

# Metropolitan Planning Commission



## Staff Reports

**April 12, 2018**



## Metro Planning Commission Meeting of 4/12/18

*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.*

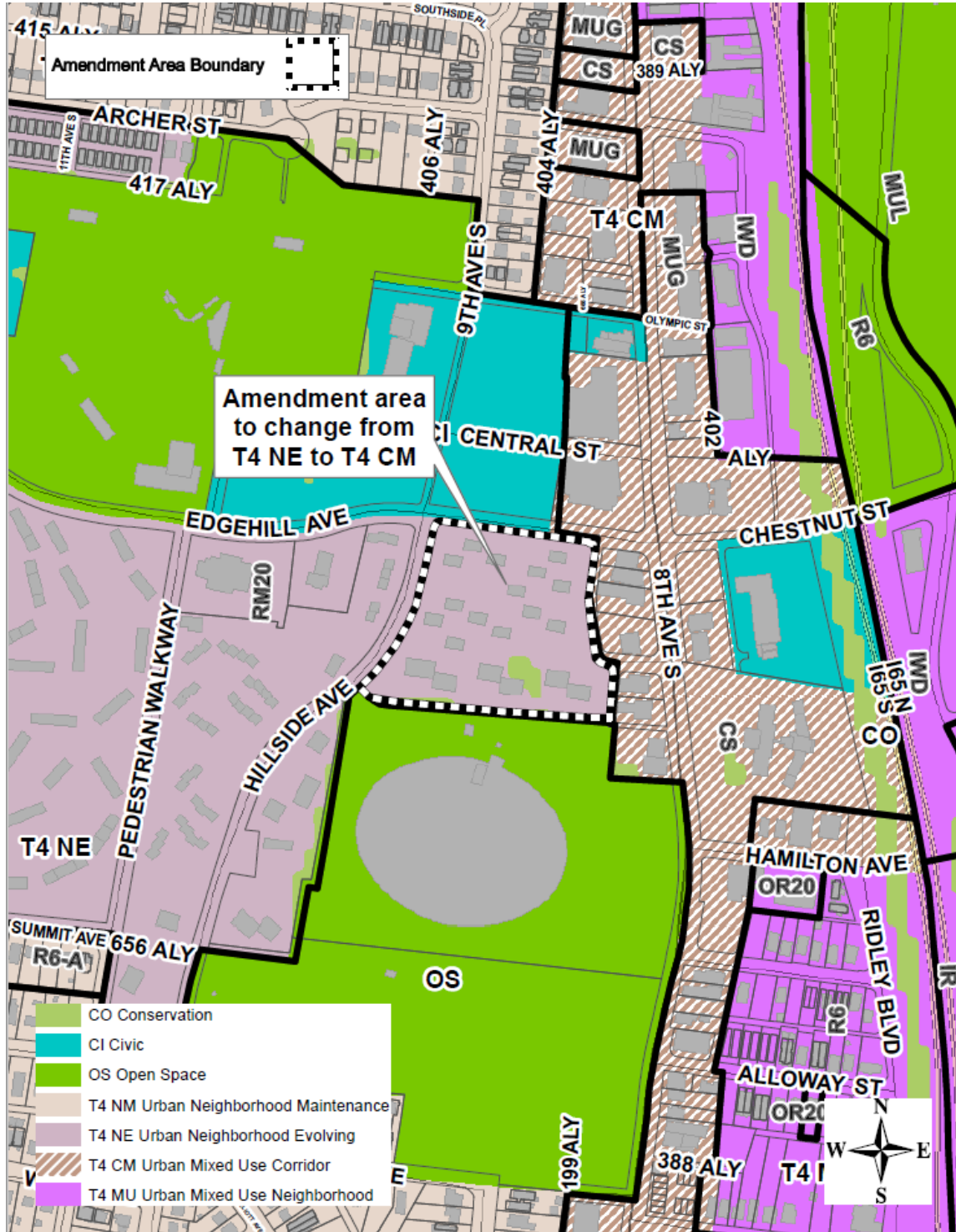


**Metro Planning Commission Meeting of 4/12/18**

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# Metro Planning Commission Meeting of 4/12/18



**2018CP-010-001**

GREEN HILLS/MIDTOWN COMMUNITY PLAN AMENDMENT

Map 105-06, Parcel 024

10, Green Hills/Midtown

17 (Colby Sledge)



**Project No.** **Major Plan Amendment 2018CP-010-001**  
**Project Name** **Green Hills/Midtown Community Plan Amendment**  
**Associated Cases** 2018P-001-001 and 2018SP-026-001  
**Council District** 17 – Sledge  
**School District** 5 – Buggs  
**Requested by** Kimley-Horn, applicant; Park at Hillside, LLC. owner.

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

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

**APPLICANT REQUEST**

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

Major Plan Amendment

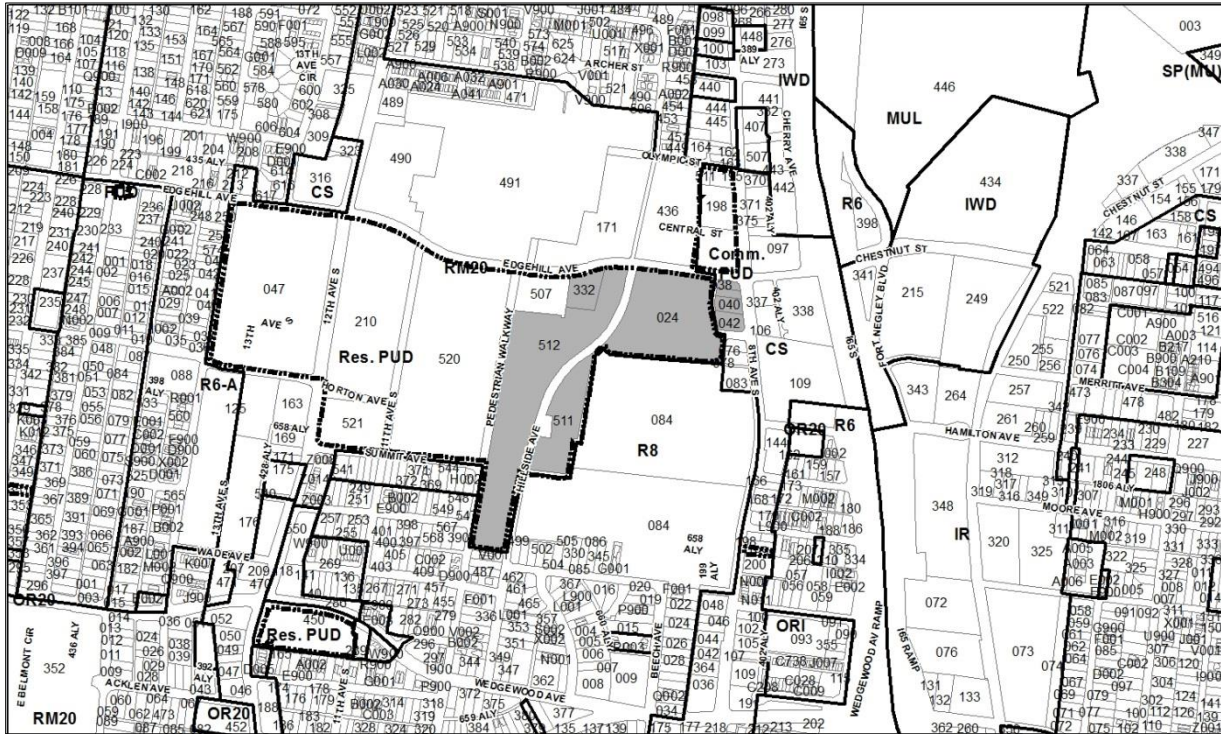
A request to amend the Green Hills/Midtown Community Plan by amending the Community Character Policy from T4 Neighborhood Evolving (T4-NE) to T4 Mixed Use Corridor (T4-CM) on property located at 809 Edgehill Avenue, at the southwest corner of Edgehill Avenue and 8<sup>th</sup> Avenue South, zoned Multi-family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

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 4/12/18



**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)



**Project No.** **Specific Plan 2018SP-026-001**  
**Project Name** **The Reservoir SP**  
**Associated Cases** 2018P-001-001 and 2018CP-010-001  
**Council District** 17 - Sledge  
**School District** 5 – Buggs  
**Requested by** 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 and March 22, 2018, Planning Commission meetings. No public hearing was held.

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

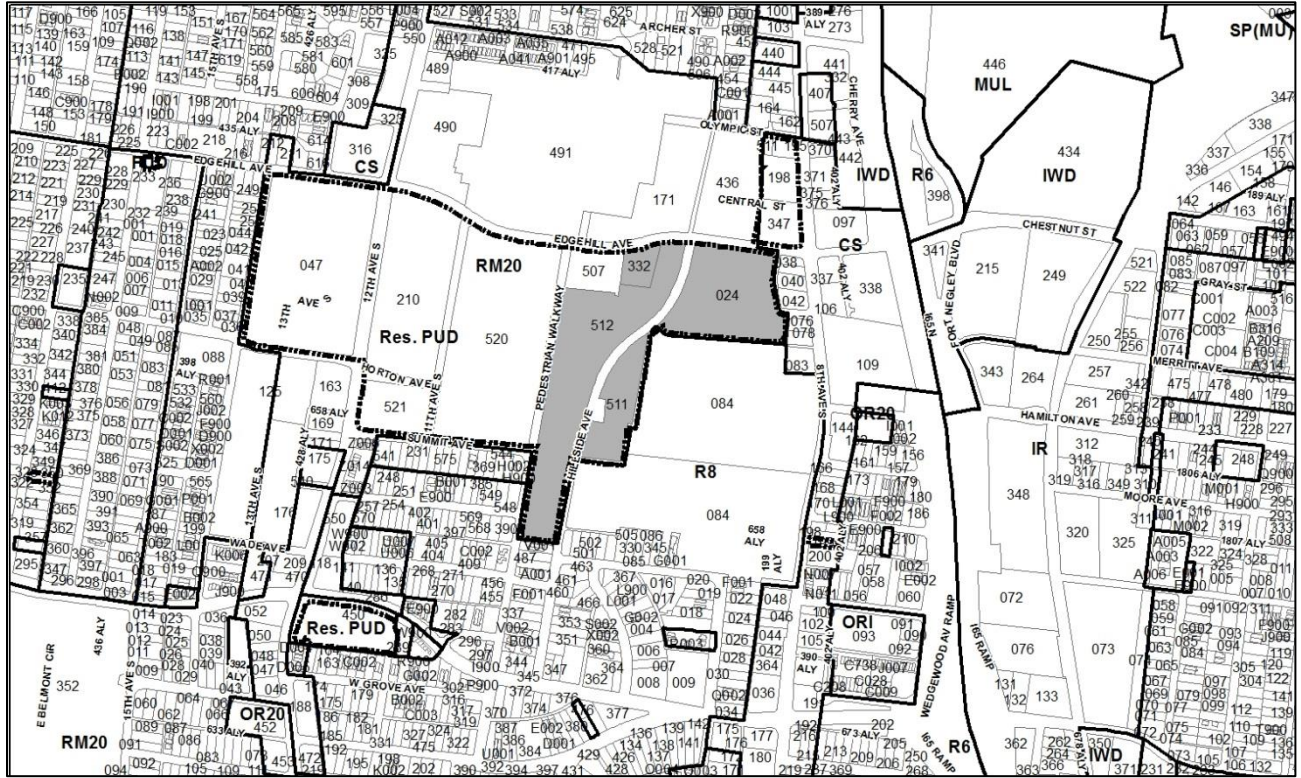
**APPLICANT REQUEST**  
**Rezone to SP to permit a mixed use development.**

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 26, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 4/12/18



## 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 2018P-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 and March 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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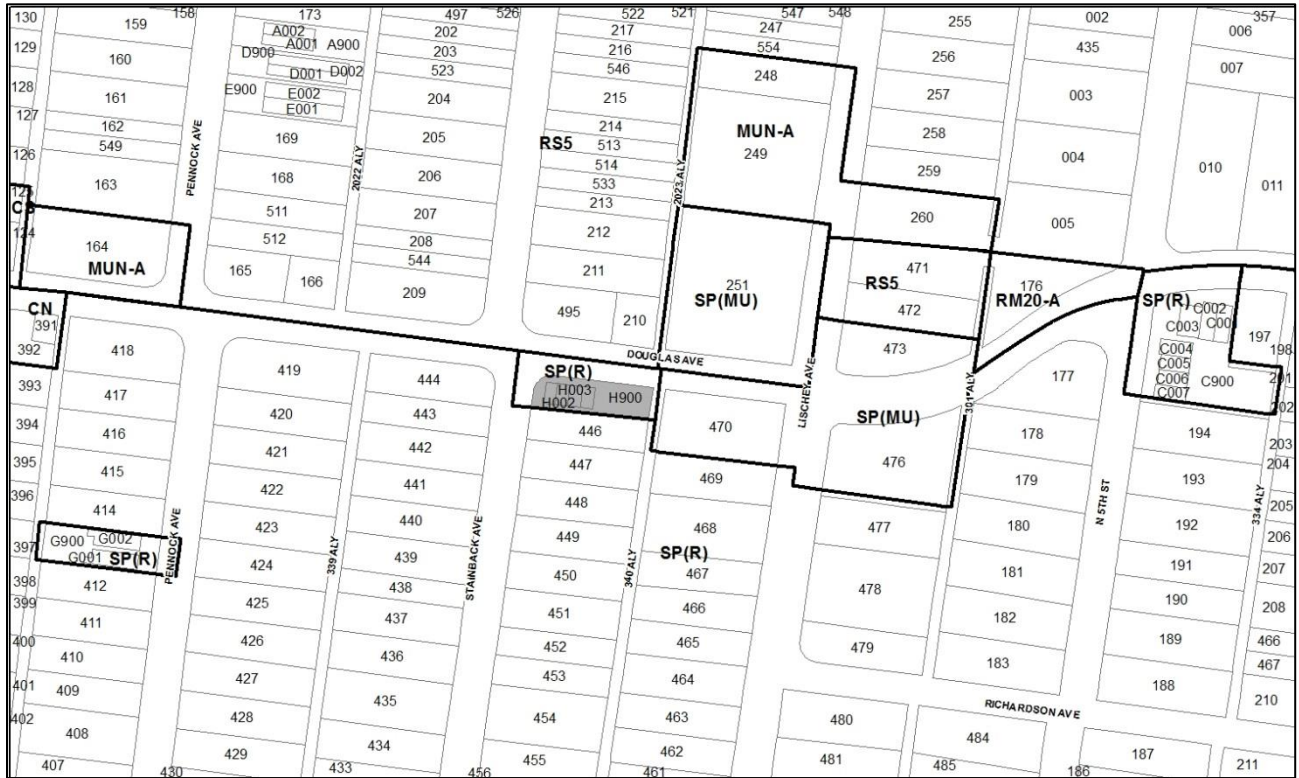
**APPLICANT REQUEST**  
**Cancel a portion of a planned unit development.**

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 26, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 4/12/18



**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, March 8, 2018, and March 22, 2018, Planning Commission meetings. A public hearing was held at the February 8, 2018, meeting and remains open.

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

**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).

**Existing Zoning**

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

**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 proposes only one residential building type.

**HISTORY**

Metro Council approved the Specific Plan for the 1225 Stainback Avenue development on August 10, 2015. The approved SP permits a maximum of four attached residential units. A final site plan for the development was approved in March 2017. The current application proposes to permit all uses permitted by the RM40-A zoning district. No changes are proposed to the building type or plan layout. This application was previously on the January 11, 2018 and January 25, 2018, Planning Commission agendas as amending a Specific Plan to permit four short term rental properties (STRPs). Staff requested that the proposal be revised to amend the Specific Plan to permit uses within the RM40-A zoning district, which would allow both owner-occupied and non-owner occupied short term rental properties.



## **Metro Planning Commission Meeting of 4/12/18**

Staff requested the change to ensure that the SP fits within the city-wide framework for STRPs now and in the event that any future changes to the framework are adopted by Council.

This request was considered at the February 8, 2018, Planning Commission meeting. The item was opened to a public hearing and ultimately deferred by the Commission to allow time for the applicant to hold a community meeting.

### **COMMUNITY MEETING**

At the direction of the Planning Commission, a community meeting was held on March 12, 2018, at the East Precinct Police Station. The applicant described the request and listened to feedback from the attendees. Members of the community voiced concerns in regards to the use of the units as non-owner occupied short term rental properties. The majority of the concerns that were raised pertained to traffic, parking, noise, privacy, and the need for long term housing options in the area. The attendees emphasized that the original 2015 proposal for four attached residential units went unopposed due to the community's desire to enhance the housing stock in the neighborhood and felt the current proposal would not achieve those goals.

### **EAST NASHVILLE COMMUNITY PLAN**

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

#### Consistent with Policy?

Yes. The application proposes to allow all uses permitted within the RM40-A zoning district. The site layout is unchanged from the previous approval. The property is located on a collector avenue with transit stop 100 feet east of the site and is served by an existing alley. The property is located on a corner within the Neighborhood Evolving policy area immediately adjacent to a Neighborhood Center policy area, lending itself to more intense development.

### **PLAN DETAILS**

The site totals 0.14 acres and is located at 336 Douglas Avenue, at the northeast corner of the intersection of Douglas Avenue and Stainback Avenue. The site is zoned Specific Plan and currently permits four attached residential units, which are under construction.

#### Site Plan

The plan proposes to retain the previously approved site layout. All four units front Douglas Avenue and are located on the western portion of the site. Six parking spaces are located east of the building. Access is provided by the existing alley on the eastern side of the property. As stated above, building footprints and sidewalks are unchanged from the previously approved final SP.



## **Metro Planning Commission Meeting of 4/12/18**

### **ANALYSIS**

Specific Plan zoning is intended to provide 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. Uses permitted by each SP are specific to the approved plan and are reviewed in context of the land use policy and location of the property. The original approval of this SP determined that multi-family development was appropriate at this location.

Uses permitted by the requested RM40-A include both owner-occupied and non-owner occupied short term rental properties. NashvilleNext provides guidance for and support of home based businesses in residential policy areas in the appropriate context if such uses do not disrupt the character and enjoyment of those neighborhoods. The Metro Zoning Code, as well as recently approved and pending ordinances, permit non-owner occupied STRPs in multi-family residential districts. Additionally, previous actions of the Metro Council have recognized non-owner occupied short term rentals as home based businesses that are appropriate uses in multi-family zoning districts when properly conditioned.

However, given the intent of the Specific Plan at the time of its original approval to provide new housing opportunities for the area, staff has reevaluated the current proposal and has determined that it is appropriate to limit the number of non-owner occupied short term rental properties allowed on the site. The use of one unit as a non-owner occupied short term rental property would be consistent with the adopted countywide framework for short term rental properties, while allowing the remaining three units to be occupied by long term tenants or buyers, which is consistent with the original approval. Additionally, a mixture of short term rental uses and long term residential uses will provide an appropriate transition from the Neighborhood Center Policy east of the site to the residential policies to the west and south of the site.

Given the countywide framework adopted by the Metro Council in regards to STRPs in multi-family zoning districts, staff recommends disapproval as submitted and approval of a revised plan with conditions and disapproval without all conditions.

### **WATER SERVICES**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve with Conditions**

- Comply with the MPW conditions of approval on Final SP 2015SP-049-002

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Comply with road section comments.

No traffic table was prepared as there isn't anticipated to be any increase in traffic.

### **STAFF RECOMMENDATION**

Staff recommends disapproval as submitted and approval of a revised plan with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 4/12/18

### CONDITIONS

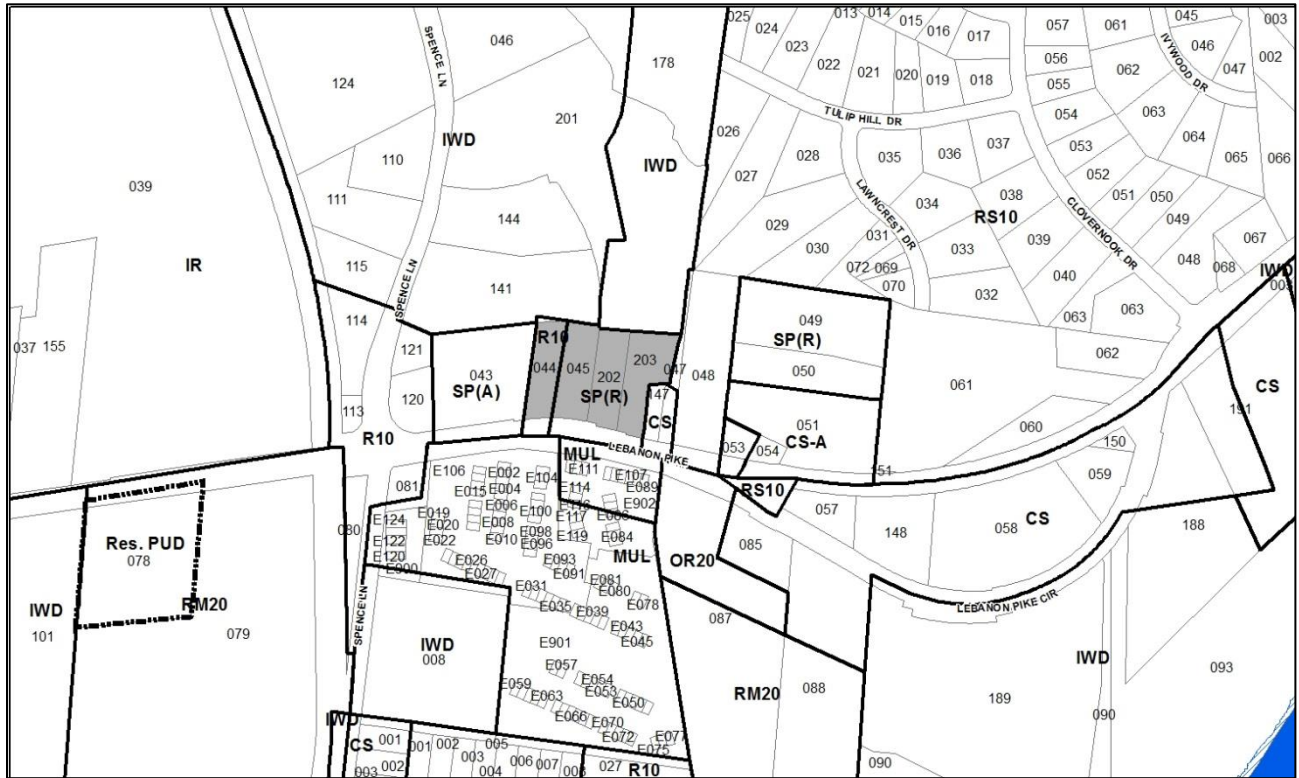
1. Permitted land uses shall be limited to those uses approved by BL2015-1181 (4 residential units). A maximum of one unit is permitted to have a non-owner occupied short term rental property, if all other requirements of the Metropolitan Code for the issuance of a short term rental permit are met.
2. If STRP is proposed as a use, this SP shall comply with the Short Term Rental permit provisions of The Metropolitan Code.
3. All conditions of BL2015-1181 shall be satisfied.
4. If a development standard, excluding 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 RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. 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.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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# Metro Planning Commission Meeting of 4/12/18



**2017SP-048-003**  
**THE SOMERSET SP (AMENDMENT)**  
Map 094, Parcel(s) 044-045, 202-203  
14, Donelson-Hermitage-Old Hickory  
15 (Jeff Syracuse)





**Project No.** Specific Plan 2017SP-048-003  
**Project Name** The Somerset SP (Amendment)  
**Council District** 15 – Syracuse  
**School District** 5 - Shepherd  
**Requested by** DMG, applicant; Somerset Development Partners, LLC, owner.

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

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

**APPLICANT REQUEST**  
**Amend a Specific Plan.**

Preliminary SP

A request to amend a Specific Plan on properties located at 1590, 1600, 1602 and 1604 Lebanon Pike, zoned Specific Plan-Residential (SP-R), approximately 400 feet east of Spence Lane (2.94 acres), to permit 33 multi-family residential units.

**Existing Zoning**

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

**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**

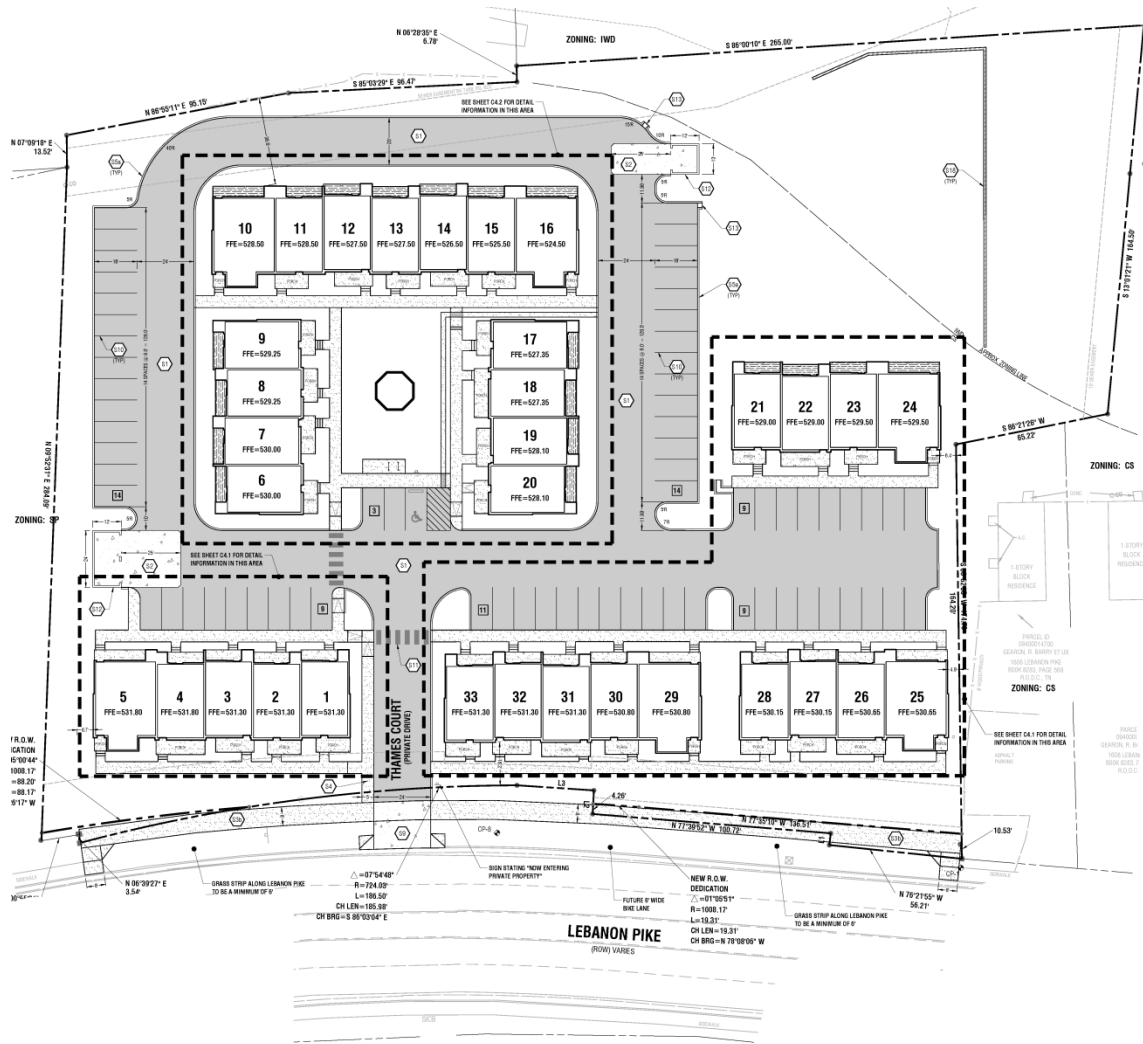
In June 2017, the Metro Planning Commission recommended approval of an SP to permit up to 25 multi-family residential units at 1600, 1602 and 1604 Lebanon Pike. The applicant is currently proposing to amend the SP to revise the layout and to add property located at 1590 Lebanon Pike.

**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, T5Center, 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.



# Metro Planning Commission Meeting of 4/12/18



## Proposed Site Plan



## Metro Planning Commission Meeting of 4/12/18

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.

### Consistent with Policy?

Yes. The proposed development is consistent with the Conservation policy and the T3 Suburban Mixed Use Corridor policy. The Conservation area consists of a small area of steep slopes along the northeastern portion of the site. The proposed development preserves areas of 20% slopes or greater. The site has access to Lebanon Pike, which is served by transit that supports higher density residential uses. The proposed plan will include a sidewalk connection to Lebanon Pike, providing an active pedestrian environment.

### **PLAN DETAILS**

The site consists of four lots located at 1590, 1600, 1602, 1604 Lebanon Pike. The site is approximately 2.94 acres in size. A single-family home exists on the lot zoned R10 to be included with this amendment application.

### Site Plan

The plan proposes a 33-unit multi-family residential development within 5 buildings. The proposed buildings will be 3 stories within 45 feet. The site slopes downward along the northeastern property line where there is a small area of steep slope. The areas of steep slope are proposed to be preserved by this plan. Open space is provided in the middle of the site. Most of the units are oriented toward the internal open space or Lebanon Pike.

The proposal includes one vehicular access from Lebanon Pike. Parking is on-site and meets the Metro Zoning Code requirements for parking stalls.

A five foot wide sidewalk is proposed along the western side of the driveway providing a pedestrian connection to the units. Internal sidewalks are included within the site providing pedestrian access to the open space and Lebanon Pike. The proposed plan meets the requirement of the Major and Collector Street Plan by providing an eight foot wide sidewalk and a six foot wide grass strip along Lebanon Pike. The proposed plan also dedicates right-of-way for a future six foot wide bike lane on Lebanon Pike meeting the Major and Collector Street Plan requirement.

### **ANALYSIS**

The proposed multi-family residential use at this location is consistent with the T3 Suburban Mixed Use Corridor policy. The site works with the grade by staying outside of the areas of steep slope. Sidewalks will be installed throughout the development and along the Lebanon Pike frontage, improving circulation.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



# Metro Planning Commission Meeting of 4/12/18

## STORMWATER RECOMMENDATION

Approve

## WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public sewer construction plans may be required for abandonment/relocation purposes. If so, these plans must be submitted and approved prior to Final SP approval. If shared private sewer service lines are needed for individually-owned units, than the applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. The approved construction plans must also match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

## PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

## TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

TAS was received 3/19/18. The analyses presented in this study indicate that the proposed project will have a minimal impact on the roadways and intersections within the study area. However, the following considerations should be made in conjunction with the proposed residential project:

- It is appropriate to construct the new project access to include one entering lane and one exiting lane at the intersection with Lebanon Road.
- The analyses conducted for the purposes of this study indicate that the westbound left turns into Spence Enclave Way will accommodate a typical vehicle queue of one vehicle. Similarly, the eastbound left turns into the project access will accommodate a typical vehicle queue of one vehicle. Therefore, the existing 150-foot separation between Spence Enclave Way and the project access is expected to be adequate to accommodate both vehicle queues simultaneously.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.94		25 U	276	16	32

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.94		33 U	324	20	36



# Metro Planning Commission Meeting of 4/12/18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+8 U	+48	+4	+4

## METRO SCHOOL BOARD REPORT

**Projected student generation existing SP and RS10 district: 3 Elementary 1 Middle 1 High**  
**Projected student generation proposed SP-R district: 4 Elementary 2 Middle 2 High**

The proposed SP-R zoning district could generate 4 more students than what is typically generated under the existing SP and RS10 zoning district. Students would attend Pennington Elementary, Two Rivers Middle School, and McGavock High School. All 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 land uses shall be limited to a maximum of 33 multi-family residential units.
2. Units along Lebanon Pike shall be oriented toward Lebanon Pike. Units abutting open space shall be oriented toward open space.
3. Height for the residential units is limited maximum to 3 stories in 45 feet, to the roofline.
4. An 8 foot wide sidewalk and a 6 foot wide grass strip shall be installed along Lebanon Pike.
5. The following design standards shall be added to the plan:
  - a. EIFS, vinyl siding and untreated wood shall be prohibited.
  - b. Porches shall provide a minimum of six feet of depth.
  - c. A raised foundation of 6”- 36” is required for all residential structures fronting on a public street.
6. 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.
7. 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.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.



## **Metro Planning Commission Meeting of 4/12/18**

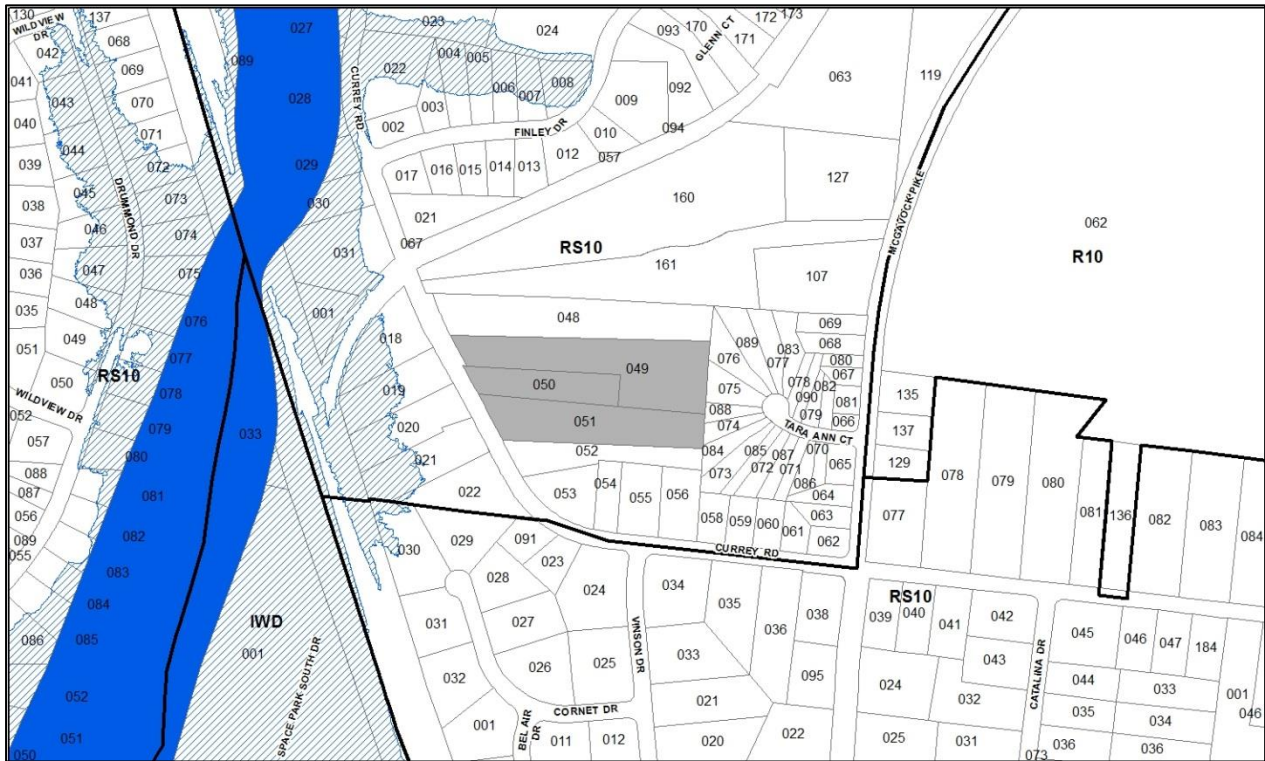
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee 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.
12. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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# Metro Planning Commission Meeting of 4/12/18



**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- Huezo  
**School District** 7- Pinkston  
**Requested by** Dale & Associates, applicant; Steve Griffith, owner.

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

**Staff Reviewer** Burse  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**

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

Preliminary SP

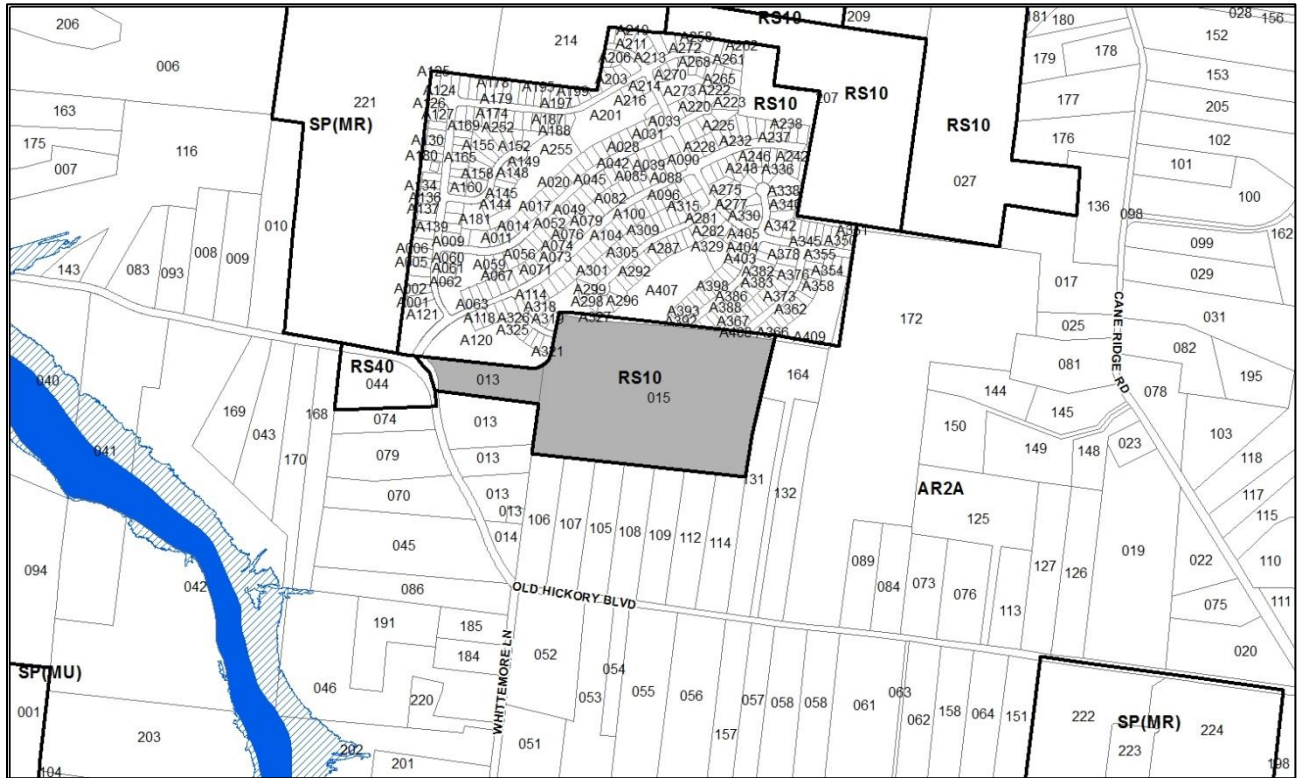
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning on properties located at 940, 944 Currey Road and Currey Road (unnumbered), approximately 530 feet northwest of Vinson Drive (5.15 acres), to permit 24 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 4/12/18



**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, March 8, 2018, and March 22, 2018, Planning Commission meetings. No public hearing was held.

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

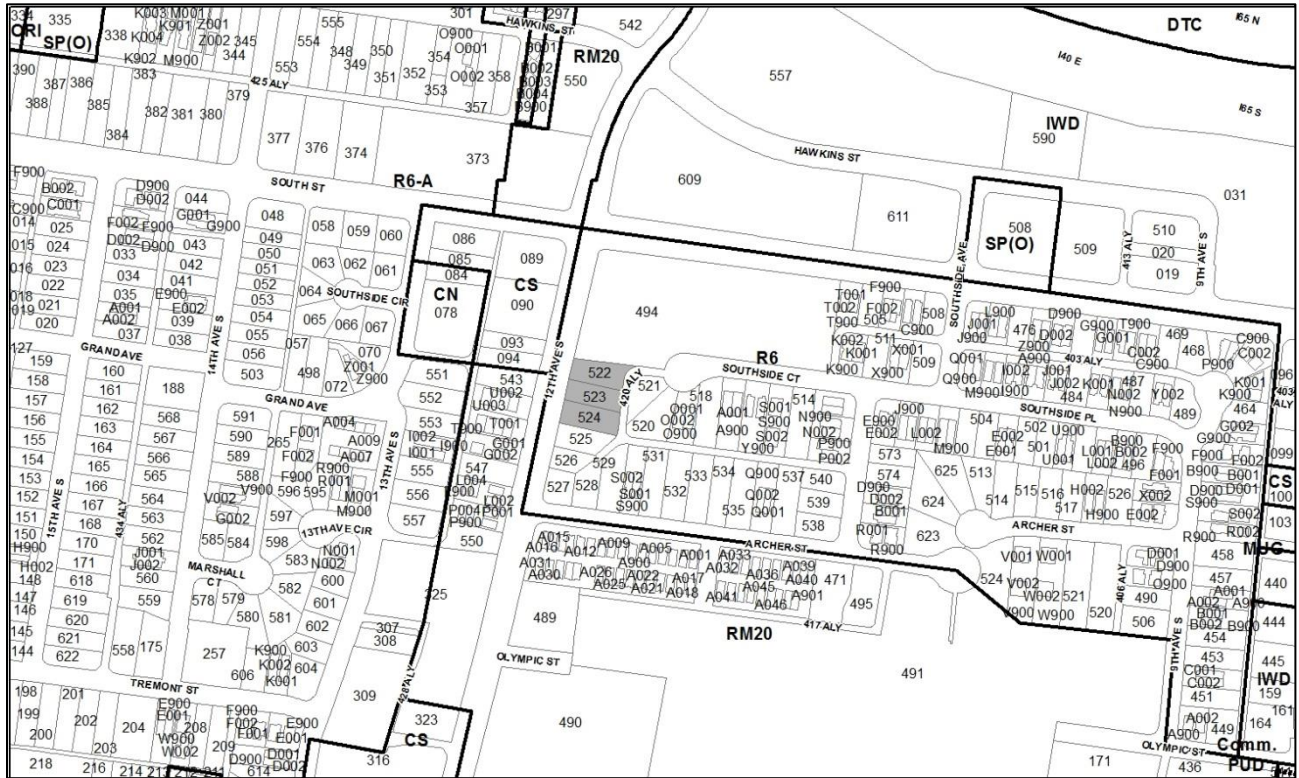
**APPLICANT REQUEST**  
**Concept plan approval to create 108 single-family lots.**

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 26, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 4/12/18



**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, March 8, 2018, and March 22, 2018, Planning Commission meetings. A public hearing was held and closed at the March 22, 2018, Planning Commission meeting.

**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.*

**HISTORY**  
 This case appeared on the March 22, 2018, Planning Commission agenda. Staff presented the case. The public hearing was opened and the Planning Commission heard from the applicant and members of the public. The public hearing was closed, and the Planning Commission had discussion. Following discussion and questions for staff and the applicant, the Planning Commission voted for a deferral to allow time for the applicant to meet with the community to try to address outstanding concerns. A community meeting including the applicant and neighbors was held on April 3, 2018 at the Midtown Hills Police Precinct. Planning staff attended the meeting.



## Metro Planning Commission Meeting of 4/12/18

### **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 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.



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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.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve 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.



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### **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.

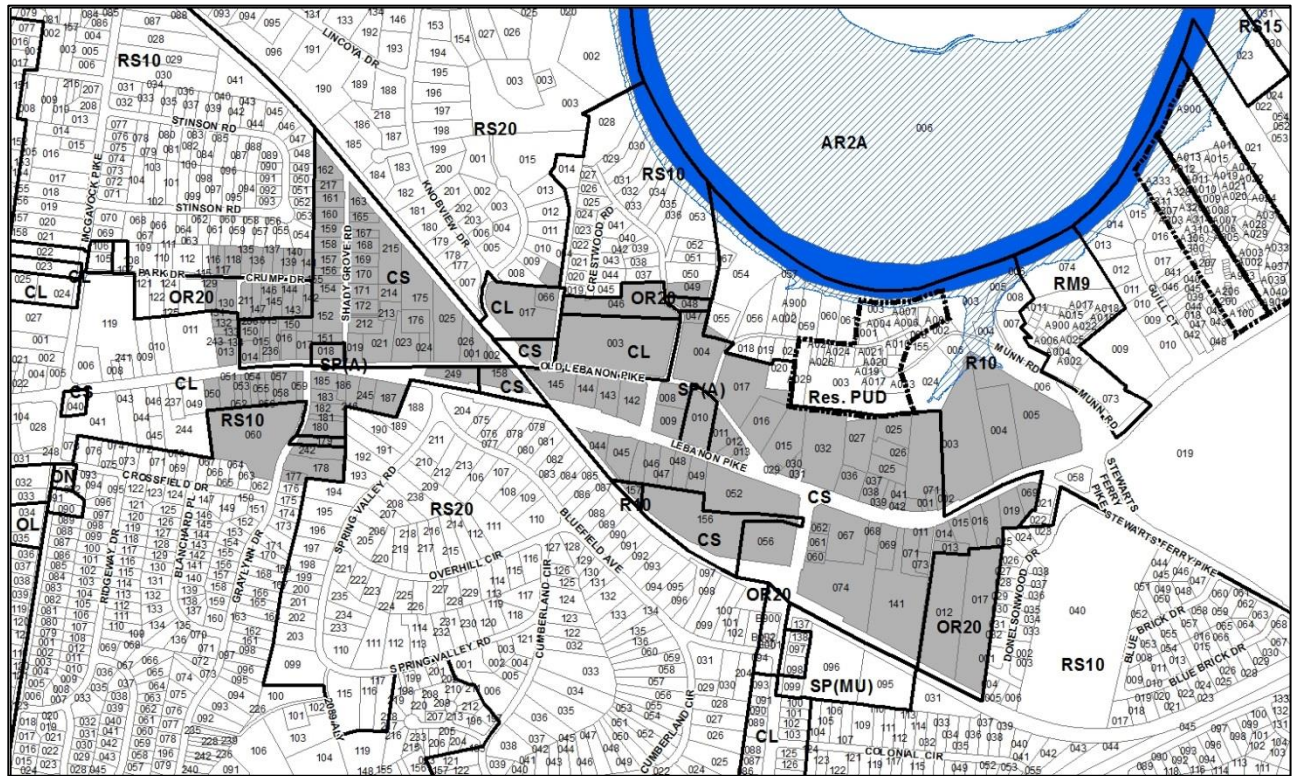




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 4/12/18



**2018M-001OT-001**  
DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN  
Various Map(s), Various Parcel(s)  
14, Donelson – Hermitage – Old Hickory  
15 (Jeff Syracuse)



**Project No.** 2018M-001OT-001  
**Project Name** Donelson Transit-Oriented Redevelopment Plan  
**Council Bill** BL2018-1139  
**Council District** 15 – Syracuse  
**School District** 4 – Shepherd  
**Requested by** M.D.H.A., applicant.

**Deferrals** This item was deferred at the March 22, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Buechler  
**Staff Recommendation** *Approve with a draft substitute ordinance and disapprove without substitute ordinance.*

**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.



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### **Existing Zoning Overlay**

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 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**

The Donelson Transit-Oriented Redevelopment District is located within a Tier One Center as identified on the Growth and Preservation Concept Map. Centers are pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities. Tier One centers are the focus of coordinated investments to shape growth and support transit service in the near term.

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



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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.

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 February 2018. The MDHA Board will vote on revisions to the plan April 10, 2018.

The Planning Commission's 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.



## Metro Planning Commission Meeting of 4/12/18

### 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

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

### Land Use Provisions

Land uses are per the base zoning except for the conditional and prohibited uses as stated in the Plan. The conditional and prohibited uses were developed based on input received through a series of public meetings. 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.



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### Process

Since property in the Redevelopment District is also located within the Downtown Donelson UDO, projects are required to be approved by the Planning Department and MDHA. Planning and MDHA are working together to come up with a streamlined and unified process for review to be modeled after the current UDO Final Site Plan process. This process will provide clarity for the development community, general public, planning staff and MDHA.

### 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.

### Additional Provisions of the Plan

- Duration of Land Use Controls. The provisions of the Plan shall continue in effect until December 31, 2048.
- Land Acquisition. Land Acquisition may be used to install infrastructure such as streets, utilities, parks, public open spaces, public playgrounds, pedestrian ways, parking structures, and to construct privately-owned affordable housing or workforce housing.
- 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. 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. Tax increment financing may be used to fund infrastructure, affordable housing, and economic development activities. Specifically, MDHA commits, with this plan, ten million dollars of tax increment financing to the development of affordable and workforce housing units.

### **UPDATES SINCE THE 3/22 MPC STAFF REPORT**

Proposed revisions have been made to the Donelson Transit-Oriented Redevelopment District Ordinance and Plan document to incorporate language that further addresses affordable housing and revises the section in the Plan on the Procedure for Changes in the Approved Plan. Proposed changes are scheduled to go before the MDHA Board on April 10, 2018.

- Affordable Housing  
The following sections were added to the Ordinance:



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Section 6. That the use of Tax Increment Financing for residential projects must include a minimum of ten percent (10%) of the total of residential units affordable to and occupied by households earning sixty percent (60%) or less of area median income, provided that any waivers to Section 7 may be accomplished by Resolution receiving a majority of the votes of the Metropolitan Council.

Section 7. That any affordable housing units created pursuant to Section 6 must remain affordable for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater.

Section 8. MDHA will review the requirements contained in Section 6 and Section 7 at least once every five (5) years of the adoption of the Plan and report the results and any recommended changes to Section 6 or Section 7 for consideration by the Metropolitan Council. If any amendments to Section 6 or Section 7 are determined necessary, changes may be accomplished by Resolution receiving a majority of the votes of the Metropolitan Council without an amendment to the Plan.

- Procedure for Changes in the Approved Plan

This Plan may be modified, changed or amended by MDHA or Metropolitan Council in accordance to the procedures specified in TCA Section 13-20-704. Recommended amendments to this Plan by Metropolitan Council must be approved by the MDHA Board of Commissioners with the subsequent approval of the Metropolitan Council by public hearing and ordinance. A recommended amendment to this Plan by the MDHA Board of Commissioners requires approval of the Metropolitan Council by public hearing and ordinance.

In no event will the provisions of this Plan be amended or modified in any manner which will adversely affect any as yet not fully developed land in the Project Area that is subject to a written agreement with MDHA, except with the written consent of the then owners of such land or of the parties to such contract, or their successors in interest.

### 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 help achieve critical planning goals, not just for the Donelson community, but for the City as a whole.

- The Donelson Transit-Oriented Redevelopment Plan addresses the NashvilleNext goal of investing in the near term in the places identified by the Growth and Preservation Concept Map as most critical to shape or manage demand in order to create mixed-income communities that support a healthy environment, strong neighborhoods, high-capacity transit, walkability, and a prosperous economy.
- The Plan will help implement the existing T4 CC policy to create urban community centers and enhance infrastructure and transportation networks to improve pedestrian, bicycle, and vehicular connectivity.





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- The Plan will provide additional financing for infrastructure such as roads, bike and pedestrian improvements, parks, streetscape improvements, structured parking, and utilities, all of which are critical elements in creating walkable centers with meaningful transportation choices.
- The infrastructure improvements and the development they facilitate will benefit the environment, the economy, and public health by making it easy for people to walk, bicycle, or take transit.
- The Plan includes a significant percentage of the 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 Plan will make TOD development more likely in this location, which will provide access to more affordable transportation options to those living within and surrounding the district.

### STAFF RECOMMENDATION

Staff recommends approval with a draft substitute ordinance from MDHA and disapproval without substitute ordinance. The Donelson Transit-Oriented Redevelopment District is in line with the policy; it will assist in implementing the Downtown Donelson UDO; and it will help achieve critical planning goals for the community and the City.

Draft Substitute Ordinance for the Donelson Transit-Oriented Redevelopment Plan  
dated April 10, 2018

### ~~An~~ A Substitute Ordinance Approving the Donelson Transit-Oriented Redevelopment Plan

WHEREAS, the Tennessee General Assembly has adopted 2017 Public Acts, Chapter 254, effective as of May 2, 2017 (codified at Tennessee Code Annotated, Sections 13-20-701 through 13-20-708), authorizing a housing authority to approve and implement a transit-oriented redevelopment project in order to redevelop transit-deficient areas; and

WHEREAS, the Metropolitan Development and Housing Agency desires to redevelop the transit-deficient area located within 1,320 feet on either side of Lebanon Pike between Park Drive to Stewarts Ferry Pike; and

WHEREAS, the Metropolitan Development and Housing Agency has completed studies and prepared a plan for redevelopment entitled the "Donelson Transit-Oriented Redevelopment Plan," (herein referred to as the "Plan") consisting of a text, Redevelopment Plan (R.P.) Maps 1 and 2, and Exhibit "A" attached thereto, all dated January 30, 2018, which have been submitted to the Metropolitan Council of the Metropolitan Government of Nashville and Davidson County, Tennessee (herein referred to as the "Metropolitan Council") for review and approval; and

WHEREAS, the Metropolitan Development and Housing Agency has examined the area proposed for inclusion in the redevelopment project and determined that the absence of facilities for high capacity transit options for the area constitutes a serious and growing menace that is injurious to the public health, safety, morals, and welfare of residents and that facilities for high capacity transit are



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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 and the members of this Metropolitan Council have been duly apprised and are aware of these conditions; and

WHEREAS, the Plan adopts the development standards set forth in the Downtown Donelson UDO as adopted by the Metropolitan Council by BL2009-560, effective November 23, 2009, and as amended by BL2010-799, effective February 1, 2011; and

WHEREAS, the project is located in Metropolitan Nashville and Davidson County, Tennessee and is to be undertaken by the Metropolitan Development and Housing Agency in accordance with and in furtherance of the objectives of Article I, Section 8 and 21 and Article II, Section 28 of the Constitution of Tennessee, 'The Housing Authorities Law,' Chapters 20 and 45, Public Acts of Tennessee of 1935 (1<sup>st</sup> Extraordinary Session), as amended; Chapter 114 of Public Acts of Tennessee of 1945, as amended; Chapter 181 of Public Acts of Tennessee of 1955 (said statutes now codified in Tennessee Code Annotated Sections 13-20-201 through 13-20-209) and 2017 Public Acts, Chapter 254 (now codified at Tennessee Code Annotated Sections 13-20-701 through 13-20-708); and

WHEREAS, the Metropolitan Development and Housing Agency desires to utilize the tax increment funding provision pursuant to Tennessee Code Annotated 13-20-706 in furtherance of its projects; and

WHEREAS, the Plan conforms to Section 5.06.010 through Section 5.06.060 regarding the use of Tax Increment Financing.

WHEREAS, the Plan for the area is designed to implement the concepts from *Let's Move Nashville: Metro's Transportation Solution*, which was released in October of 2017, which incorporated ideas from the Nashville Next long range plan for Nashville's future growth adopted by the Metropolitan Planning Commission in 2015, the nMotion regional transit plan adopted in 2016, and the recommendations of the Transit and Affordability Taskforce released in January 2018; and

WHEREAS, the Plan sets aside ten million dollars (\$10,000,000) of Tax Increment Financing for affordable and workforce housing.

WHEREAS, the Plan for the area prescribes certain land uses and controls and provides for the acquisition by negotiation or otherwise of certain properties for public use or for resale to a redeveloper or redevelopers; and

WHEREAS, the Plan provides for relocation assistance to be provided to individuals and businesses permanently or temporarily displaced by the acquisition of land by MDHA for implementation of this Plan in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970; and,

WHEREAS, the members of the Metropolitan Council have carefully considered and reviewed the proposal for redevelopment, including requirements for affordable and workforce housing and the relocation of businesses that may be displaced; and



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WHEREAS, in order to implement the Plan, the Metropolitan Council must approve and authorize certain actions;

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

Section 1. That it is hereby found and determined that the redevelopment area defined by the Plan entitled "Donelson Transit-Oriented Redevelopment Plan," dated ~~January 30~~ April 10, 2018, is a transit-deficient area as defined in and in accordance with Tennessee Code Annotated Section 13-20-702(4).

~~Section 2. That it is hereby found and determined that conditions existing within the transit deficient area are detrimental to the safety, health, morals and welfare of the people of Nashville and Davidson County and such conditions should be eliminated.~~

Section 3.

Section 2. That it is hereby found and determined that the transit-deficient area, or such portions thereof as deemed necessary for acquisition by the Metropolitan Development and Housing Agency by negotiation or otherwise, as provided by Tennessee Code Annotated 13-20-703, and so designated pursuant to the Plan, should be so acquired by the Metropolitan Development and Housing Agency, provided that the Metropolitan Development and Housing Agency shall 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.

Section 4 3. That the Plan entitled "Donelson Transit-Oriented Redevelopment Plan," consisting of a text, Redevelopment Plan (R.P.) Maps 1 and 2, and Exhibit "A" attached thereto, all dated ~~January 30~~ April 10, 2018, as filed with the Metropolitan Clerk, is hereby in all respects approved.

Section 5 4. That it is hereby found and determined that the Plan for the project area conforms to the Nashville Next Plan and adopts the design standards of the Donelson Urban Design Overlay.

Section 6 5. That the use of tax increment funding pursuant to Tennessee Code Annotated Section 13-20-706, is hereby approved for undertaking activities specified in the Plan.

Any property taxes levied upon property within the boundaries of the Donelson Transit-Oriented Redevelopment District each year after the effective date of this Ordinance shall be divided as provided in Tennessee Code Annotated Section 9-23-103. In accordance with Section 5.06.020 of the Metropolitan Code, the Metropolitan Development and Housing Agency is hereby authorized to collect and use all tax increment generated from all parcels identified in the Donelson Transit-Oriented Redevelopment District for uses permitted in the Plan and as allowed under Tennessee Code Annotated Section 13-20-706 and Tennessee Code Annotated Section 9-23-103.

Section 7 6. That the use of Tax Increment Financing for residential projects must include a minimum of ten percent (10%) of the total of residential units affordable to and occupied by households earning sixty percent (60%) or less of area median income, provided that any waivers to



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Section 7 may be accomplished by Resolution receiving a majority of the votes of the Metropolitan Council.

Section 7. That any affordable housing units created pursuant to Section 6 must remain affordable for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater.

Section 8. MDHA will review the requirements contained in Section 6 and Section 7 at least once every five (5) years of the adoption of the Plan and report the results and any recommended changes to Section 6 or Section 7 for consideration by the Metropolitan Council. If any amendments to Section 6 or Section 7 are determined necessary, changes may be accomplished by Resolution receiving a majority of the votes of the Metropolitan Council without an amendment to the Plan.

Section 9. That it is hereby found and determined that, in addition to the elimination of transit-deficient areas from the Donelson Transit-Oriented Redevelopment District, the undertaking of the Donelson Transit-Oriented Redevelopment Project in such area will further promote the public welfare and proper development of the community.

Section 8-10. That it is hereby found and determined that the Plan for the Donelson Transit-Oriented Redevelopment District will afford maximum opportunity, consistent with sound needs of the locality as a whole, for the redevelopment of the area by private enterprise.

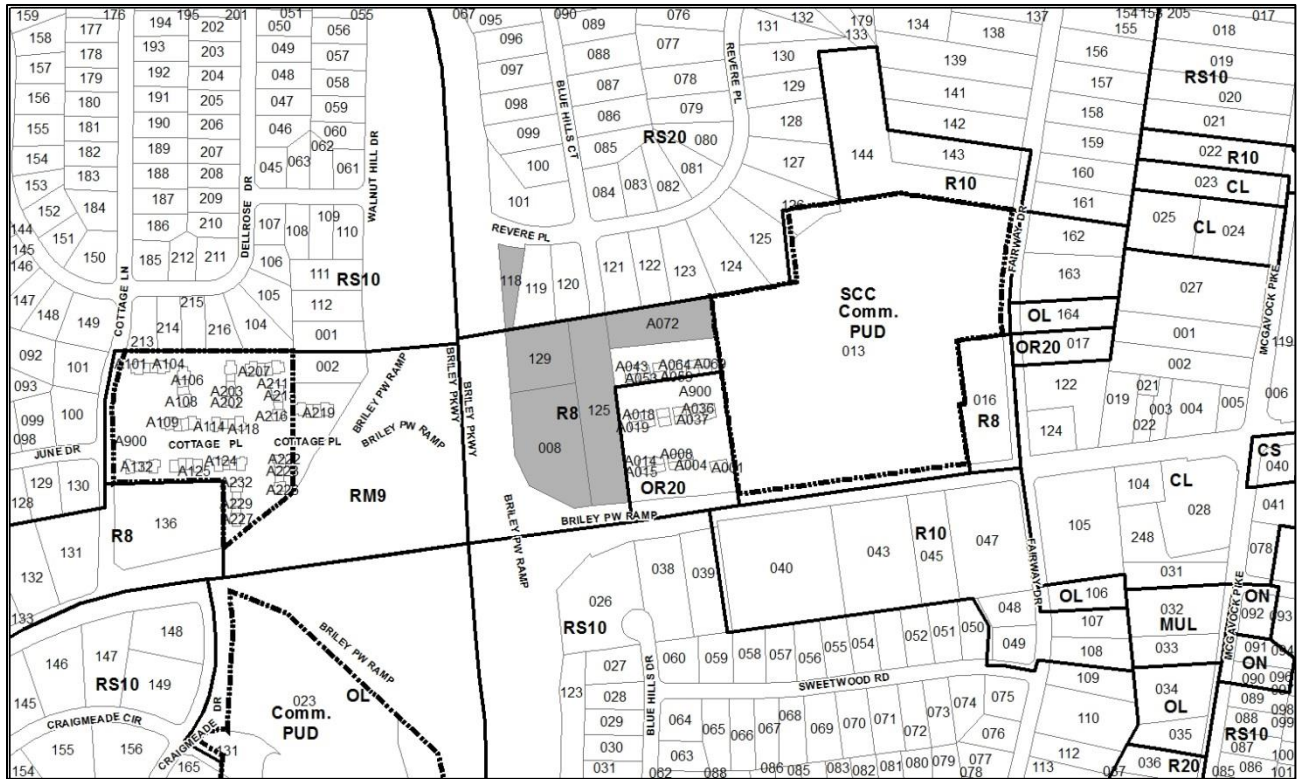
Section 9 11. That this Ordinance shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 4/12/18



## 2017NHL-002-002

### BELAIR MANSION NEIGHBORHOOD LANDMARK DEVELOPMENT PLAN

Map 094-15, Parcel(s) 118

Map 095-03, Parcel(s) 008, 125, 129

Map 095-03-0-A, Parcel(s) 072

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



<b>Project No.</b>	<b>Neighborhood Landmark 2017NHL-002-002</b>
<b>Project Name</b>	<b>Belair Mansion Neighborhood Landmark Development Plan</b>
<b>Council District</b>	15 - Syracuse
<b>School District</b>	4- Shepherd
<b>Requested by</b>	Lewis and Connie James, applicants and owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Defer to the April 26, 2018, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Permit bed and breakfast use within the existing structures.**

Neighborhood Landmark Final Site Plan

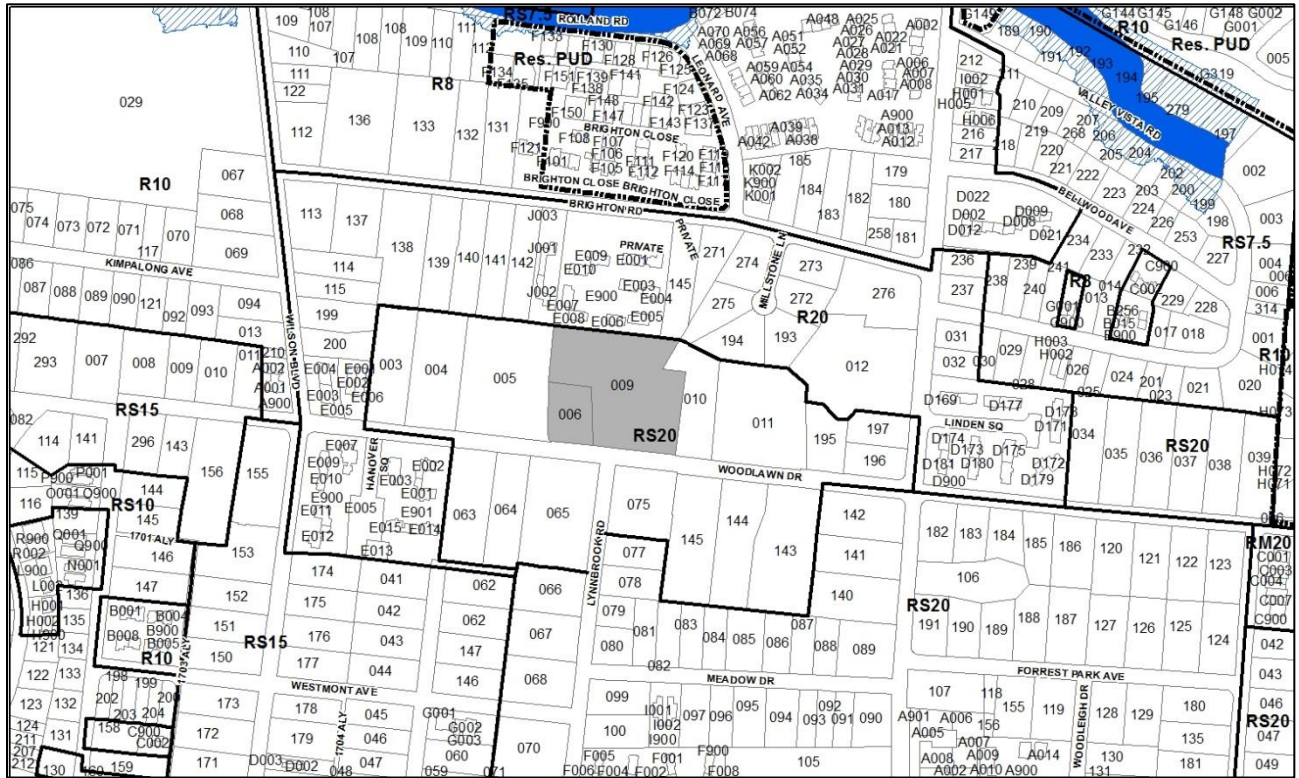
A request to approve a Neighborhood Landmark Development Plan to permit a bed and breakfast on properties located at 2250, 2254 Lebanon Pike and Lebanon Pike (unnumbered) and Revere Place (unnumbered), at the corner of the Briley Parkway Ramp and Lebanon Pike, zoned Single-Family Residential (RS20) and One and Two-Family Residential (R8) and partially within the Downtown Donelson Urban Design Overlay (5.92 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 4/12/18



**2018S-046-001**  
**WHITLAND REALTY COMPANY REVISION ONE**  
Map 117-01, Parcel(s) 006, 009  
10, Green Hills-Midtown  
24 (Kathleen Murphy)





<b>Project No.</b>	<b>Concept Plan 2018S-046-001</b>
<b>Project Name</b>	<b>Whitland Realty Company Revision One</b>
<b>Council District</b>	24 – Murphy
<b>School District</b>	8 - Pierce
<b>Requested by</b>	Smith Gee Studio, LLC, applicant; Phyllis and Thomas Guv Pennington, Et Ux, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Request for concept plan approval to create five lots.**

Concept Plan

A request for concept plan approval to create up to five lots on properties located at 3700 Woodlawn Drive and Woodlawn Drive (unnumbered), north of the terminus of Lynnbrook Road, zoned Single-Family Residential (RS20) (3.56 acres).

**Existing Zoning**

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

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

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

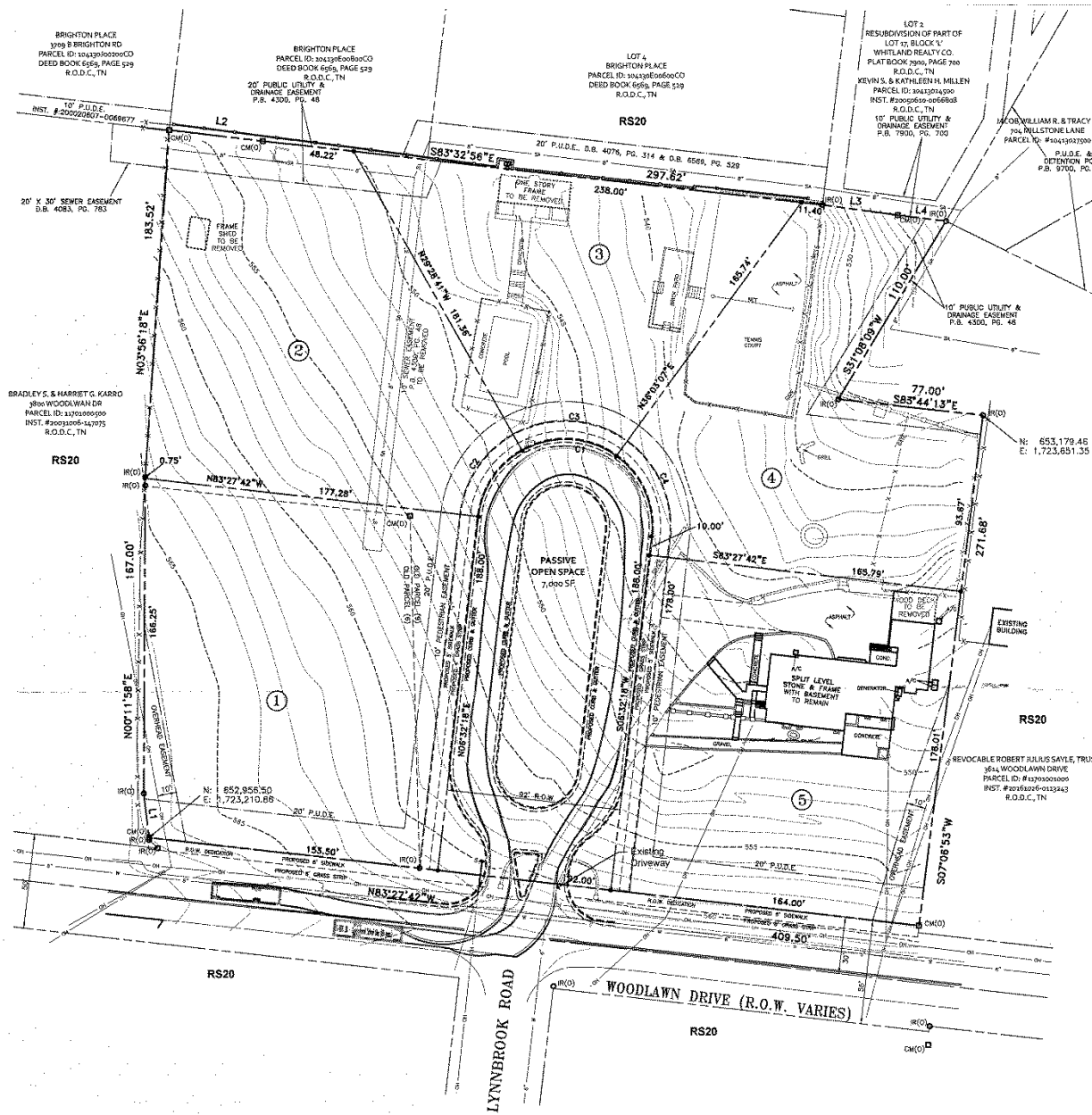
**PLAN DETAILS**

This request is for concept plan approval to create five lots on two existing parcels located on the north side of Woodlawn Drive, mid-block between Wilson Boulevard (west) and Bowling Avenue (east). The larger parcel contains an existing residence, which is indicated to be retained and included on one of the lots proposed for subdivision. The smaller parcel, located to the west, is vacant. The proposed plat would create 5 lots as follows:

- Lot 1: 31,333 SF (0.719 acres) and 153.5 feet of frontage
- Lot 2: 28,550 SF (0.655 acres) and 43.34 feet of frontage
- Lot 3: 20,698 SF (0.475 acres) and 52.61 feet of frontage
- Lot 4: 24,632 SF (0.566 acres) and 58.56 feet of frontage
- Lot 5: 29,261 SF (0.674 acres) and 164 feet of frontage



# Metro Planning Commission Meeting of 4/12/18



Proposed Subdivision



## Metro Planning Commission Meeting of 4/12/18

All lots would be accessed from a new public street, Lynnbrook Road, which would align with the existing Lynnbrook Road located south of Woodlawn Drive.

### 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 lot size requirements of the RS20 zoning district. However, the applicant has not confirmed if the existing structure on proposed Lot 5, which will be retained, complies with the minimum rear setback requirement of the RS20 zoning district. Therefore, staff is unable to make a determination on compliance with the minimum rear setback for Lot 5.

#### Street Frontage

All proposed lots have frontage on a public street.

#### Community Character

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

In this instance, proposed Lots 1 and 5 are located along an existing street, Woodlawn Drive, and Lots 2, 3, and 4 are located along a new public street, Lynnbrook Road. Therefore, only Lots 1 and 5 are reviewed against the compatibility criteria for infill subdivisions.

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 Woodlawn Drive, Lot 1 must have frontage at least equal to approximately 112.10 feet and Lot 5 must have frontage at least equal to approximately 123.69 feet. Proposed Lot 1 has 153.5 feet of frontage and proposed Lot 5 has 164 feet of frontage. Both of the proposed lots meet compatibility requirements for frontage.

<b>Lot 1 Frontage</b>	
Proposed Frontage	153.5 feet
Minimum Frontage	84.65 feet
<b>70% Average</b>	<b>112.10 feet</b>

<b>Lot 5 Frontage</b>	
Proposed Frontage	164 feet
Minimum Frontage	115 feet
<b>70% Average</b>	<b>123.69 feet</b>

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.



## Metro Planning Commission Meeting of 4/12/18

Along Woodlawn Drive, Lot 1 must be equal to or greater than approximately 35,980 square feet (0.826 acres) and Lot 5 must be equal to or greater than approximately 37,301 square feet (0.856 acres). Proposed Lot 1 is approximately 31,333 square feet (0.719 acres), and proposed Lot 5 is 29,261 square feet (0.674 acres). Neither of the proposed lots meets compatibility requirements for area.

<b>Lot 1 Size</b>	
Proposed Size	31,333 SF
Minimum Size	19,602 SF
<b>70% Average</b>	<b>35,980 SF</b>

<b>Lot 5 Size</b>	
Proposed Size	29,261 SF
Minimum Size	25,264 SF
<b>70% Average</b>	<b>37,300 SF</b>

3. Street setbacks: Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback.

Identifying front setbacks on concept plans is required in certain situations when the required street setback of the Metro Zoning Code is less than the front setback required by the Metro Subdivision Regulations. In this instance, the minimum required street setback per Zoning for Lot 1 is 120 feet. The average street setback of abutting parcels is approximately 133.7 feet, which is greater than 120 feet. Therefore, Lot 1 must include a minimum building setback line of approximately 133.7 feet.

The proposed plat does not include a building setback line on Lot 1. Therefore, staff is unable to make a determination on consistency with the average setback of adjacent parcels.

A minimum building setback line is not required to be platted for Lot 5 since the existing structure and existing setback will be retained. However, future structures would have to comply with setbacks as established by Metro Zoning Code.

<b>Lot 1 Street Setback</b>	
Proposed Street Setback	Not provided
Minimum Street Setback	120 feet
<b>Adjacent Average</b>	<b>133.7</b>

4. Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels. Lots 1 and 5 front Woodlawn Drive and are consistent with the surrounding parcels.

### Analysis

Based on the Subdivision Regulation’s definition of surrounding parcels, Lots 1 and 5 do not meet the area requirements of the surrounding lots. Lot 1 is approximately 4,647 square feet less than the required size based on surrounding parcels, and Lot 5 is approximately 8,039 square feet square feet less than the required size base on surrounding parcels. In addition, the Lot 1 front setback has not been identified on the plan, inconsistent with the Subdivision Regulations and despite staff’s request to provide this information with the plan revisions. It is also unclear whether the existing structure on Lot 5 complies with the minimum rear setback requirement of the Metro Zoning Code. This information was also requested with the plan revisions.



## **Metro Planning Commission Meeting of 4/12/18**

The applicant requests approval under Section 3-5.2 of the Subdivision Regulations, which states that if a proposed subdivision fails to meet the compatibility criteria, the Planning Commission may grant an exception to the compatibility requirement by considering whether the subdivision can provide for the harmonious development of the community. The applicant has proposed to meet the harmonious development provision by limiting vehicular access to a maximum of 16 foot wide driveway located between the primary structure and the street.

Staff does not find the proposed subdivision to be harmonious with surrounding development pattern. The Woodlawn Drive block face is unique in that it contains predominantly larger lots that have generally remained intact, as compared to surrounding blocks that have developed with smaller lots. This pattern of development would change the character of this section of Woodlawn Drive.

The Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility, if they find it appropriate.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Return for corrections**

- Provide Water Quality Concept.
- Label all Storm Water features (Include Water quality units, bio-retention and detention ponds Etc.)

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

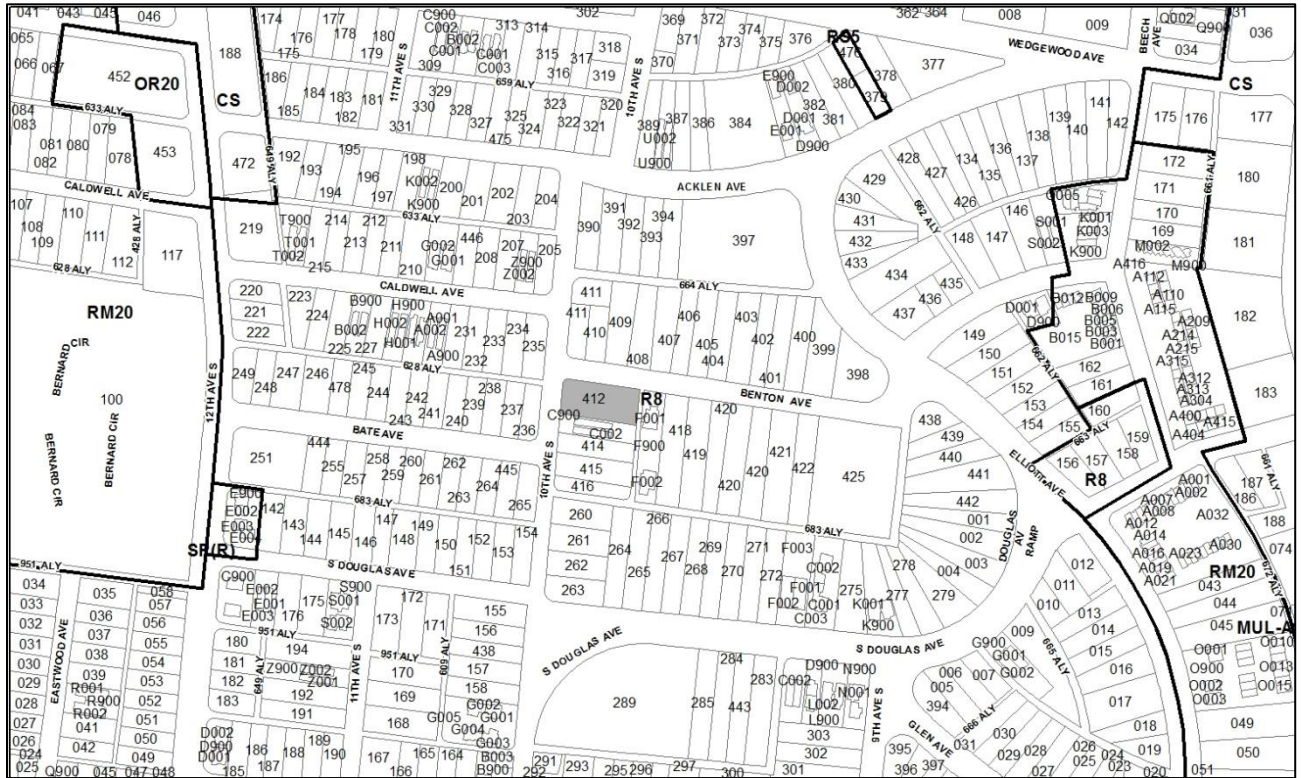
- Approved as a Concept Plan only. Public water and sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. These approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development Plan approval. (FYI - Please update availability study before Final Site/Development Plan stage, so the lot count matches - latest study proposes 7 lots, this Concept Plan proposes 5 lots.)

### **STAFF RECOMMENDATION**

Staff recommends disapproval as the proposed subdivision does not meet the compatibility criteria for infill subdivisions as required by the Subdivision Regulations and not all agencies have recommended approval.



# Metro Planning Commission Meeting of 4/12/18



**2018S-047-001**

W.L.B. LAWRENCE PLAN OF LOTS RESUB OF PART OF LOT 12

Map 105-09, Parcel(s) 412

10, Green Hills – Midtown

17 (Colby Sledge)



<b>Project No.</b>	<b>Final Plat 2018S-047-001</b>
<b>Project Name</b>	<b>W.L.B. Lawrence Plan of Lots Resub of Part of Lot 12</b>
<b>Council District</b>	17 - Sledge
<b>School District</b>	7 - Pinkston
<b>Requested by</b>	Campbell McRae and Associates, applicant; Gwendolyn Joyce Murray, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

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

Final Plat

A request for final plat approval to create two lots on property located at 2020 10th Avenue South, at the southeast corner of 10th Avenue South and Benton Avenue, zoned One and Two-Family Residential (R8) and within the Waverly Belmont Neighborhood Conservation District (0.41 acres).

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units.*

**GREEN HILLS - MIDTOWN 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 two lots at 2020 10<sup>th</sup> Avenue South. This parcel currently contains one single family dwelling unit on 0.41 acres of land. Lot 1 is proposed to contain 8,955 square feet and lot 2 is proposed to contain 8,837 square feet.

**ANALYSIS**

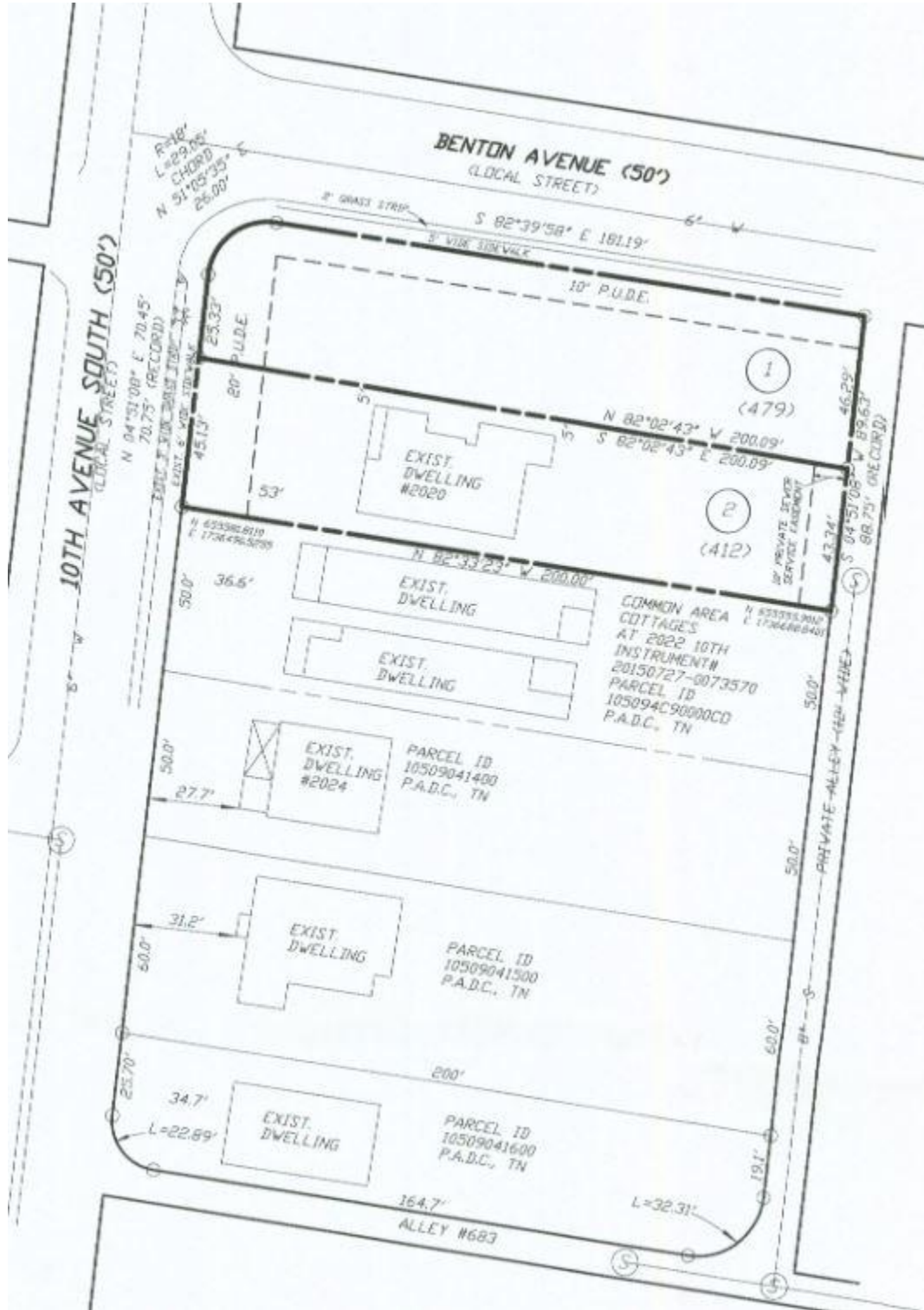
Section 3-5.4 of the Subdivision Regulations establishes criteria for Determining Compatibility for Designated Historic Districts. The proposal must meet the following requirements:

Zoning Code

The proposed lots meet the minimum standards of the R8 zoning district.



# Metro Planning Commission Meeting of 4/12/18



Proposed Site Plan





## **Metro Planning Commission Meeting of 4/12/18**

### Metro Historic Zoning

In this instance the Metro Historic Zoning Commission has recommended disapproval as the resulting lots will not allow for a continuation of the historic rhythm of spacing, as required by the design guidelines.

### Agency Review

The plat has not received a recommendation of approval from all of Metro Development Review Agencies.

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES**

**Approve with conditions**

- Lot 1 is approved for one single-family residence only. This lot will be conditionally-flagged as such, once the plat is approved.

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

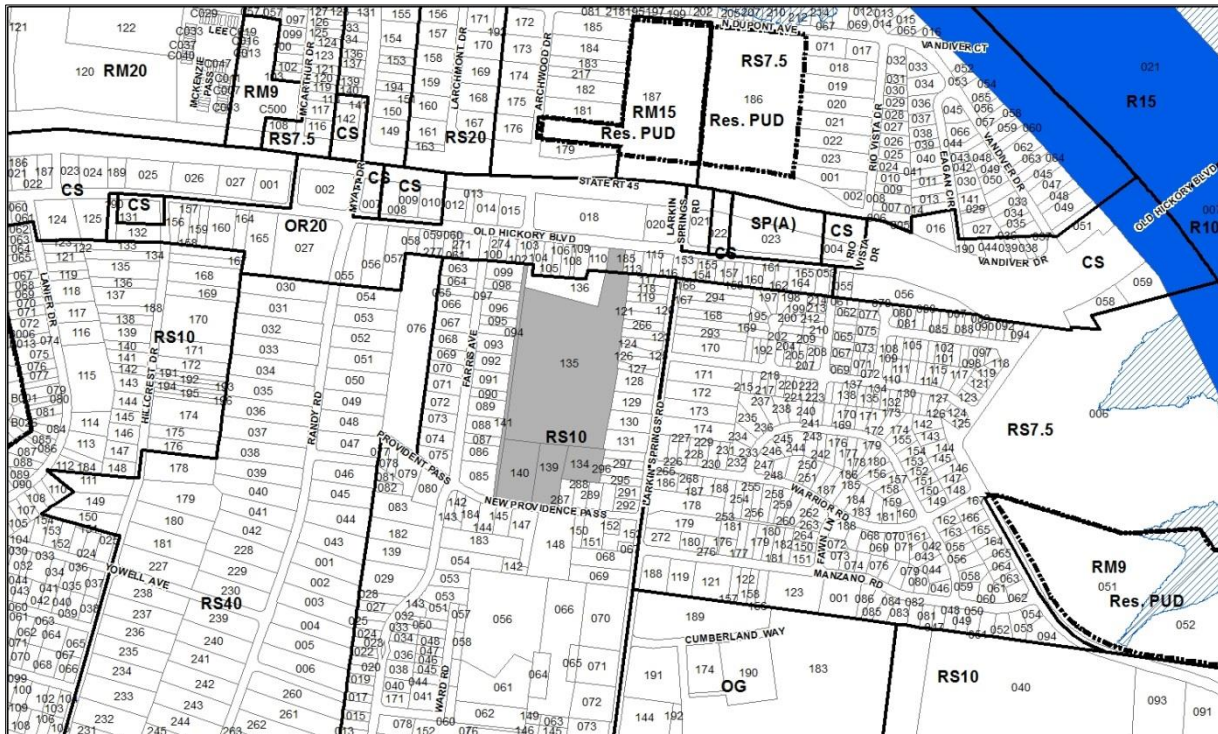
**Approve**

### **STAFF RECOMMENDATION**

Staff recommends disapproval as the proposed lots are located within a Neighborhood Conservation District and Metro Historic Zoning Commission has recommended disapproval as the proposed lots will not allow for a continuation of the historic rhythm of spacing.



# Metro Planning Commission Meeting of 4/12/18



**2018S-059-001**  
1020 EAST OLD HICKORY BLVD.  
Map 043-15, Parcel(s) 134-135, 139-141  
04, Madison  
9 (Bill Pridemore)



<b>Project No.</b>	<b>Concept Plan 2018S-059-001</b>
<b>Project Name</b>	<b>1020 East Old Hickory Blvd.</b>
<b>Council District</b>	09 - Pridemore
<b>School District</b>	3 – Speering
<b>Requested by</b>	Civil Site Design Group, PLLC, applicant; The Turning Point Church, Edward Meek, and Equity Trust Company, owners.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Defer to the April 26, 2018, Planning Commission meeting.</i>

**APPLICANT REQUEST**

**Request for concept plan approval to create 56 lots.**

Concept Plan

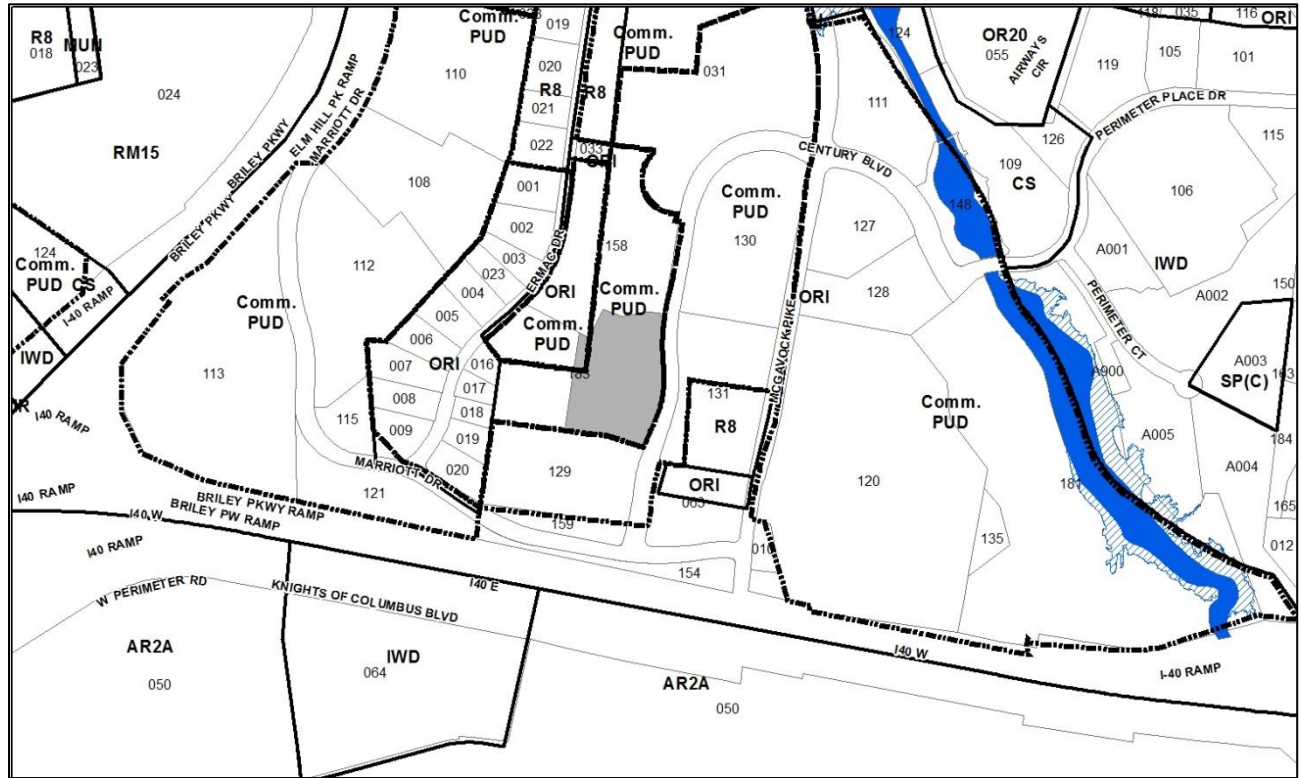
A request for concept plan approval to create up to 56 lots on properties located at 1009, 1021 New Providence Pass, New Providence Pass (unnumbered), 1020 C Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 200 feet east of Farris Avenue, zoned Office / Residential (OR20) and Single-Family Residential (RS10) (15.51 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 4/12/18



**177-74P-004**  
HYATT HOUSE (REVISION AND FINAL)  
Map 107 Parcel(s) Part of Parcel 183  
14, Donelson - Hermitage - Old Hickory  
15 (Jeff Syracuse)



<b>Project No.</b>	<b>Planned Unit Development 177-74P-004</b>
<b>Project Name</b>	<b>Hyatt House (Revision and Final)</b>
<b>Council District</b>	15 - Syracuse
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Ragan-Smith and Associates, applicant; H.H. Heritage Inn of Nashville, LLC, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise the preliminary plan and for final site plan to permit a hotel.**

Revision and final Preliminary PUD

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District (PUD) on a portion of property located at 16 Century Boulevard, approximately 425 feet north of Marriott Drive, zoned Office/Residential Intensive (ORI) (4.5 acres), to permit a hotel.

**Existing Zoning**

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family uses with limited retail opportunities.

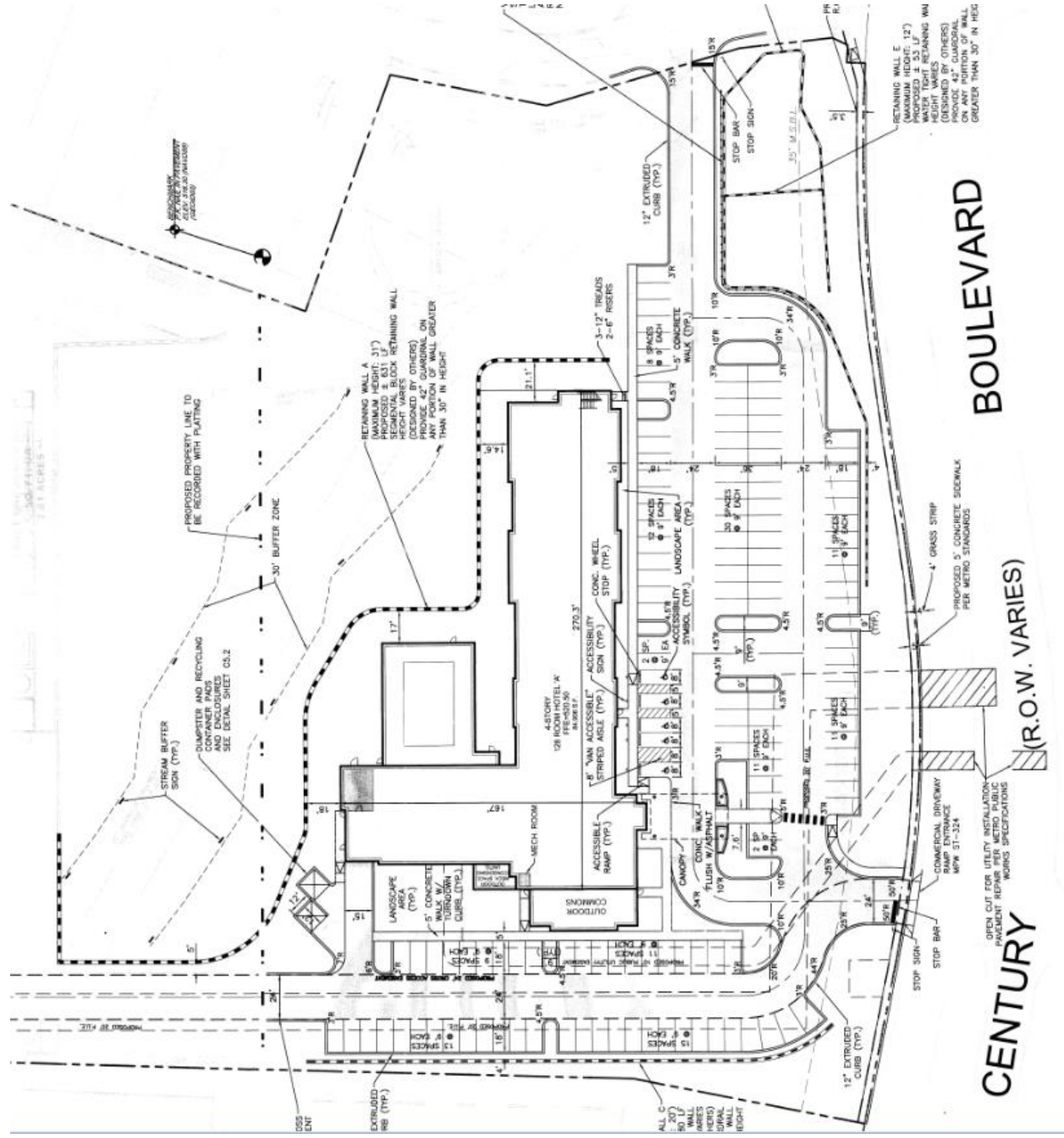
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**PLAN DETAILS**

The PUD was originally approved in 1974 for 1.9 million square feet of commercial and office uses. The site is located at 16 Century Boulevard, approximately 425 feet north of Marriott Drive and contains 4.5 acres. The preliminary plan for this portion of the Century City West PUD, Lot 2, was approved by the Metro Planning Commission in 1998 for a total of 95,000 square feet of office use and 371 parking spaces. To date no structures have been constructed on Lot 2.



# Metro Planning Commission Meeting of 4/12/18



Proposed Site Plan



## Metro Planning Commission Meeting of 4/12/18

### Site Plan

The plan proposes a 4 story, 128 room structure containing 84,906 square-feet. The site will contain a single point of access to Century Boulevard. The site contains two modules of parking located in the front and side of the structure. A five foot wide sidewalk and a four foot wide grass strip are proposed along Century Boulevard, consistent with local street standards.

### **ANALYSIS**

The proposed hotel use is a permitted use within the ORI zone district and the overall concept is consistent with the approved master development plan as approved by Metro Council.

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

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

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
  - a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
  - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
  - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
  - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
  - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
  - f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.
2. Changes to a Final Site Plan. Applications to modify a previously approved final site plan shall follow the procedures of Section 17.40.170.
3. Addition of a Special Exception Use. The addition or relocation of a special exception use otherwise permitted by the underlying base zone district shall be considered by the board of zoning appeals according to the applicable provisions of Chapter 17.16, Article III and Article VII of this chapter and may be approved upon consideration of a recommendation from the planning commission.



## Metro Planning Commission Meeting of 4/12/18

4. Subsequent Change in Zoning District. Following adoption of a PUD district, no subsequent change in zoning district classification shall occur within that PUD without concurrent reapproval of the master development plan by the planning commission and council.
5. Cancellation of a PUD District. Cancellation of a PUD district may be initiated by the planning commission, the metropolitan council, or a property owner within the PUD district. A PUD district shall be canceled by ordinance according to the provisions of Article III of this chapter.

The proposed use and site layout are consistent with the PUD approved by Metro Council. The proposal does not alter the basic development concept established by the approved PUD plan, therefore staff recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **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.
- Driveway ramp is to be ST-324, piano keys and ramps at driveway are not needed.
- Prior to building permit approval submit copy of recorded ROW dedications as described on the plans
- Prior to building permit approval provide documentation of cross access to adjoining properties as shown on the plans.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Comply with previous traffic conditions. Signal plan approval by MPW signal staff shall be approved prior to permit approval. Right turn lane signage for WB RTL on Century Blvd shall be required with permit plan.

### **STORMWATER RECOMMENDATION**

#### **Approve**

- The plan submitted is consistent with the approved grading plan, SWGR 2017028502

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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





## Metro Planning Commission Meeting of 4/12/18

### **STAFF RECOMMENDATION**

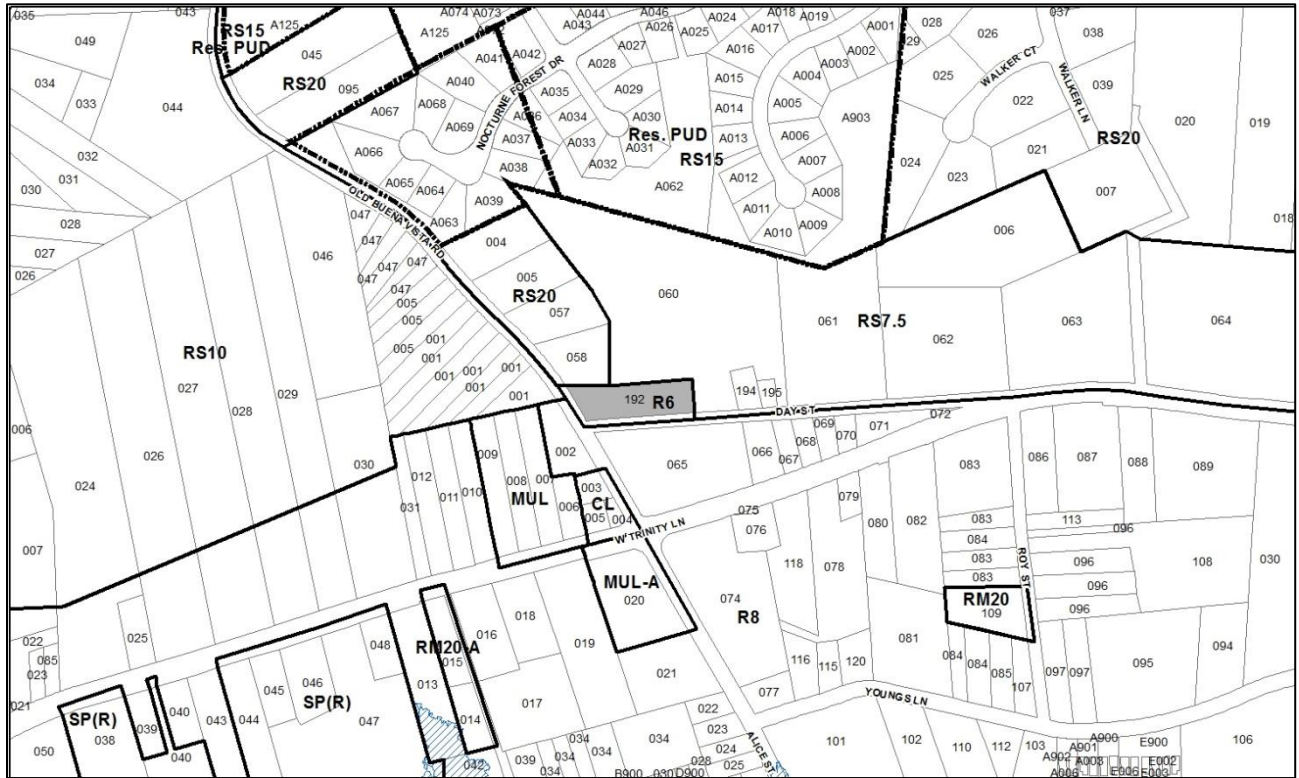
Staff recommends approval with conditions.

### **CONDITIONS**

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
4. The final site plan shall depict a minimum 5-foot clear path of travel for pedestrian ways, including public sidewalks, and the location of any existing and proposed obstructions. Prior to the issuance of use and occupancy permits, existing obstructions with the path of travel shall be relocated to provide a minimum of 5 feet of clear access.



# Metro Planning Commission Meeting of 4/12/18



## 2018Z-034PR-001

Map 070-07, Parcel(s) 192

03, Bordeaux – Whites Creek – Haynes Trinity

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Zone Change 2018Z-034PR-001</b>
<b>Council District</b>	03 – Hastings
<b>School District</b>	1 – Gentry
<b>Requested by</b>	REI615, LLC, applicant and owner.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Mixed Use Neighborhood – Alternative (MUN-A) zoning for properties located at 2608 Old Buena Vista Road, at the northeast corner of Old Buena Vista Road and Day Street (1.0 acre).

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

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

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Consistent with Policy?

Yes. The rezoning permits a mixture of uses, including residential, retail, and office, consistent with the T4 NC policy. The site is approximately 425 feet from W. Trinity Lane, an arterial in the Major and Collector Street Plan. The property has moderate levels of connectivity and frontage along Old Buena Vista Road as well as Day Street. The requested rezoning would provide an adequate transition from the more intense zoning districts found along the corridor to the predominantly residential uses north of the site. The proposed rezoning brings the property closer to the goals of the policy by allowing mixed use development that could serve the immediate neighborhood and would be located in proximity to an arterial boulevard.



## Metro Planning Commission Meeting of 4/12/18

### ANALYSIS

The site consists of approximately 1.0 acre and is located at 2608 Old Buena Vista Road, at the northeast corner of Old Buena Vista Road and Day Street. The property is currently developed with a single-family residence. The site fronts Old Buena Vista Road and Day Street which are both identified as local streets in the Major and Collector Street Plan. Surrounding properties to the north, south, and west are developed with single family residences, while property immediately east of the site is vacant. The site is approximately 425 feet north of W. Trinity Lane, which has an Urban Residential Corridor policy in place and is envisioned to experience more intense development in the future.

The requested rezoning to MUN-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 neighborhood center and meets the goals of the policy. The bulk and building placement standards associated with MUN-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)	1.0	7.26 D	9 U	87	7	10

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.25	0.6 F	6,534 S.F.	164	22	22

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

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



## Metro Planning Commission Meeting of 4/12/18

Traffic changes between maximum: R6 and MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+652	+43	+80

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed MUN-A district: 1 Elementary 5 Middle 5 High**

The proposed zoning is expected to generate 9 more students beyond the existing zoning. Students would attend Robert E. Lillard Design Center Elementary School, Joelton Middle School, and Whites Creek 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

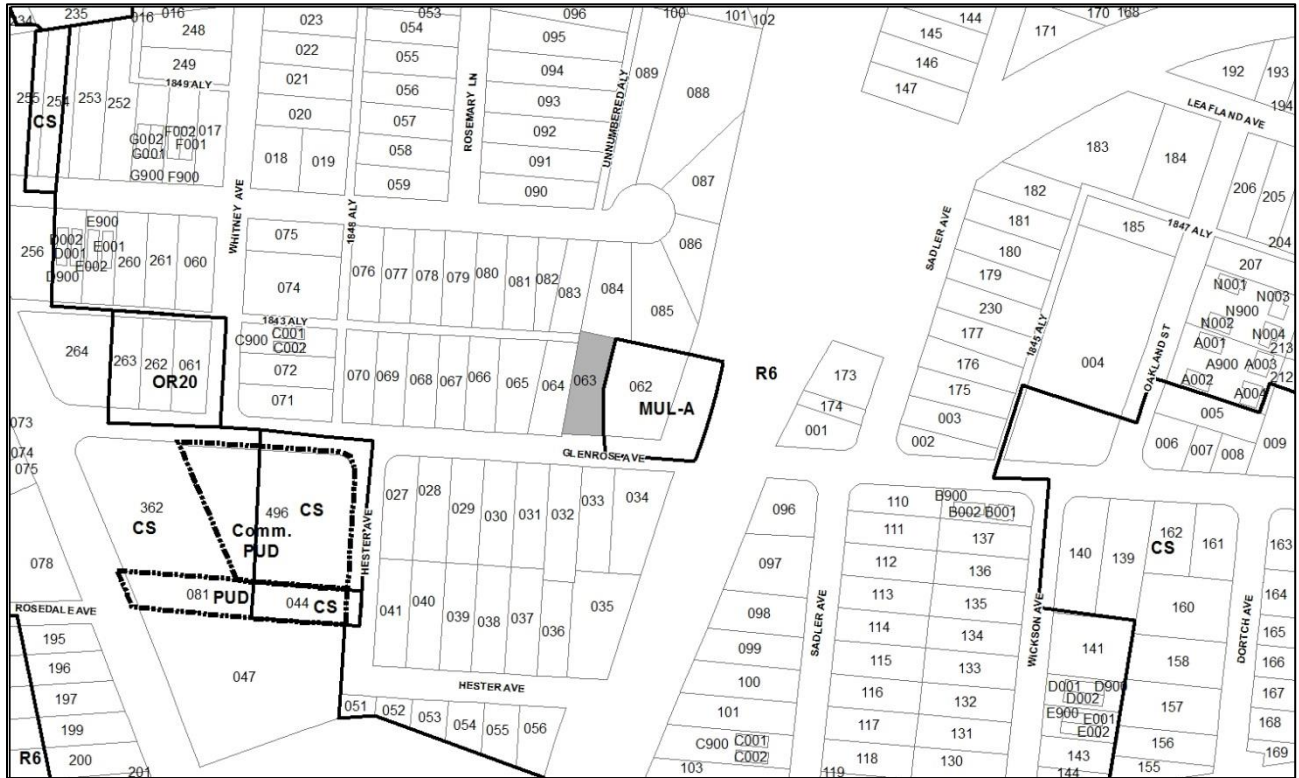
Staff recommends approval with conditions as the request is consistent with the T4 Neighborhood Center policy.

### 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 4/12/18



**2018Z-035PR-001**  
Map 106-13, Parcel(s) 063  
11, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2018Z-035PR-001</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Land Development Solutions, applicant; WD Denvo, G.P., A Tennessee General Partnership, owner.
<b>Staff Reviewer</b>	Rickoff
<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 on property located at 358 Glenrose Avenue, approximately 280 feet east of Hester Avenue (0.38 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 2 lots with 2 duplex lots for a total of 4 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer lots at this property.*

**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?

The rezoning is consistent with the T4 MU policy, which is intended to provide moderate to high-density residential development and non-residential development in areas that are envisioned to become primarily mixed-use. The proposed zoning allows for a mixture of uses, including commercial and residential, at a scale commensurate with nearby residential areas, which is in keeping with this policy.



## Metro Planning Commission Meeting of 4/12/18

### ANALYSIS

The site is located on the north side of Glenrose Avenue and currently contains a residential structure. The property is approximately 800 feet east of Nolensville Pike and approximately 100 feet west of an existing CSX rail line. Glenrose Avenue is designated in the Major and Collector Street Plan as an urban mixed-use collector avenue, and Nolensville Pike is designated as a mixed use arterial boulevard, identifying this area as appropriate for additional future growth. Both streets contain existing MTA bus routes, and the site is approximately 900 feet from an existing bus stop on Nolensville Pike. Surrounding properties on and around Glenrose Avenue include mixed one and two-family residential, transitioning to higher intensity non-residential uses towards Nolensville Pike (west) and east of the CSX rail line.

The requested rezoning to MUL-A is consistent with the policy for the area, and is appropriate given the site's location and recently completed or currently pending rezoning requests. The adjacent (eastern) property was rezoned to MUL-A in 2016, and the Metro Planning Commission recently recommended approval of MUL-A zoning for multiple parcels on the south side of Glenrose Avenue, also in T4MU policy.

The requested rezoning to MUL-A is compatible with surrounding land uses and is consistent with 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, consistent with the goals of the T4 MU policy. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

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)	0.38	7.26 D	4 U	39	3	5

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)	0.19		8 U	54	5	5





## Metro Planning Commission Meeting of 4/12/18

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)	0.1	3.0	13,068 S.F.	279	37	37

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)	0.09	3.0	11,761 S.F.	541	17	50

Traffic changes between maximum: R6 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+835	+56	+87

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed MUL-A district: 5 Elementary 3 Middle 2 High**

The proposed MUL-A zoning district will generate 10 additional students beyond what would be generated under the existing R6 zoning, assuming 50% of the floor area is utilized for non-residential uses. Students would attend Whitsitt Elementary School, Wright Middle School, and Glenclyff 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

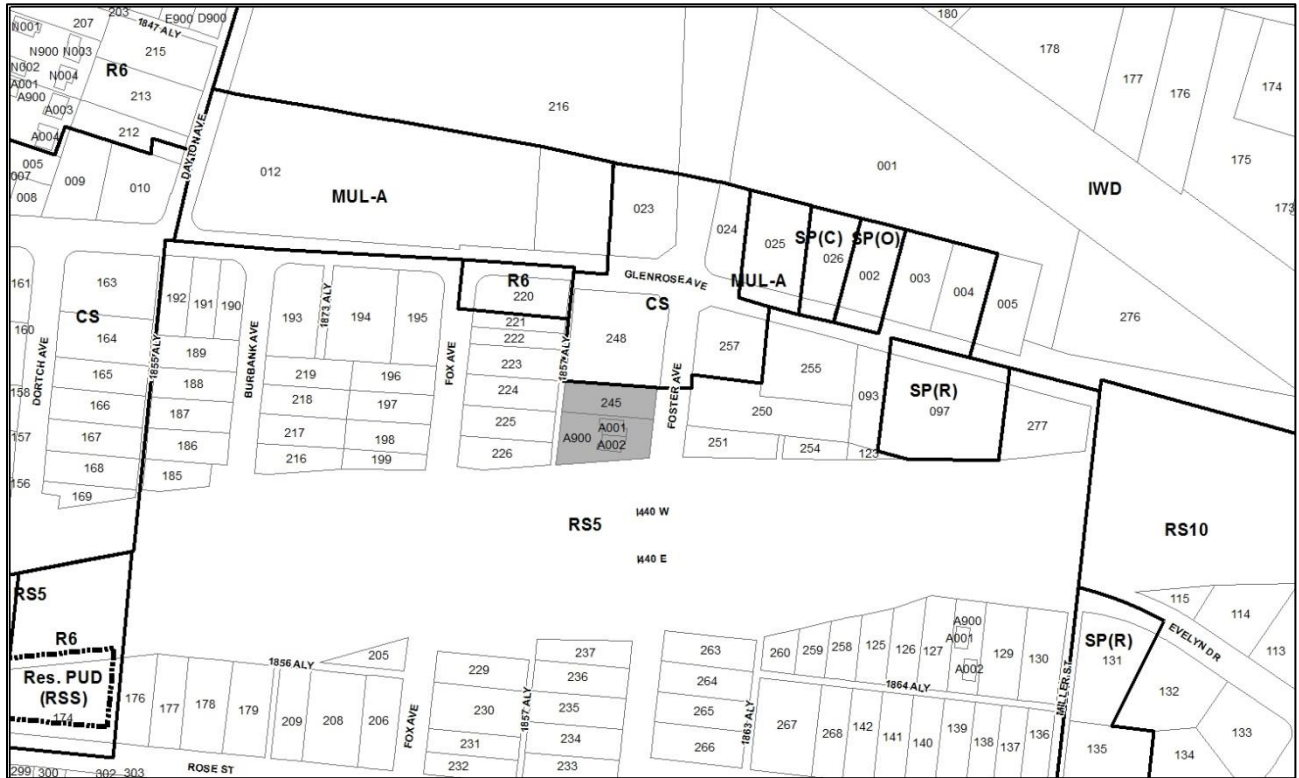
Staff recommends approval with conditions as the request is consistent with the T4 Mixed Use Neighborhood policy.

### 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 4/12/18



## 2018Z-037PR-001

Map 119-01, Parcel(s) 245

Map 119-01-A, Parcel(s) 001-002, 900

11, South Nashville

17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2018Z-037PR-001</b>
<b>Council District</b>	17 - Sledge
<b>School District</b>	7 - Pinkston
<b>Requested by</b>	Axis Creative, LLC, applicant; Buy N Save Market, Inc., Nagi Hauter, Jamal Albarati and O.I.C. 2209 Foster Avenue Townhomes, owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to MUL-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use Limited – Alternative (MUL-A) zoning on properties located at 2207, 2209, 2211 and 2211 B Foster Avenue, approximately 140 feet south of Glenrose Avenue (0.39 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 3 units based on acreage only.*

**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?

The requested MUL-A zoning is consistent with the T4 Mixed Use Neighborhood policy. The site is located on Foster Avenue, which is identified in the Major and Collector Street Plan (MCSP) as an arterial boulevard. The policy calls for a more urban style of development, with buildings located on site to break up large expanses of parking and are oriented either to the street or toward courtyards or open spaces that create a town center style environment. The requested MUL-A zoning district includes standards for building placement, façade width and location of parking that will encourage development that is consistent with the design principles of the T4 MU policy. Additionally, MUL-A zoning creates opportunities for integration of residential uses, either in mixed use buildings, or as a transition to the commercial uses to the north.



## Metro Planning Commission Meeting of 4/12/18

### ANALYSIS

The site is located on the west side of Foster Avenue, approximately 170 feet south of Glenrose Avenue, in South Nashville. The two parcels, totaling 0.39-acres, are vacant. The site is surrounded by commercial uses to the north, residential uses to the west, institutional use to the east and I-440 to the south. The existing land use pattern along this segment of Foster Avenue is characterized by non-residential uses.

The requested zoning, MUL-A, will create opportunities for redevelopment that is more consistent with the goals of T4 MU policy than the existing RS5 zoning. The MUL-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 non-residential uses.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.39	8.71 D	3 U	29	3	4

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)	0.2		9 U	60	5	6

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)	0.1	3.0	13,068 S.F.	279	37	37

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)	0.09	3.0	11,761 S.F.	541	17	50

Traffic changes between maximum: **RS5 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+851	+56	+89



## **Metro Planning Commission Meeting of 4/12/18**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS5 district: 1 Elementary 0 Middle 0 High**

**Projected student generation proposed MUL-A district: 6 Elementary 3 Middle 2 High**

The proposed zone change would generate 10 more students than what is typically generated under the existing RS5 zoning district. Students would attend Whitsitt Elementary School, Wright Middle School, Glencliff High School. Each school within the cluster has capacity for additional students. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

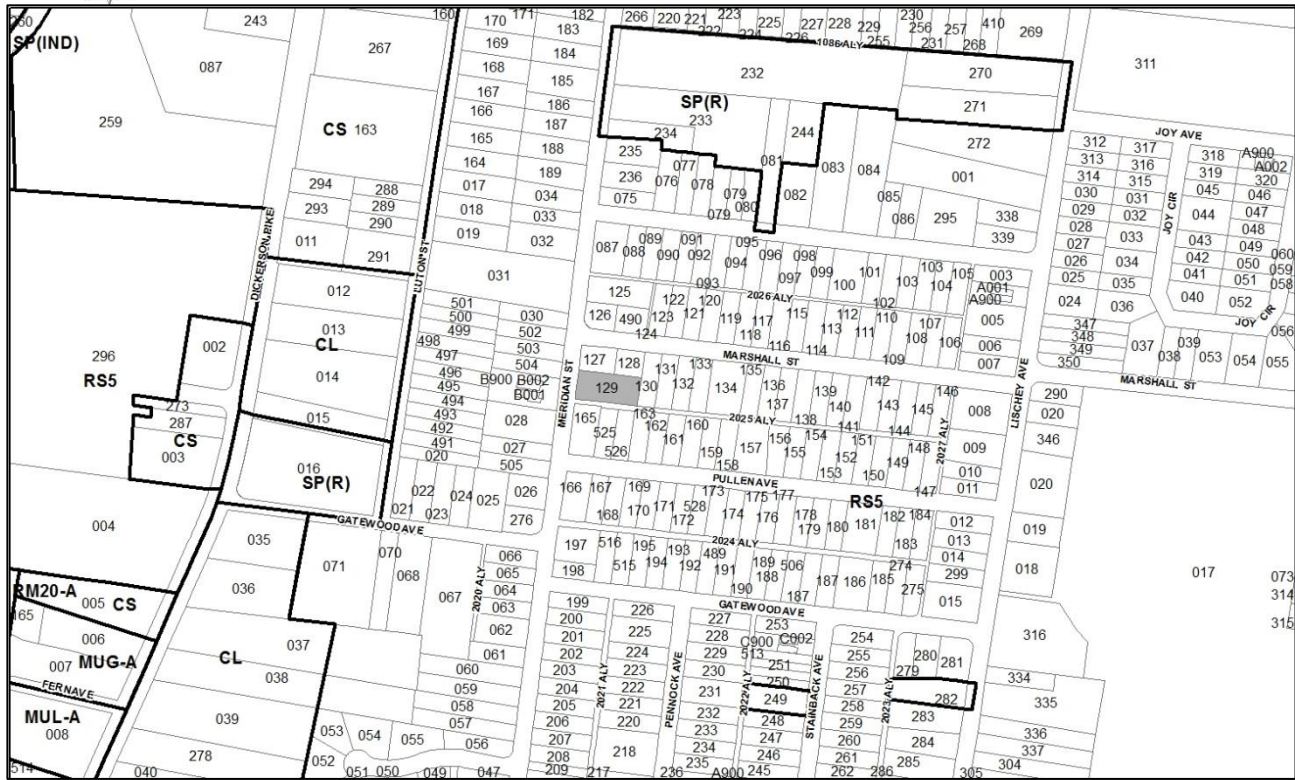
Staff recommends approval with conditions as the request is consistent with the T4 Urban Mixed Use Neighborhood policy.

### **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 4/12/18



**2018Z-038PR-001**  
Map 071-11, Parcel(s) 129  
05, East Nashville  
19 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-038PR-001</b>
<b>Council District</b>	05- Davis
<b>School District</b>	5- Buggs
<b>Requested by</b>	Land Development Solutions, applicant; Magness Devco 2017, GP, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 1519 Meridian Street, approximately 75 feet south of Marshall Street (0.32 acres).

**Existing Zoning**

Single-Family Residential (RS5) zoning requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 8.71 dwelling units per acre. *RS5 would permit a maximum of 2 single-family residential units based on acreage alone. Application of the Subdivision Regulations may result in fewer units.*

**Proposed Zoning**

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre including 25 percent duplex lots. *R6-A would permit a maximum of 2 duplex lots for a total of 4 residential units. Application of the Subdivision Regulations may result in fewer units.*

**EAST NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T4 Neighborhood Evolving policy at this location as it allows for appropriate design standards that relate to driveway access and garage orientation. The redevelopment of the site will provide opportunities for additional diversity in housing types in the immediate area. This request creates an opportunity for additional development in areas served by existing infrastructure.



## Metro Planning Commission Meeting of 4/12/18

### ANALYSIS

The property is located on 0.32 acres, approximately 75 feet south of Marshall Street. Existing site conditions include a single-family house. The site is served by existing MTA service on Meridian Street with a bus stop located approximately 400 feet away at the corner of Meridian Street and Gatewood Avenue. Surrounding properties consist primarily of existing residential land uses. Adjacent zoning districts include Commercial Limited, Commercial Service and Specific Plan-Residential. The R6-A zoning district provides design standards that will enhance the character of the neighborhood when redevelopment occurs. Some of the design standards include raised foundations and location of vehicular parking. Rear access to the site will be provided from an existing improved alley when development occurs.

The intent of the T4 Urban Neighborhood Evolving policy is 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. Rezoning this parcel to R6-A will provide an opportunity for this site to provide additional housing choices within the immediate area.

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.32	8.71 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.32	7.26 D	4 U	39	3	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+19	+1	+2





## **Metro Planning Commission Meeting of 4/12/18**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS5 district: 1 Elementary 0 Middle 0 High**

**Projected student generation proposed R6-A district: 1 Elementary 0 Middle 0 High**

The proposed R6-A zoning is not expected to generate more students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

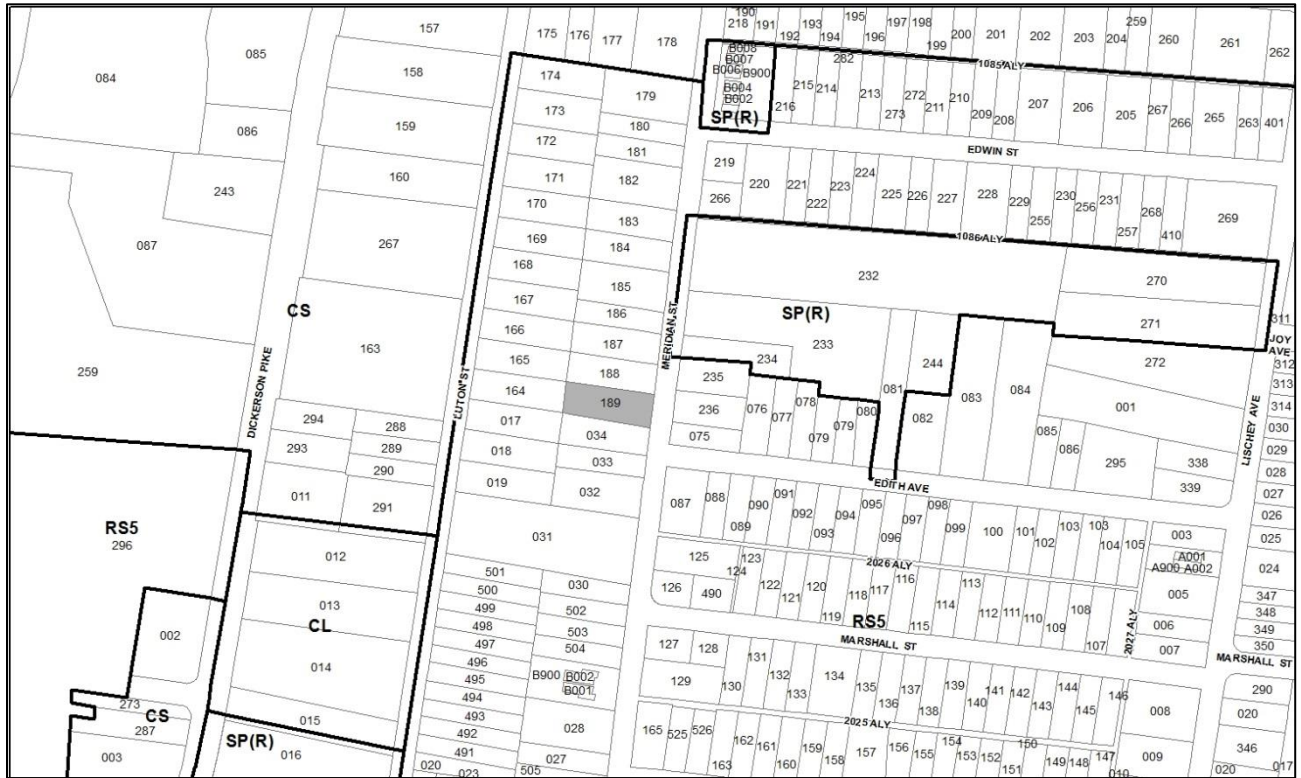
Staff recommends approval with conditions as the request is consistent with the T4 Neighborhood Evolving policy of the East Nashville Community Plan.

### **CONDITIONS**

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



# Metro Planning Commission Meeting of 4/12/18



**2018Z-039PR-001**  
Map 071-07, Parcel(s) 189  
5, East Nashville  
5 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-039PR-001</b>
<b>Council District</b>	05 - Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Land Development Solutions, applicant; 1702 Meridian, GP, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential - Alternative (R6-A) zoning on properties located at 1702 Meridian Street, approximately 30 feet northwest of Edith Avenue (0.34 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 2 single-family residential units based on acreage alone. Application of the Subdivision Regulations may result in fewer units.*

**Proposed Zoning**

One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of 2 duplex lots for a total of 4 residential units. Application of the Subdivision Regulations may result in fewer units.*

**EAST NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 4/12/18

### Consistent with Policy?

The proposed zone change is consistent with policy in this location. The access and design requirements within the R6-A zone district are consistent with the design principles established in the T4 NE policy. The lot is located along Meridian Street, northwest of Edith Avenue. The surrounding neighborhood contains a diverse mixture of residential uses. These uses include single-family, two-family, and multi-family. If the lot is determined to be duplex eligible, the proposed zone change would permit a two-family residential use. Determinations of duplex eligibility are made by the Metro Codes Department. Alternatively, a detached accessory dwelling unit may be allowed.

### **ANALYSIS**

The property contains 0.34 acres located on the western side of Meridian Street, approximately 30 feet northwest of Edith Avenue. The standards required by the alternative zoning district will foster a built character that meaningfully addresses the street by implementing build-to zones and functional entries to buildings. The proposed rezoning is consistent with the goals and objectives of the T4 MU policy and the context of the surrounding neighborhood in this location.

### **FIRE MARSHALL RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.34	8.71 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.34	7.26 D	4 U	39	3	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+19	+1	+2



## **Metro Planning Commission Meeting of 4/12/18**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed R6-A district: 1 Elementary 0 Middle 0 High**

The proposed zoning is expected to generate 1 additional student beyond the existing zoning. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

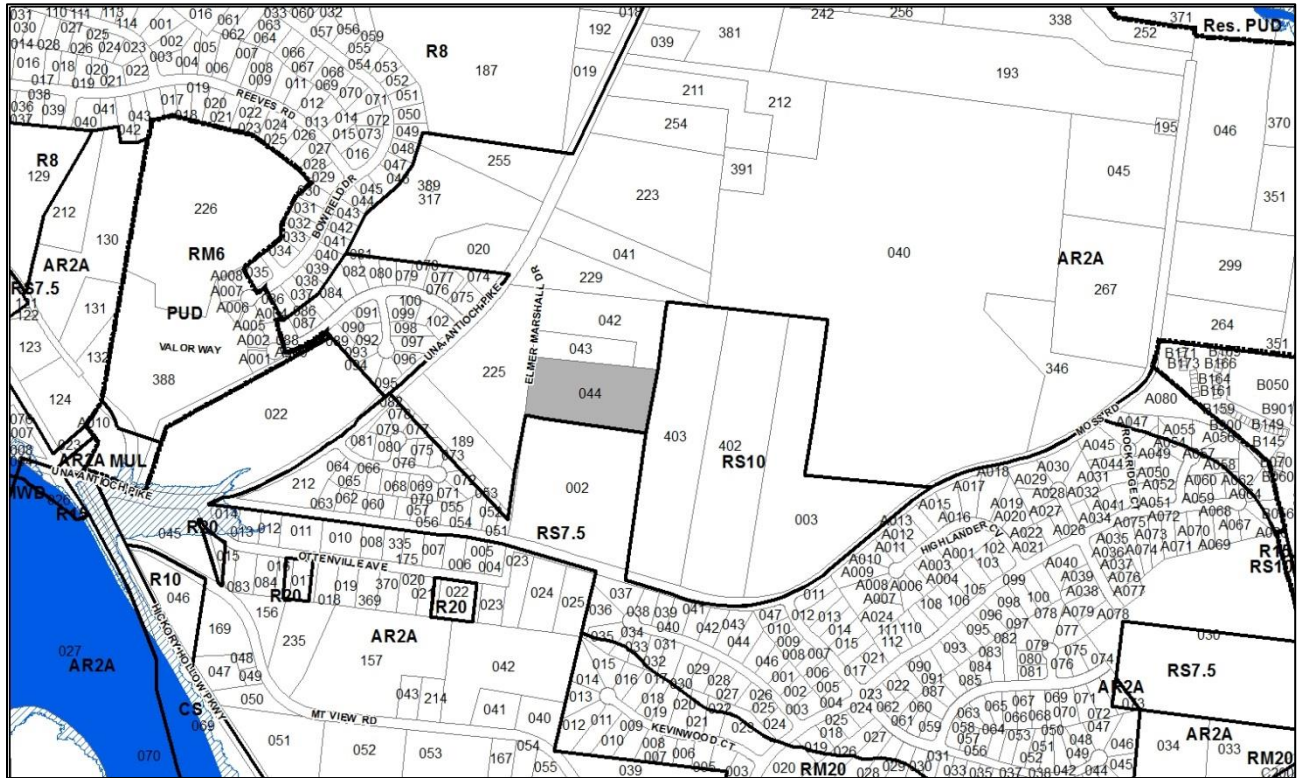
Staff recommends approval with conditions as the request is consistent with the T4 Urban Neighborhood Evolving policy in this location.

### **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 4/12/18



**2018Z-040PR-001**  
Map 149, Parcel(s) 044  
13, Antioch-Priest Lake  
28 (Tanaka Vercher)



<b>Project No.</b>	<b>Zone Change 2018Z-040PR-001</b>
<b>Council District</b>	28 – Vercher
<b>School District</b>	6 – Hunter
<b>Requested by</b>	Luciano Scala, applicant; Don L. and Louise P. Thornberry, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from AR2a to RS7.5**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS7.5) zoning on property located at 2544 Una Antioch Pike, approximately 590 feet north of Moss Road (4.0 acres).

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units. However, application of the Subdivision Regulations may result in fewer lots at this property.*

**Proposed Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 19 lots. However, application of the Subdivision Regulations may result in fewer lots on this property.*

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



## Metro Planning Commission Meeting of 4/12/18

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. T3RC policy is identified along the western property line, associated with adjacent (western) parcels located along the Una Antioch Pike corridor.

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. *A very small area of Conservation policy is located near the southwestern corner of the property, identifying potential steep slopes.*

Supplemental Policy Area (SPA) 13-RH-T3-NE-01 applies to areas of undeveloped land within the Neighborhood Evolving policy in the Rural Hill-Moss Road neighborhood. This SPA is intended to provide guidance for redevelopment through appropriate building types, coordinated access, and enhanced connectivity.

Supplemental Policy Area (SPA) 13-RH-T3-RC-01 applies to undeveloped land within the Residential Corridor policy, generally located along Una Antioch Pike, Mt. View Road, and Rural Hill Road, where higher intensity redevelopment may be supported through appropriate building form, site access, and enhanced connectivity. *This SPA is identified along the western property line, associated with adjacent (western) parcels located along the Una Antioch Pike corridor.*

### Consistent with Policy?

The proposed zone change is consistent with the T3NE policy and the T3NE SPA, which are the primary land use policies at this site. Guidance from the SPA suggests that the gross density of the area should be similar to adjacent properties in the RS7.5 zoning district, consistent with this rezoning request. Additionally, the Antioch-Priest Lake Community Plan includes a detailed Transportation Plan for future development located within Rural Hill-Moss Road SPAs. Guidance from the Transportation Plan indicates a need for a more comprehensive transportation system with interconnected streets and a cohesive block structure. Rezoning to RS7.5 will create more opportunities for enhanced vehicular and pedestrian connectivity, consistent with policy guidance for the area.

### **ANALYSIS**

The site is vacant and is primarily located in the T3NE policy and T3NE SPA, extending north/east on the north side of Moss Road, and south/west on the south side of Moss Road. Surrounding land uses include primarily single-family and vacant properties, with scattered community/institutional uses located along the Una Antioch Pike corridor.





## Metro Planning Commission Meeting of 4/12/18

The site does not currently have any public street frontage, but it is located directly north of an existing RS7.5-zoned parcel that was recently approved by the Metro Planning Commission for development of a single-family subdivision. The adjacent subdivision is accessed from Moss Road through a new public street that stubs to the site, consistent with guidance from the detailed Transportation Plan, which emphasizes the importance of developing a street network within the community. Once the subject property is rezoned to a single-family zoning district, access to site can be achieved by connecting through the adjacent subdivision to Moss Road, consistent with guidance from the Transportation Plan.

Single-family residential development at this site will provide additional opportunities to connect to the adjacent subdivision and surrounding street network, allowing for improved pedestrian, bicycle and vehicular connectivity. Rezoning from AR2a to RS7.5 will allow the site to redevelop in a manner that is consistent with the policies and the surrounding context. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	4.0	0.5 D	4 U	39	3	5

Maximum Uses in Proposed Zoning District: **RS7.5**

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)	4.0	5.8 D	23 U	221	18	24

Traffic changes between maximum: **AR2a and RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+19 U	+182	+15	+19



## **Metro Planning Commission Meeting of 4/12/18**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing AR2a district: 3 Elementary 2 Middle 2 High**

**Projected student generation proposed RS7.5 district: 8 Elementary 6 Middle 5 High**

The proposed zoning is expected to generate 12 additional students beyond the existing zoning. Students would attend J.E. Moss Elementary School, Apollo Middle School, and Antioch High School. J.E. Moss Elementary and Apollo Middle have been identified as having additional capacity. There is no capacity for high school students within the Antioch High School cluster; however, there is capacity within an adjacent cluster for high school students. 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 T3 Suburban Neighborhood Evolving policy and T3 Suburban Neighborhood Evolving SPA.

### **CONDITIONS**

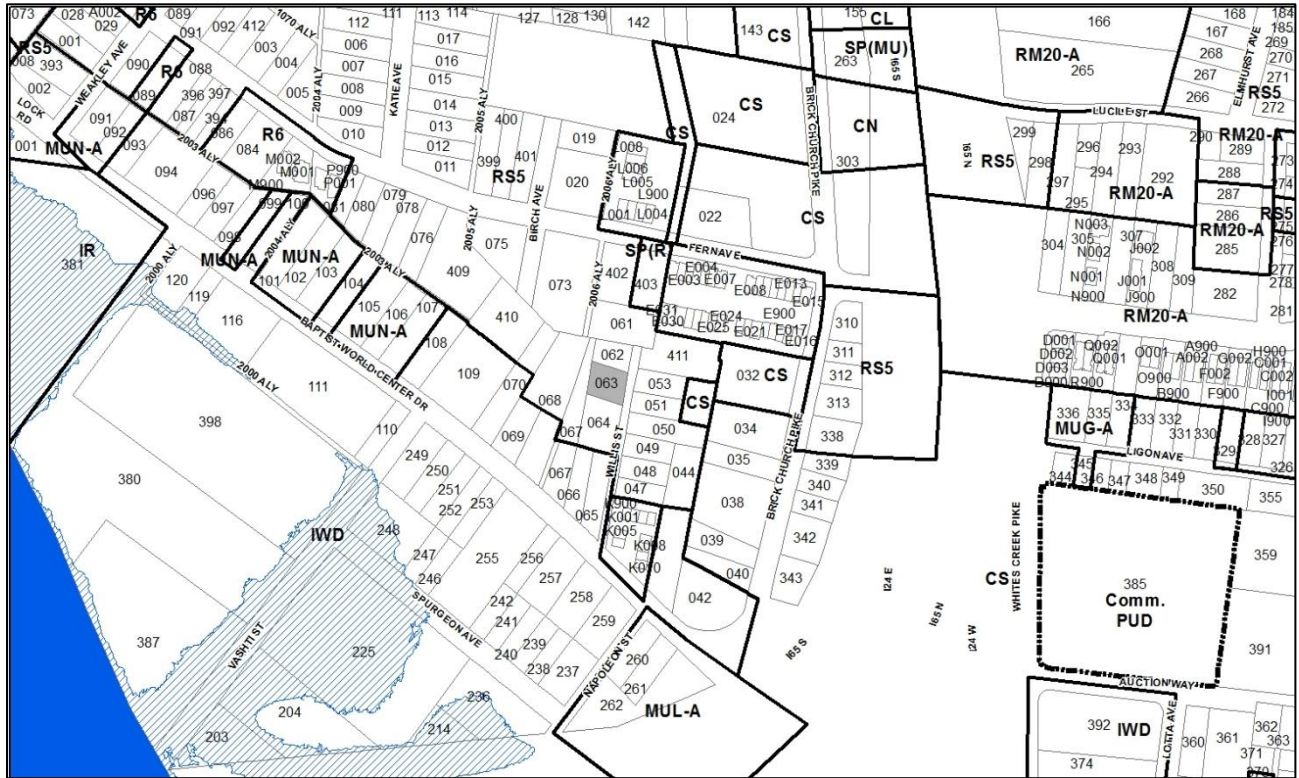
1. Requesting this rezoning may affect the provision of affordable or workforce housing units in rental projects involving five or more rental units on site, as set forth in Ordinance Nos. BL 2016-133, and BL2016-342, which authorizes Metro grants to offset the provision of affordable or workforce housing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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 4/12/18



## 2018Z-041PR-001

Map 071-14, Parcel(s) 063

11, Bordeaux - Whites Creek – Haynes Trinity

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Zone Change 2018Z-041PR-001</b>
<b>Council District</b>	02 - Hastings
<b>School District</b>	1- Gentry
<b>Requested by</b>	Prime Nashville, LLC, applicant and owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to RM15-A**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential (RM15-A) zoning on property located at 19 Willis Street, approximately 300 feet northeast of Baptist World Center Drive (0.14 acres).

**Existing Zoning**

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

**Proposed Zoning**

Multi-Family Residential-Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 2 units.*

**BORDEAUX – WHITES CREEK- HAYNES TRINITY 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.

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.



## Metro Planning Commission Meeting of 4/12/18

### Consistent with Policy?

The proposed zone change to RM15-A may permit up to two residential units on this lot. The proposed zone change is consistent with the proposed T4 Mixed Use Neighborhood policy which supports a variety of housing types as well a mixture of uses including commercial and residential. The neighborhood mainly consists of single-family uses and vacant property. The site is located approximately 311 feet from Baptist World Center Drive which is classified as an arterial-boulevard on the Major and Collector Street Plan. The requested RM15-A zoning district includes design standards that will encourage development that is more consistent with the design principles of the T4 MU policy.

### **ANALYSIS**

The site is located on the west side of Willis Street, approximately 300 feet north of Baptist World Center Drive. The parcel, totaling 0.14-acres, includes a single-family residential unit. The site is surrounded by vacant properties to the north, south and west, and single-family residential uses to the east. The existing land use pattern along this segment of Willis Street is characterized by residential uses.

The requested zoning, RM15-A, will create opportunities for redevelopment that is more consistent with the goals of T4 MU policy than the existing RS5 zoning. The RM15-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 redevelopment of residential uses close to Baptist World Center Drive which is designated as an arterial-boulevard with existing transit routes.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.14	8.71 D	1 U	10	1	2

Maximum Uses in Proposed Zoning District: **RM15-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 (210)	0.14		2 U	20	2	3

Traffic changes between maximum: **RS5 and RM15-A**

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



## **Metro Planning Commission Meeting of 4/12/18**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed RM15-A district: 0 Elementary 0 Middle 0 High**

The proposed zone change would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, Whites Creek High School. Each school within the cluster has capacity for additional students. 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 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.