For private hauler pick up, submit copy of the recorded HOA/ Master Deed prior to building permit sign off. Or revise layout to include dumpster(s)
- All ROW dedications are to be recorded prior to MPW sign off on the building permit



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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Comply with road comments

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)	1.76	0.60 F	45,999 S.F.	164	54	37

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: **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 (230)	1.96	-	37 U	271	24	27

Traffic changes between maximum: **IR, 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
-	-	-		+97	-31	-12

### METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High  
 Projected student generation existing IR district: 0 Elementary 0 Middle 0 High  
 Projected student generation proposed SP-MR district: 13 Elementary 7 Middle 6 High

The proposed SP zoning is expected to generate 26 more student than the existing RS40 zoning. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 37 multi-family units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.



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

3. 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.
4. On the corrected copy, all references to workforce housing shall be removed.
5. On the corrected copy, remove the word “workforce” from Building C on the face of the plans.
6. On the corrected copy, modify the following items in the Development Site Data:
  - a. Units shall not be itemized by workforce housing and townhomes. Remove the itemized bedroom data that references the number of bedrooms by unit type. Keep the total number of bedrooms listed below the itemized bedroom data.
  - b. Update Parking Requirements per the UZO requirements of the Metro Zoning Code: Studio and/or 1 bedroom: 1 space per unit; 2 bedroom or more: 1.5 spaces per unit.
  - c. Replace the word “workforce resident parking” with “surface parking”. Remove the word “guest spaces” from on-street parking.
7. On the corrected copy, remove the asterisks from the two-story units on the face of the site plan since two-story units have been identified in the Development Site Data.
8. On the corrected copy, add the following note: 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.
9. The mandatory referral to abandon 45<sup>th</sup> Avenue North shall be approved by Metro Council prior to submittal of the final site plan.
10. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
11. The final site plan shall include any areas of Right-of-Way dedication.
12. The final site plan shall comply with Metro Zoning Code Parking requirements.
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. 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.
15. 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.
16. 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.
17. 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.
18. Comply with all conditions of Stormwater, Water Services, and Public Works.

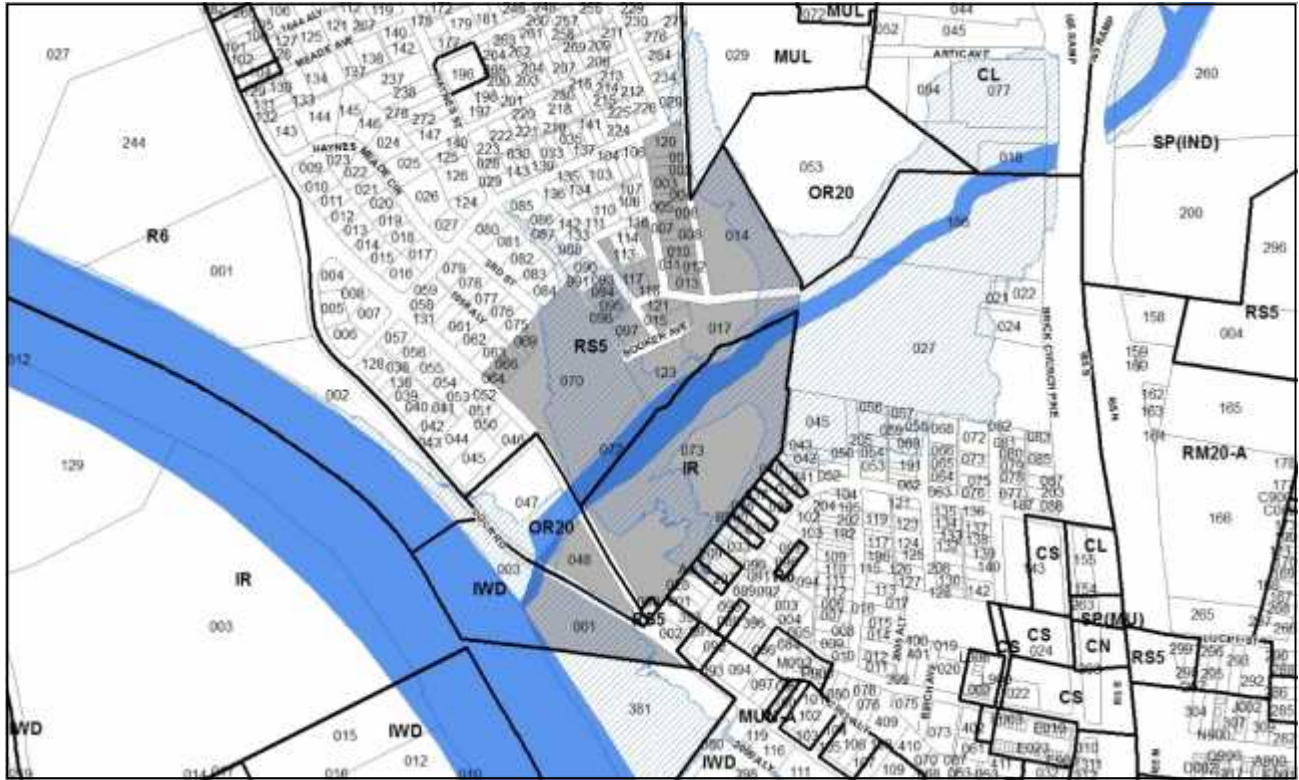


## **Metro Planning Commission Meeting of 3/22/18**

19. 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



### 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.





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

### 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.



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

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.



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

### 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.



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

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.



# Metro Planning Commission Meeting of 3/22/18

## 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



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

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





# Metro Planning Commission Meeting of 3/22/18

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

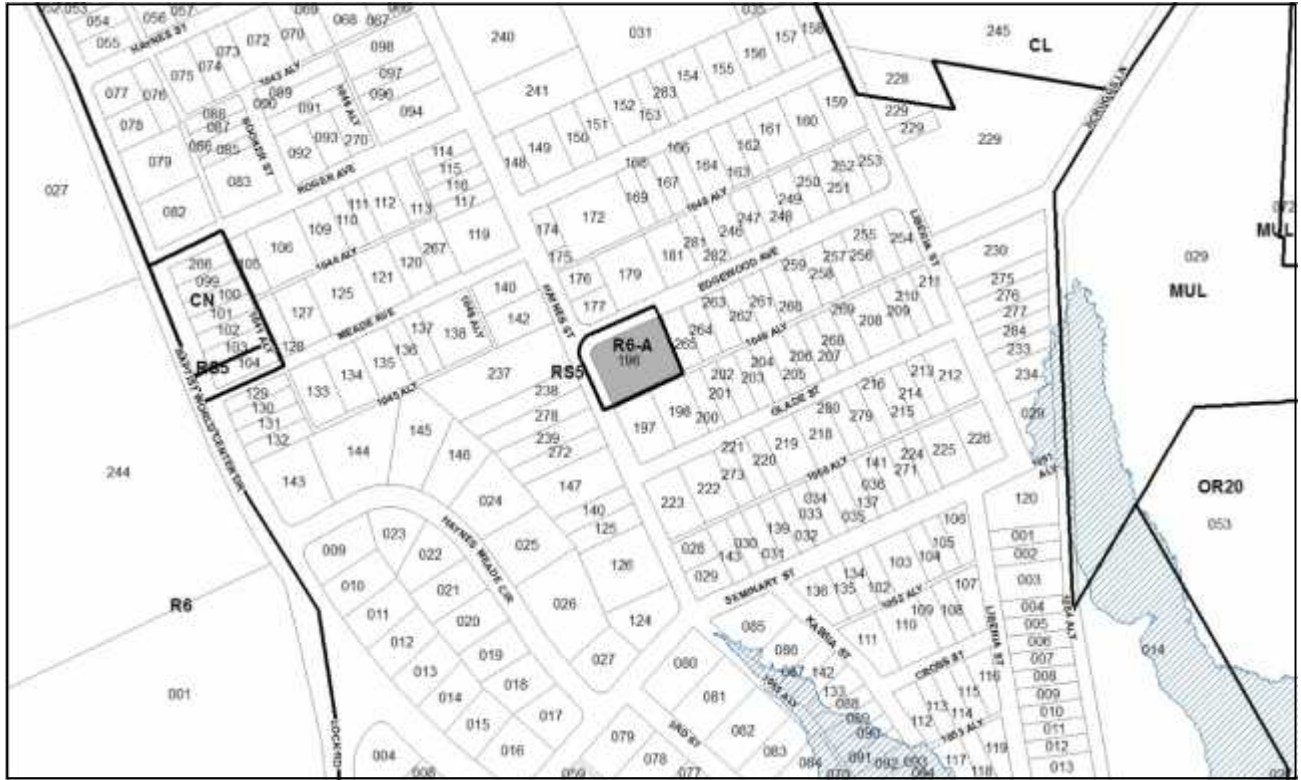
Staff recommends approval with conditions and disapproval without all conditions.

## 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.

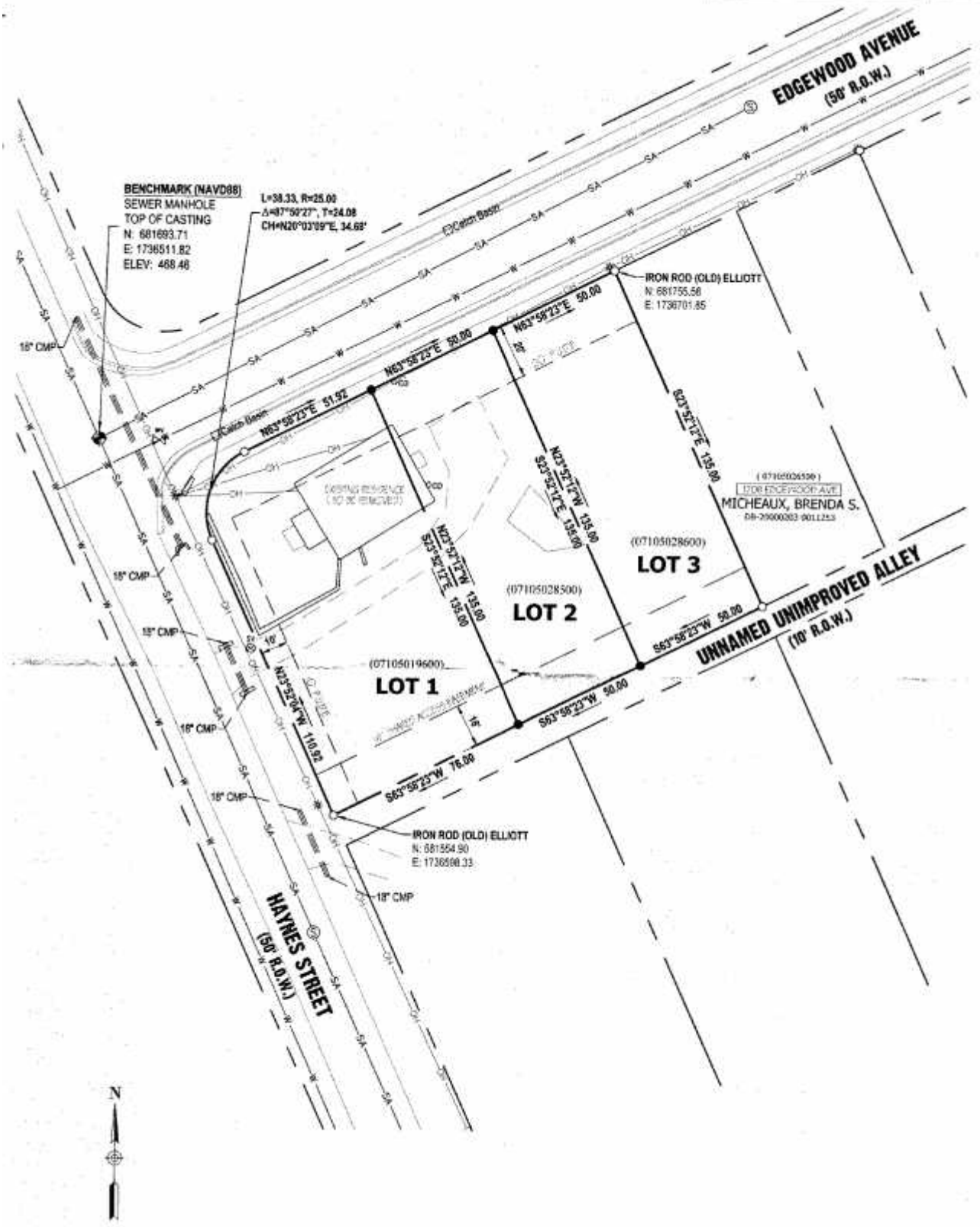
**PLAN DETAILS**

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



**Proposed Subdivision**



## 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.

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

Lots 2 & 3 Frontage	
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.

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

Lots 2 & 3 Size	
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**

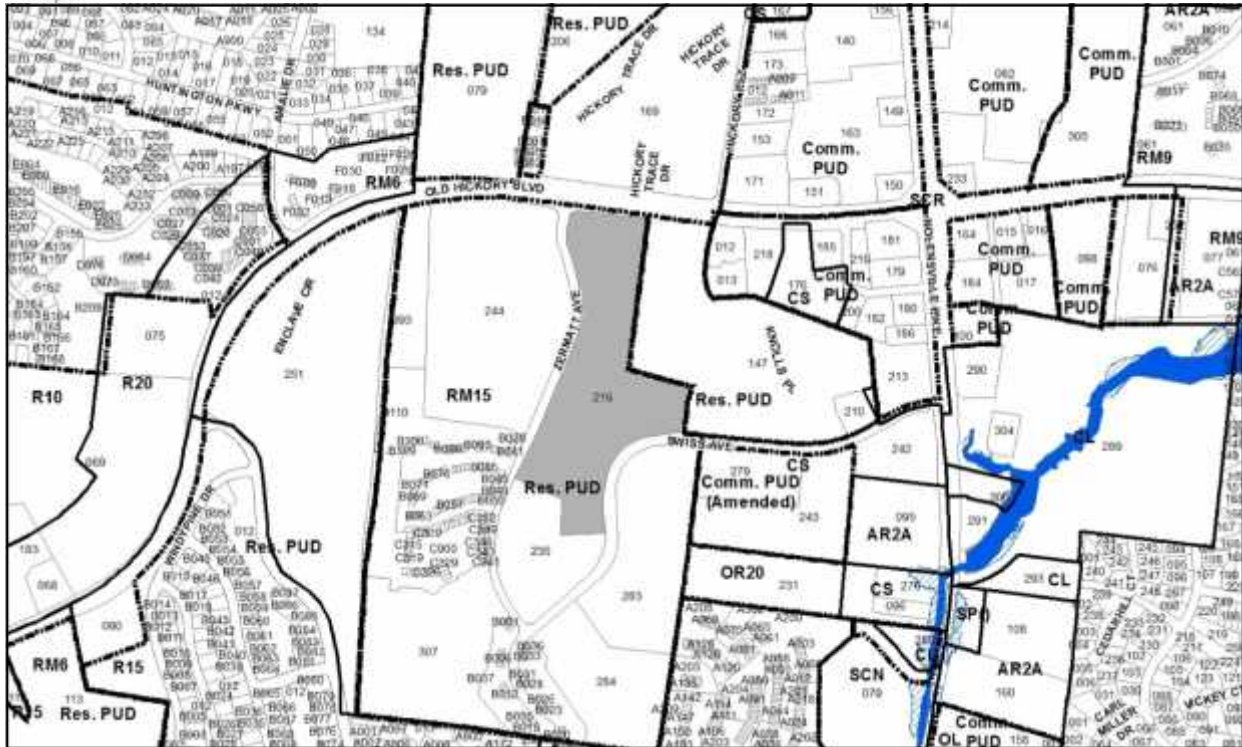
1. The existing residence on the property, noted on the plat as “to be removed,” shall be demolished prior to plat recordation.



**SEE NEXT PAGE**



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



**53-84P-005**

HICKORY HEIGHTS PUD (MONTERRA APARTMENTS)

Map 161, Parcel(s) 216

12, Southeast

04 (Robert Swope)





<b>Project No.</b>	<b>Planned Unit Development 53-84P-005</b>
<b>Project Name</b>	<b>Hickory Heights PUD (Monterra Apartments)</b>
<b>Council District</b>	04- Swope
<b>School District</b>	1 – Brannon
<b>Requested by</b>	Wamble and Associates, applicant; Monterra, LLC, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

Revise preliminary plan and approve final site plan.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval on property located at 15201 Old Hickory Blvd, at the corner of Old Hickory Blvd and Zermatt Ave, zoned Multi-Family Residential (RM15) and within a Planned Unit Development Overlay District (PUD) (15.27 acres), to permit 233 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.

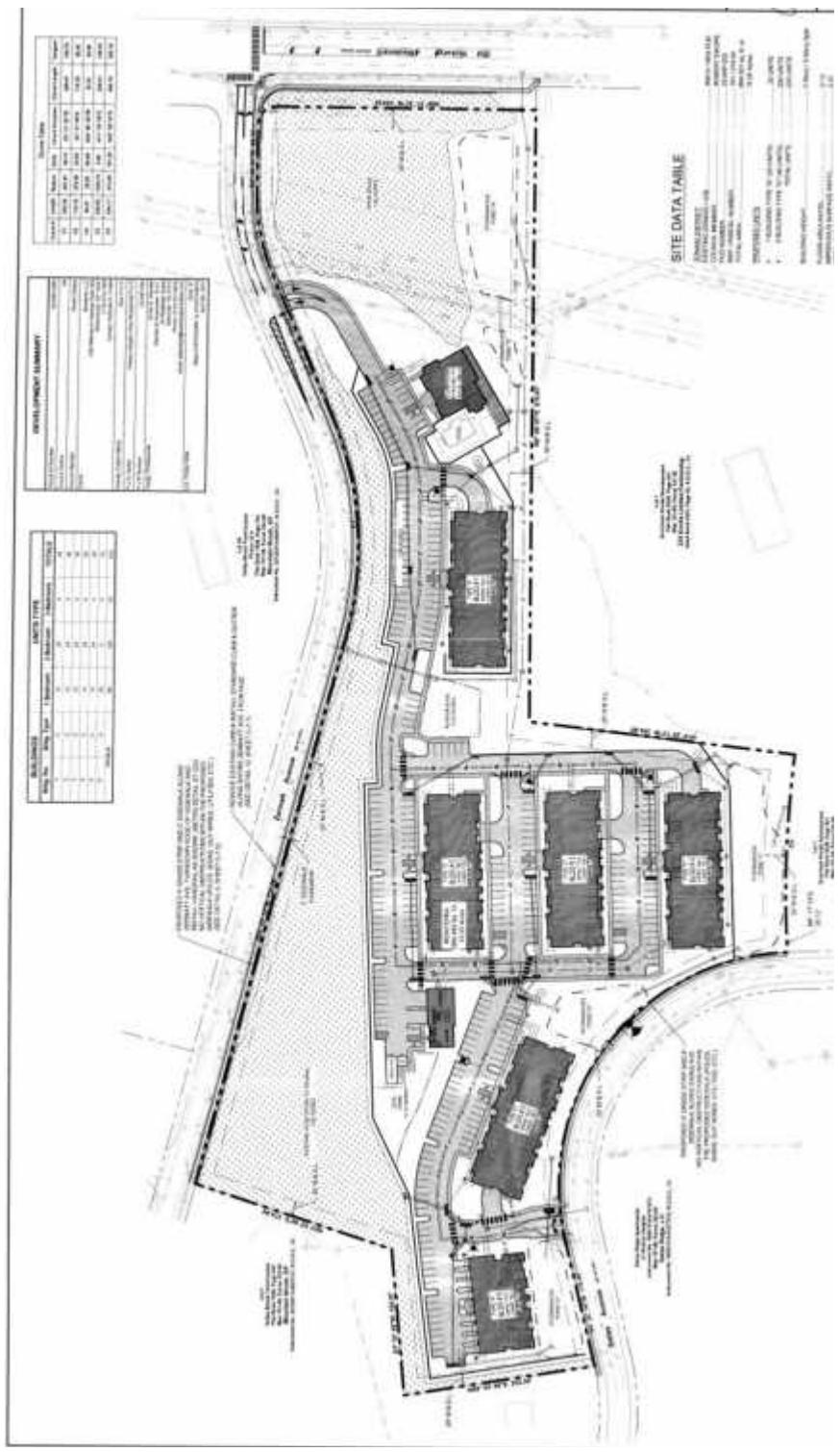
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**HISTORY**

Metro Council approved the original residential Hickory Heights Villas preliminary PUD plan in 1985 for 1,464 total residential units. The site is located in Phase 1 of the PUD, which was approved for 260 multi-family residential units. Approximately 536 units of multi-family residential units have been built within the PUD and 928 approved multi-family residential units remain. This request is to permit 233 multi-family residential units in a revised layout and for final site plan approval.



# Metro Planning Commission Meeting of 3/22/18



Proposed Site Plan



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

### SITE PLAN

The vacant 15.27 acre site is located at the intersection of Old Hickory Blvd and Zermatt Avenue, west of the intersection of Old Hickory Blvd and Nolensville Pike. Site access will be from Zermatt Avenue and Swiss Avenue through private drives. The maximum height will be a 4/5 story split, consistent in character with nearby multi-family residential developments. Amenities include a clubhouse, pool, playground, pet wash area and car wash area. Stormwater mitigation areas are located throughout the site. Sidewalk improvements will be installed per Major and Collector Street Plan standards which include sidewalks 6 feet in width along Old Hickory Blvd and a planting strip 8 feet in width. Sidewalks 5 feet in width and planting strips 4 feet in width will be installed along Swiss Avenue and Zermatt Avenue consistent with local standards. A significant amount of existing vegetation along Zermatt Avenue and along Old Hickory Blvd between the clubhouse and the street will remain. Landscaping is proposed throughout the interior of the site. The site plan provides an interior pedestrian network which will connect to new public sidewalks along Zermatt Avenue, Old Hickory Blvd and Swiss Avenue.

### ANALYSIS

The purpose of this application is to revise the preliminary plan and for final site plan approval. This plan proposes 28 fewer multi-family residential units, 6 fewer structures and allows for more site area to remain undisturbed particularly in the southwest portion of the site which has the steepest slopes. The proposed plan maintains the same access points, land use and is within the permitted unit count as the approved plan.

This request is being considered as a revision (minor modification) and does not require Council approval. Section 17.40.120.G permits the Planning Commission to approve minor modifications under certain conditions. Staff finds that the request is consistent with the requirements of Section 17.40.120.G, provided below for review.

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

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
  - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
  - b. The boundary of the planned unit development overlay district is not expanded;



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- 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 use and site layout are consistent with the plan approved by Metro Council. This plan does not alter the basic development concept established by the approved PUD plan; therefore, staff recommendation is to approve with conditions.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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



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### **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.
- Once this case is (conditionally) approved, MWS will place a Hard Hold Flag on this parcel, until the existing utility lines are located and the subsequent private utility plan is approved. A Hard Hold will not allow any further action on this parcel, until this issue is resolved. This would be done after the Final Site Plan/PUD is approved.

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to MPW sign off on grading permit, submit construction plans for the retaining wall to MPW.
- Comply with MPW traffic and parking conditions.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Sight distance exhibit at driveways is under review. Adequate sight distance at access will be required.

### **STAFF RECOMMENDATION**

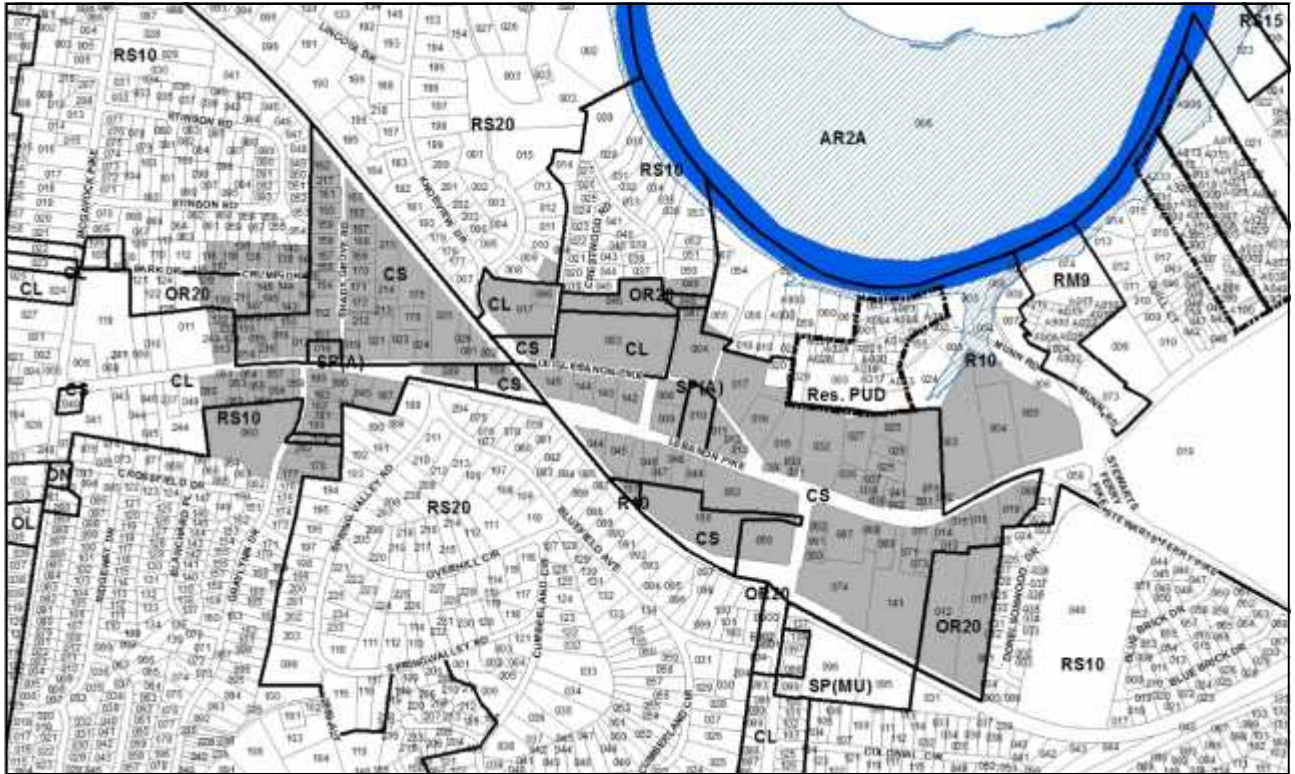
Staff recommends approval with conditions.

### **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. 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.



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



### **2018M-001OT-001**

#### DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN

Various Map(s), Various Parcel(s)

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



<b>Project No.</b>	<b>2018M-001OT-001</b>
<b>Project Name</b>	<b>Donelson Transit-Oriented Redevelopment Plan</b>
<b>Council District</b>	15 – Syracuse
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	M.D.H.A., applicant.
<b>Staff Reviewer</b>	Buechler
<b>Staff Recommendation</b>	<i>Approve with an amendment.</i>

**APPLICANT REQUEST**

**Establish a Transit-Oriented Redevelopment District.**

Transit-Oriented Redevelopment District

A request to establish a Transit-Oriented Redevelopment District on various properties located along Lebanon Pike, from Park Drive to Stewarts Ferry Pike (144.15 acres).

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre.

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre.

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots.

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.

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

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

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

**Existing Overlay Zoning**

Downtown Donelson Urban Design Overlay (UDO) is an adopted form-based code for the area. The code was adopted by Council to implement the, “vision for the redevelopment of an aging community center into a pedestrian-friendly, mixed-use downtown for the Donelson community,” as requested during a public participatory planning process for the area along Lebanon Pike between Briley Parkway and Stewarts Ferry Pike. While the standards in the code do not necessarily provide any



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

increased intensity than is provided by the underlying zoning, they do assure a more predictable form of development that emphasizes sensitivity to the pedestrian environment and minimizes intrusion of the automobile into the built environment. For instance the UDO places a cap on building heights, ranging from three to five stories, thus keeping buildings more pedestrian-oriented. Without the adopted UDO (the standards incorporated into the proposed Redevelopment District), the underlying zoning would permit much taller buildings, only regulated by the Zoning Code's height control plane standard.

### **DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN**

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

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small- to medium-sized footprints.

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

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

T3 Suburban Residential Corridor (T3 RC) is intended to maintain, enhance, and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.





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

T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

### **REQUEST DETAILS**

#### Background

In May 2017, the Tennessee Legislature passed legislation enabling housing authorities to create Transit-Oriented Redevelopment Districts in transit-deficient areas. A transit-deficient area is an area where facilities for high capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals and welfare of the community. High capacity transit means a form of mass transit that carries more people or provides more frequent service than a local bus service with the goal of providing faster, more convenient, and more reliable service for a larger number of passengers; and includes subway, monorail, heavy rail, commuter rail, light rail, streetcar, and bus rapid transit.

In fall 2017, the Metropolitan Development and Housing Agency (MDHA) began meeting with officials and property owners about developing a Transit-Oriented Redevelopment District along the existing Music City Star commuter rail line, within the Donelson community. The Donelson Transit-Oriented Redevelopment Plan was then prepared for the redevelopment district based on public input and consists of text, maps, and a boundary description. The Plan was approved by the MDHA board in January 2018.

The Planning Commissions' role in the adoption or amendment of Redevelopment Plans is advisory. Since this is the first Transit-Oriented Redevelopment District, the Executive Director of Planning is recommending a public hearing be held to gather public input and ensure a public process.

#### Purpose

A Transit-Oriented Redevelopment Plan sets a 30 year transit-oriented redevelopment period, establishes tax increment financing (TIF) capacity, grants MDHA land acquisition authority for public purposes, creates a design review process, and provides land use controls. The purpose of the Donelson Transit-Oriented Redevelopment Plan (Plan) is to work towards addressing transit deficiencies, as well as to assist in the implementation of the adopted Downtown Donelson Urban Design Overlay (UDO). The main actions proposed for the project area are to create better transit connections; additional retail spaces, including small-scale, local retail businesses; and housing that attracts new residents with a mixture of incomes, including workforce and affordable units. New streetscapes, infrastructure, and public facilities should be created.

#### Boundary

Under state legislation, Transit-Oriented Redevelopment Districts can include property in a high capacity transit area. A high capacity transit area means an area within 1,320 feet of a street that is designated in a county's major street plan, proposed to carry high capacity transit as designated on



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the county's transit plan, and located in an area designated by the community's land use plan for mixed use or high density residential development.

As defined by the state legislation, the Transit-Oriented Redevelopment District could encompass a much larger area along Lebanon Pike, however, MDHA worked with staff to identify an area that is:

1. within a comfortable walking distance of the existing Donelson train station;
2. within 1,320 feet of Lebanon Pike, as required by the state legislation; and
3. within the Downtown Donelson UDO.

This Redevelopment District narrowed the focus to only include property within the Downtown Donelson UDO and to not include the surrounding residential neighborhoods.

### Land Use Provisions

Property located within the Redevelopment District is required to follow the land use provisions as designated in the Plan. The Plan includes permitted, conditional and prohibited uses and can be more restrictive than existing zoning. The intent of the land use districts is to provide for facilities, businesses, services and residences that support transit-oriented development in an urban area along a major corridor.

### Development Standards

The Plan adopts the development standards of the Downtown Donelson UDO as approved in BL2009-560, effective November 2009 and amended by BL2010-799 effective February 2011 and any future amendments made by Metropolitan Council or modifications by the Metropolitan Planning Commission. The UDO was developed through a public process that included a series of community meetings from February 2009 to September 2009. These meetings started out with community visioning sessions that laid out the broad vision for the future of Donelson, and then went into UDO development that focused on developing the standards. These standards include Bulk, Architectural and Building Type, Fence and Wall, Parking and Access, Landscape Buffering and Screening, Signage, Development Incentives, and Transfer of Development Rights.

The Downtown Donelson UDO establishes sub-districts that are intended to reflect the community's vision for differing character throughout Downtown Donelson. The Regulating Plan component of the UDO is the guiding map for the implementation of the community's vision. The regulating plan shows the sub-districts and street types that govern the development standards for each property. The Redevelopment Plan primarily encompasses Sub-district 1 (Transit-Oriented Development Sub-district). The intent of this sub-district is to create Transit Oriented Development (TOD); development that is within a 5 minute walk or ¼ mile in distance to the Donelson Music City Star Station. This sub-district is intended to include a mixture of commercial, residential, and office land uses, and coordinates with other modes of transportation (bike, pedestrian and vehicular). The Plan includes additional standards for off-street parking, buffering, signage, temporary structures, and vehicular service areas.

### Process

For any new development, redevelopment, or improvement on property located within the Redevelopment District a site plan, landscape plan, and elevations shall be submitted for review and approval by MDHA prior to the issuance of any associated building permits. Since property in the



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Redevelopment District is also located within the Downtown Donelson UDO, the applicant shall also be required to follow the UDO Final Site Plan and building permit process through the Planning Department.

### Modifications

Based on site-specific issues, modifications to the standards may be necessary. Any standard within the Plan may be modified as set forth within the Plan and Downtown Donelson UDO; insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties.

Minor modifications, deviations of 20 percent or less, may be approved by the MDHA Design Review Committee. Any major modifications, deviations of more than 20 percent to a UDO standard, shall be considered by the Planning Commission.

### Duration of Land Use Controls

The provisions of the Plan shall commence upon approval of the Plan by the governing body of Metropolitan Government of Nashville and Davidson County and shall continue in effect until December 31, 2048.

### Land Acquisition

Land Acquisition for use under Tennessee Code Annotated, Sections 13-20-701, et. seq. (the "Housing Authorities Law"), is necessary to install, construct, or reconstruct streets, utilities, and site improvements essential to the preparation and development of sites for uses in accordance with a transit-oriented redevelopment plan; to install, construct, or reconstruct parks, public open spaces, public playgrounds, pedestrian ways, and all parking structures, regardless of use, in accordance with a transit-oriented redevelopment plan; and to install, construct, or reconstruct privately owned affordable housing or workforce housing. The authority may not use eminent domain to eliminate transit-deficient areas and may only use eminent domain to acquire land, or interests in land, for public facilities and public infrastructure, including high capacity transit facilities. The Plan provides conditions by which land may be exempted from acquisition.

### Relocation Assistance

The MDHA has established plans and procedures and shall provide assistance to individuals and businesses permanently or temporarily displaced by its actions in acquiring land for implementation of this Plan.

### Redevelopment Obligation and Land Use Controls

In all instances, the improvements within the Redevelopment District will be made in accordance with the applicable zoning ordinances, provisions, and regulations of the Metropolitan Government of Nashville and Davidson County; building, electrical, plumbing and other local codes and ordinances; the requirements of this Plan; and such other requirements as may be set forth in the contracts between MDHA and the redevelopers.

### Tax Increment Financing

The cumulative assessed value of all real estate within the Redevelopment District currently stands at approximately thirty-three million dollars. The projected future increase in the value of property



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developed in conjunction with the Plan is estimated to be approximately three hundred million dollars. The additional property taxes so generated in the Redevelopment District will not occur without the redevelopment activities of MDHA. Despite the presence of commuter rail within the Redevelopment District, inadequate transit infrastructure, an absence of connectivity, and other transit deficiencies exist. Therefore, it is necessary to induce investment through available economic development tools. The activities of MDHA will make the area conducive to new private development and result in increased tax revenues to the Metropolitan Government. Those increased taxes could then be used to offset some of the costs of redevelopment. Since the incremental taxes become available only after redevelopment costs have been expensed, a redevelopment agency could borrow the funds needed for redevelopment and then repay lenders with the future tax increment. Tax increment financing may be used to fund infrastructure, affordable housing, and economic development activities. Specifically, MDHA plans to commit ten million dollars of tax increment financing to the development of affordable and workforce housing units. The remainder of the thirty million dollars of tax increment backed debt provided for by the Plan will be used to support infrastructure and economic development activities.

### **NEXT STEPS**

Metro Council may consider amendments that require:

- The process to be looked at over the next year from the date of passage to determine if it can be streamlined.
- The level of housing affordability to be added to the plan.
- That amendments to the plan may be initiated by MDHA or Metro.

### **ANALYSIS**

The Donelson Community envisioned a Transit-oriented Development materializing around the Donelson Music City Star Station nearly a decade ago. The Downtown Donelson UDO, with a TOD sub-district in this location, was adopted by Metro Council to help realize the community's vision. The proposed Donelson Transit-oriented Redevelopment Plan will assist in the realization of the Downtown Donelson UDO by providing additional financing for infrastructure such as roads, bike and pedestrian improvements, parks, streetscape improvements, structured parking, and utilities. The infrastructure improvements and the development they facilitate can benefit the environment, the economy, and public health by making it easy for people to walk, bicycle, or take transit. Making TOD development more likely in this location will provide access to more affordable transportation options to those living within and surrounding the district. The proposed Redevelopment Plan includes a significant percentage of financing generated to be applied to affordable housing within the district. This requirement offers the benefits of living in a mixed-use, pedestrian-oriented environment with access to transit to lower-income households who need these benefits most, as transportation expenses can be a significant proportion of household expenditures.

The majority of the Transit-Oriented Redevelopment District is located within the T4 CC policy and is consistent with the policy to create urban community centers and enhance infrastructure and transportation networks to improve pedestrian, bicycle, and vehicular connectivity. The Plan references the Downtown Donelson UDO for the development standards, which are divided into sub-districts. The standards that are provided in each of the sub-districts are appropriate for each of the policy areas.



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The Redevelopment Plan states that the permitted uses within the District are as outlined by the sub-districts defined in the UDO. While the Sub-district Regulating Plan within the UDO document outlines appropriate building types, the land uses are designated by the base zoning. Planning staff recommends adding language to the Plan to clarify that uses are per the base zoning not the UDO Subdistrict Regulating Plan.

### **STAFF RECOMMENDATION**

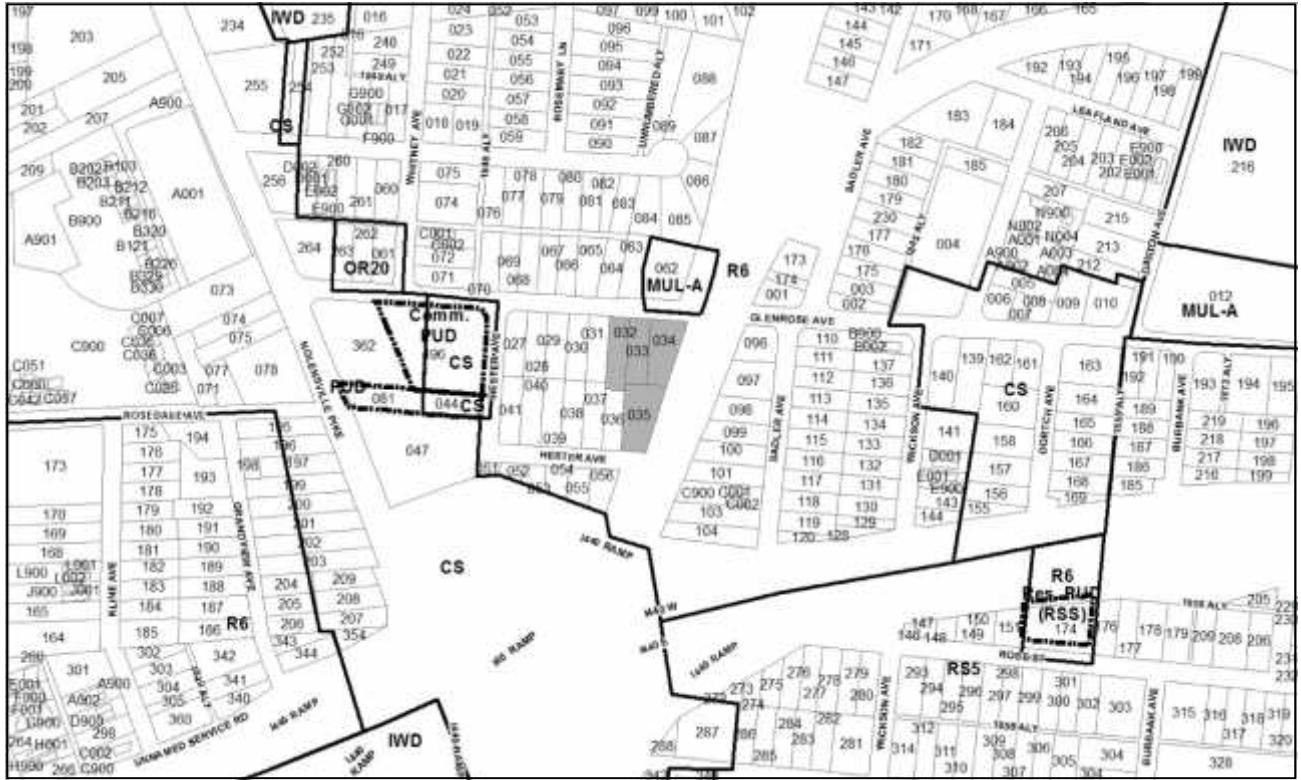
Staff recommends approval with an amendment. The Donelson Transit-Oriented Redevelopment District is in line with the policy and will assist in implementing the Downtown Donelson UDO.

### **AMENDMENT**

1. Under Section C. Land Use Plan, remove “Within the areas shown on R.P. Map No. 2, ‘Land Use Plan,’ the following uses shall be permitted as outlined by the sub-districts defined in the Downtown Donelson Urban Design Overlay.” Replace with language that states that land uses are per the base zoning except for the conditional and prohibited uses as stated in the Plan. The more restrictive shall apply.



# Metro Planning Commission Meeting of 3/22/18



**2018Z-024PR-001**  
Map 119-01, Parcel(s) 032-035  
11, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2018Z-024PR-001</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Kurio Properties, Inc., applicant; Adam S. & Jamie Gatchel and Kurio Properties, Inc. owners.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from R6 to MUL-A.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Mixed Use Limited – Alternative (MUL-A) zoning for properties located at 353, 355, and 357 Glenrose Avenue and 354 Hester Avenue, approximately 260 feet west of Sadler Avenue (1.03 acres).

**Existing Zoning**

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

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

**SOUTH NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

Yes. The rezoning permits a mixture of uses, including residential, retail, and office, consistent with the T4 MU policy. The site is approximately 750 feet from Nolensville Pike, an arterial in the Major and Collector Street Plan, and has access to existing MTA service. The site has moderate levels of connectivity including access from both Glenrose Avenue Hester Avenue. The proposed rezoning brings the property closer to the goals of the policy by allowing mixed use development located in proximity to an arterial boulevard and existing transit service.

**ANALYSIS**

The site consists of four parcels and totals 1.03 acres. The property is located at 353, 355, and 357 Glenrose Avenue and 354 Hester Avenue, approximately 260 feet west of Sadler Avenue. The properties are currently developed with single-family residences and duplexes. The site is bordered



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by the railroad to the east while surrounding properties to the north, south, and west are developed with one and two-family residential uses. The site is approximately 750 feet east of Nolensville Pike, which has an Urban Mixed Use Corridor policy in place and a variety of commercial uses exist. The existing zoning allows one and two-family residential uses with a 6,000 square foot minimum lot size.

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **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)	1.03	7.26 D	9 U	87	7	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.5	1.0 F	22 U	257	15	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.265	1.0 F	11,543 S.F.	254	34	34

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.265	1.0 F	11,543 S.F.	532	17	50

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+956	+59	+104





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

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed MUL-A district: 14 Elementary 7 Middle 5 High**

The proposed zoning is expected to generate 23 more students beyond the existing zoning. Students would attend Whitsitt Elementary School, Wright Middle School, and Glencliff High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions as the request is consistent with the T4 Mixed Use Neighborhood 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.



# Metro Planning Commission Meeting of 3/22/18



## 2018Z-031PR-001

Map 051-04, Parcel(s) 043, 046

Map 051-04, Part of Parcel(s) 045

05, East Nashville

02 (Decosta Hastings)



<b>Project No.</b>	<b>Zone Change 2018Z-031PR-001</b>
<b>Council District</b>	08 – Hastings
<b>School District</b>	1– Gentry
<b>Requested by</b>	Councilmember DeCosta Hastings, applicant; Rudra Investments, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from CS and OR20 to MUG-A.**

Zone Change

A request to rezone from Commercial Service (CS) and Office/Residential (OR20) to Mixed use General – Alternative (MUG-A) zoning on properties located at 2820, 2828 Dickerson Pike and a portion of Dickerson Pike (unnumbered), approximately 115 feet south of Pine Ridge Drive (5.97 acres).

**Existing Zoning**

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

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 114 units, based on 5.72 acres.*

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

The requested MUG-A zoning is consistent with the T4 Mixed Use Corridor policy. The site is located on Dickerson Pike, which is identified in the Major and Collector Street Plan (MCSP) as an arterial boulevard with available transit routes and stops. The policy calls for a more urban style of development, with buildings located on site to break up large expanses of parking and oriented either to the street or toward courtyards or open spaces that create a town center style environment. The requested MUG-A zoning district includes standard for building placement, façade width and location of parking that will encourage development that is more consistent with the design principles of the T4 MU policy. Additionally, MUG-A zoning creates opportunities for integration



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of residential uses, either in mixed use buildings, or as a transition to the neighborhoods to the west, that will support current transit service along Dickerson Pike.

### ANALYSIS

The site is located on the west side of Dickerson Pike, approximately 115 feet south of Pine Ridge Drive in East Nashville. The 5.97-acre parcel contains a commercial use. The site is surrounded commercial and residential uses to the north, residential uses to the west, commercial uses to the east and industrial uses to the south. The existing land use pattern along this segment of Gallatin Pike is characterized by commercial.

The requested zoning, MUG-A, will create opportunities for redevelopment that is more consistent with the goals of T4 MU policy than the existing OR20 and CS zoning. The MUG-A district includes standards for building placement and parking location that will activate the street and enhance the pedestrian realm. The requested zoning will also create opportunities to incorporate residential uses and serve as a transition to surrounding neighborhoods and to support current transit service.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approved with conditions

- Traffic study may be required at the time of development.

#### 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)	5.72	0.8 F	199,330 S.F.	2270	326	303

#### Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.25	0.6 F	6,534 S.F.	318	13	38

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	3.0	3.0 F	392 U	2500	196	234

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.5	3.0 F	196,020 S.F.	2240	322	299



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Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.47	3.0 F	192,099 S.F.	10381	227	986

Traffic changes between maximum: OR20, CS and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+12,533	+406	+1,178

### METRO SCHOOL BOARD REPORT

**Projected student generation existing OR20 district: 25 Elementary 36 Middle 47 High**

**Projected student generation proposed MUG-A district: 34 Elementary 50 Middle 65 High**

The proposed MUL-A zoning district will generate 41 additional students than what could be generated under the existing OR20 zoning. These numbers are based upon an assumption that 20% of the site would be developed as residential use. Planning Staff is working with Metro Schools to evaluate student generation in urban areas to further refine the process. Students would attend Tom Joy Elementary, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### STAFF RECOMMENDATION

Staff recommends approval with conditions as the request is consistent with the T4 Urban Mixed Use Corridor 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.