



METROPOLITAN PLANNING COMMISSION MINUTES

May 10, 2018
4:00 pm Regular Meeting

936 E. Trinity Lane
East Police Precinct

MISSION STATEMENT

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

Commissioners Present:

Greg Adkins, Chair
Jessica Farr, Vice Chair
Ron Gobbell
Dr. Pearl Sims
Dr. Terry Jo Bichell
Brian Tibbs
Jeff Haynes
Daveisha Moore

Commissioners Absent:

Lillian Blackshear
Councilmember Fabian Bedne

Staff Present:

Bob Leeman, Interim Executive Director
George Rooker, Special Projects Manager
Kelly Adams, Admin Services Officer III
Lee Jones, Planning Manager II
Lucy Kempf, Planning Manager II
Michael Briggs, Planning Manager I
Lisa Milligan, Planner III
Greg Claxton, Planner III
Shawn Shepard, Planner III
Dara Sanders, Planner III
Anna Grider
Abbie Rickoff, Planner II
Levi Hill, Planner II
Gene Burse, Planner I
Patrick Napier, Planner I
Dustin Marsh, Legal
Craig Owensby, Public Information Officer

Robert Leeman, AICP

Secretary and Interim Executive Director, Metro Planning Commission
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Notice to Public

Please remember to turn off your cell phones.

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

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

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

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

Writing to the Commission

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

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

Speaking to the Commission

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

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

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

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

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

Legal Notice

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



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MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:04 p.m.

B: ADOPTION OF AGENDA

Mr. Haynes moved and Mr. Gobbell seconded the motion to adopt the agenda. (6-0)

C: APPROVAL OF APRIL 26, 2018 MINUTES

Mr. Gobbell moved and Dr. Sims seconded the motion to approve the April 26, 2018 minutes. (6-0)

D: RECOGNITION OF COUNCILMEMBERS

Ms. Farr arrived at 4:06 p.m.

Councilmember Swope spoke in favor of Items 15a and 15b.

E: ITEMS FOR DEFERRAL / WITHDRAWAL

1. **2018M-001OT-001**
DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN
3. **2015SP-049-003**
1225 STAINBACK AVENUE (AMENDMENT)
5. **2018SP-017-001**
GLENDALE & SCENIC
6. **2017NHL-002-002**
BELAIR MANSION
8. **2018Z-044PR-001**
13. **2018SP-033-001**
2423 BUENA VISTA
14. **2018SP-034-001**
291 TUSCULUM ROAD SP
18. **2018SP-040-001**
3156 ANDERSON ROAD
20. **2018NHL-002-001**
IVY HALL
21. **2018S-021-001**
DRG INTERCHANGE CENTER
24. **2018Z-046PR-001**

Mr. Haynes moved and Ms. Moore seconded the motion to approve the Deferred and Withdrawn Items. (7-0)

Chairman Adkins recused himself from Item 6.

F: CONSENT AGENDA ITEMS

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

- 4. **2017SP-087-001**
HILL PROPERTY SP

- 7. **2018S-059-001**
1020 EAST OLD HICKORY BOULEVARD

- 9a. **2018CP-007-001**
WEST NASHVILLE COMMUNITY PLAN AMENDMENT

- 9b. **2018Z-043PR-001**

- 10. **2018CP-008-001**
NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

- 12a. **2018CP-010-002**
GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

- 12b. **2018SP-032-001**
CENTENNIAL GARAGE

- 15a. **2018SP-036-001**
THE BRIAN PAUL SP

- 15b. **55-85P-004**
PUD (CANCEL)

- 16. **2018SP-037-001**
38TH AVE NORTH SP

- 17. **2018SP-039-001**
FAIRVIEW MEADOWS

- 28. **Accept the Director's Report and Approve Administrative Items**
Ms. Farr moved and Dr. Bichell seconded the motion to approve the Consent Agenda. (7-0)

Chairman Adkins recused himself from Item 15a and 15b.

G: ITEMS TO BE CONSIDERED

1. **2018M-001OT-001**
DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN
Council District 15 (Jeff Syracuse)
Staff Reviewer: Jessica Buechler

A request to establish a Transit-Oriented Redevelopment District on various properties located along Lebanon Pike, from Park Drive to Stewarts Ferry Pike, requested by M.D.H.A., applicant.

Staff Recommendation: Defer to the May 24, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018M-001OT-001 to the May 24, 2018, Planning Commission meeting. (7-0)

2a. **2018CP-010-001**
GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT
Council District 17 (Colby Sledge)
Staff Reviewer: Anna Grider

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 8th Avenue South, zoned RM20, and partially within a Planned Unit Development Overlay District (approximately 6.93 acres), requested by Kimley-Horn, applicant; Park at Hillside, LLC, owner. (See associated case # 2018P-001-001 and 2018SP-026-001)

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend 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 8th Avenue South, zoned Multi-family Residential (RM20) and partially within a Planned Unit Development Overlay District (approximately 6.93 acres).

GREEN HILLS-MIDTOWN COMMUNITY PLAN **Current Policy**

T4 Urban Neighborhood Evolving (T4NE) 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.

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

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

T4 Urban Mixed Use Corridor (T4CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2018SP-026-001, a request to change the zoning from Multi-Family Residential (RM20) to Specific Plan – Mixed Use (SP-MU) zoning to permit a mix of uses on 23 acres at the southwest corner of Edgehill Avenue and 8th Avenue South. The plan amendment request only includes the northeast portion of the proposed SP. A request for cancellation of a portion of a Planned Unit Development (2018P-001-001) is also associated with this case. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

T4 NE policy is currently applied to the property, and encompasses most of the surrounding area to the west. Open Space (OS) policy is applied directly to the south for the City Reservoir and Reservoir Park and to the northwest for Rose Park. Civic (CI) policy is applied directly to the north to Rose Park middle school. Commercial uses are not supported with the existing T4 NE policy. As a result, the applicant has proposed a policy change to Urban Mixed Use Corridor (T4 CM), which is intended to enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development. T4 CM policy is applied immediately adjacent to the east and continues north and south along 8th Avenue S. The small area of Conservation (CO) policy present on the south-central section of the site indicates the presence of steep slopes.

COMMUNITY PARTICIPATION

On February 13, 2018, a community meeting was held at Salama Urban Ministries, located at 1205 8th Avenue S, to discuss the applicant's plan amendment and zoning requests. Approximately 30 people attended, including Councilmember Colby Sledge, the applicant and development team and staff from the Planning Department. Many of the attendees were current tenants of the Park at Hillside, the existing housing on the site of the plan amendment and had attended one or more meetings held by the Councilmember and the property owner that occurred over the previous year.

Planning staff spoke and answered questions at the meeting regarding the plan amendment and Specific Plan applications. Attendees generally expressed support for the plan amendment and the introduction of a mix of uses along this portion of Edgehill Avenue. The main concerns for attendees were the relocation of the existing tenants on site, the affordability of the new rents and the affordability of retail that may be introduced for existing residents.

Other issues discussed at the community meeting were related to the uses allowed by the T4 CM policy and the SP zoning, the phasing of development, the mix of unit sizes, security, traffic projections and access, and discussion of the increased density allowed by the proposed policy.

ANALYSIS

The proposed amendment area is a suitable location for T4 CM policy for the following reasons:

Policy Application

T4 CM policy is applied to major corridors and intersections with the intent of encouraging a mix of higher-density residential and mixed use development. The intersection of 8th Avenue S (an Arterial Boulevard) and Edgehill Avenue (a Collector Avenue) is a prominent intersection, with high visibility and accessibility, in a heavily trafficked and populated area approximately two miles from downtown Nashville. Extending the existing T4 CM policy from 8th Avenue S along Edgehill Avenue is appropriate at this location.

Context

The plan amendment area is located west of I-65 and is less than a quarter-mile from a Tier One center, east of I-65, in the Growth & Preservation Concept Map. Tier One centers are intended to be pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks. Infill development is encouraged along transit and multimodal corridors in between and immediately around activity and employment centers such as the Tier One center. The plan amendment area's proximity to this center makes it an appropriate location for T4 CM policy.

The amendment area is located adjacent to the historic reservoir site, which sits on the site of Fort Casino, and is listed on the National Register of Historic Places. Staff from Metro Historical Commission and Parks expressed concerns regarding the potential impacts of this development on the scenic relationship between the adjacent historic reservoir site, Fort Negley and Rose Park. The Community Character Manual states that the potential impacts of proposed developments on historic sites should be carefully considered and appropriate measures should be applied that mitigate any adverse impacts. Development near such sites should make efforts to balance new development with the existing character, scale, massing and orientation of those historical features. Any development should be designed sensitively to address the importance of the visual relationship between these historic sites.

Transportation

8th Avenue S is a major arterial with existing bus service and an immediate need high capacity transit corridor. High capacity transit corridors represent a framework of more intense housing and commercial areas along major roadways with more frequent transit service. The immediate need priority means the street is slated for near-term improvements to transit service. Edgehill Ave is a collector avenue. Both streets have existing transit lines making this a significant and accessible multimodal intersection.

Appropriate Uses and Intensity

T4 CM policy prioritizes higher-intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections. Development should respond appropriately to this transition from commercial to residential as you travel west along Edgemoor Avenue and south down Hillside Avenue with the buildings height, scale and massing decreasing and the setbacks increasing to the lower intensity T4 NE neighborhood.

Typical building heights in T4 CM policy areas are up to 5 stories. Taller buildings are found at major intersections along streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, location, architectural elements and surrounding context. In this context, punctuations of heights greater than 5 stories may be appropriate given the site's proximity to a Tier One center and high capacity transit corridor and the adjacent existing T4 CM policy. Consideration of taller heights is also based on how the buildings respond to the unique locational characteristics and context of the area.

Amending the Community Character Policy from T4 NE to T4 CM is appropriate because of the opportunities described above for providing additional consumer goods, services and housing options to a densely populated area, in close proximity to downtown, served by transit, and accessed by a heavily trafficked major arterial and collector avenue.

STAFF RECOMMENDATION

Staff recommends approval of the amendment request.

Ms. Grider presented the staff recommendation of approval.

Mr. Tibbs arrived at 4:38 p.m.

Items 2a, 2b, and 2c were heard and discussed together.

David Kleinfelter, 424 Church St, spoke in favor of the application.

Ben Brewer, Elmington Capital Group, spoke in favor of the application. This development will provide not only a considerable amount of traffic improvements, but it will also provide an unprecedented level of affordable housing.

Ben Miskelly, Kimley-Horn, spoke in favor of the application as it is a huge commitment to affordability.

Brittany Sears, 1131 Archer St, spoke in favor of the application due to the commercial component that will come to the area.

Joel Dark, 1027 15th Ave S, spoke in favor of the application.

George Davis, 1422 Hillside Dr, spoke in favor of the application because it will provide a good environment for children. There is also a great need for retail in this area.

Barbara Shelbourne, 1416 Hillside Ave, spoke in favor of the application.

Paulette Coleman, 6205 Willow Oak Dr, spoke in favor of the application and expressed excitement about the number of affordable units this development will provide.

Kennetha Patterson, 1108 Hillview Lane, spoke in favor of the application due to the affordability component.

Josiah Goins-Williams, 1418 Hillside Ave, spoke in favor of the application.

Austin Sauerbrei, 529A Eastboro Dr, spoke in favor of the application. This type of development needs to be the norm, not the exception.

Emily Pruett, 828A W Argyle Ave, spoke in favor of the application although expressing concerns with increased traffic.

John Summers, 5000 Wyoming Ave, spoke in favor of the application.

Avy Long, 1222 15th Ave S, spoke in opposition to the application. This will put poor and working class people in a separate building. We should not be entertaining segregation.

Kate Hatfield, 915 Buford Pl, spoke in opposition to the application.

Bea Thompson, 200 Rolling Fork Ct, spoke in opposition to the application because the massing and height will negatively affect the surrounding historic area.

Ronald Miller spoke in opposition to the application because of the potential adverse impact to the area over the years.

Betty Davis, 1105 Argyle Ave, spoke in opposition to the application.

David Kleinfelter asked for approval and explained that the density is NashvilleNext appropriate.

Councilmember Sledge spoke in favor of the application and asked for approval. (8-0)

Chairman Adkins closed the Public Hearing.

Mr. Haynes congratulated everyone who worked on this because it is a very complicated process. This is a fabulous plan, although concerned with the height in Zone 1. Condition #2 protects it, though, by preparing viewsheds modeling on that corner.

Dr. Sims spoke in favor of the application although she does have concerns with interfering with historic properties as well as messing with the environment. This is asking Edgehill neighbors to sacrifice a lot.

Mr. Gobbell spoke in agreement with Mr. Haynes comments, but noted that this accomplishes what we have to accomplish to keep Nashville evolving.

Ms. Moore spoke in favor of the application and expressed appreciation for all the hard work that went into it.

Dr. Bichell spoke in favor of the application even though she shares the concerns regarding height.

Mr. Tibbs spoke in favor of the application as it seems a compromise was reached.

Ms. Farr spoke in favor of the application. The plan makes a lot of sense and a 100% affordable housing project in the heart of Nashville is exciting.

Ms. Farr moved and Mr. Tibbs seconded the motion to approve. (8-0)

Resolution No. RS2018-108

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-010-001 **is approved (8-0)**”.

2b. 2018SP-026-001

THE RESERVOIR SP

Council District 17 (Colby Sledge)

Staff Reviewer: Levi Hill

A request to rezone from CS and RM20 to 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 Overlay District, to permit 1,200 multi-family residential units and non-residential uses, (23.32 acres), requested by Kimley-Horn, applicant; 1201 8th Ave, LLC, 1203 8th Ave, LLC, 929 Edgehill, LLC and Park at Hillside, LLC, owners. (See associated case # 2018P-001-001 and 2018CP-010-001)

Staff Recommendation: Approve with conditions and disapprove without all conditions subject to approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.

APPLICANT REQUEST

Zone change 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).

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 442 units; however, use and density is controlled by the PUD.*

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

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. The PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The PUD is currently developed with 290 multi-family dwelling units.*

This PUD is an older "Res-E" residential PUD. The Res-E PUDs were adopted in the early 1970s to recognize existing public housing developments that were put in place prior to comprehensive zoning. There was never a master plan adopted with this or any other Res-E PUD.

Proposed Zoning

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

GREEN HILLS - MIDTOWN COMMUNITY PLAN

Existing Policy

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.

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

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

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Consistent with Policy?

The project site is comprised of eight parcels. Four of the parcels are located at the intersection of Edgehill Avenue and 8th Avenue South, Parcels 038-040 and parcel 042, and are currently within T4 Urban Mixed Use Corridor (T4 CM) policy. The remaining four parcels located along Hillside Avenue and Edgehill Avenue, Parcels 024, 332, and 511-512, are currently within T4 Urban Neighborhood Evolving (T4 NE) policy. The Conservation policy present on the site indicates the presence of small, discontoured sloped areas along the eastern boundary of the site. The plan proposes minimal disturbance to these areas. Portions of the proposed SP are not consistent with the existing T4 NE policy, which is a residential policy that does not support commercial uses. The proposed SP is consistent with the T4 CM policy, which would be expanded to cover the northeast portion of the plan, specifically the area east of Hillside Avenue and north of the reservoir if the associated plan amendment (2018CP-010-001) is approved. T4 CM policy is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor.

The proposed SP proposes high density residential and commercial development along the corridors, while transitioning to moderate to low density residential development at the interior and southern boundary of the site.

This SP will provide a range of commercial uses intended to serve the residents of the surrounding neighborhood as well as the proposed residents within this plan. The plan proposes to extend Vernon Avenue to Hillside Avenue while providing multiple stub streets to the property west of the site, enhancing the connectivity of the greater area.

PLAN DETAILS

The site is comprised of eight parcels totaling 23.32 acres at the intersection of Edgehill Avenue and 8th Avenue South and along Hillside Avenue, approximately 200 feet north of Wade Avenue. The properties are currently developed office and commercial uses along 8th Avenue South and multi-family residential uses on the remainder of the site. An existing residential PUD covers a portion of the property and proposed to be cancelled as a part of this request. Properties to the west are developed with multi-family uses while properties to the south are developed with one and two-family residential uses. The site is bound by Reservoir Park to the south and east and Edgehill Avenue to the north.

Site Plan

The plan proposes a maximum of 1,200 residential units and maximum of 600,000 square feet of non-residential space located at the northeast corner of the site. The plan is divided into seven distinct zones, each including specific permitted uses and bulk standards applicable to those zones. Non-residential uses are isolated to zones 1, 2, and 3 along with high density multi-family uses. Zones 4 through 6 include moderate density multi-family uses while zone 7 proposes moderate to low density residential uses.

Access to the site is provided primarily from Edgehill Avenue, Hillside Avenue, and a new public street extending west from 8th Avenue South. The plan also proposes improvements to Summit Avenue at the southern end of the site and two stub streets to the adjacent property to the west. The existing pedestrian walkway to the west of the site is proposed to be improved to a 12 foot wide multi-use path. A series of internal drives provide circulation within the different zones of the plan. Structure parking is provided in zones 1, 2, 3, and for one multi-family building in zone 4. A combination of surface parking and private garages serve the remaining portions of the plan. All parking spaces are provided to serve the proposed uses, consistent with the requirements in the Metro Zoning Ordinance. Edgehill Avenue and 8th Avenue South will be improved to collector and arterial standards, respectively, consistent with the Major and Collector Street Plan. A 10-foot sidewalk and 6-foot planting strip is provided along 8th Avenue South while an 8 foot sidewalk, 6 foot bike lane, and 4 foot planting strip is proposed along Edgehill Avenue. A 6 foot sidewalk and 4 foot planting strip is proposed along Hillside Avenue, exceeding local street standards. The new public road extension from 8th Avenue South will include an 8 foot sidewalk and 5 foot planting strip exceeding local street standards. Sidewalk connections are provided internal to the development connecting each of the buildings to the public sidewalks along the perimeter.

Perimeter and internal landscaping is proposed throughout the plan. The plan includes bulk standards including floor area ratio and maximum heights as well as architectural design standards for minimum glazing and entrances, and prohibited materials specific to each zone and requirements for façade articulations specific to each zone. Heights are limited to a maximum of 150 feet in zone 1 and 110 feet in zone 2. Height in Zone 3 will be limited to an elevation of 646 feet, in reference to the elevation of the ring road on the reservoir site to the south. Maximum heights for zones 4-7 range from 30 feet to 60 feet. The SP also includes additional requirements for the screening of parking structures where visible from public right of way or open spaces.

ANALYSIS

The proposed SP is consistent with the goals of the existing T4 NE policy and the proposed T4 CM policy, in this location. The site is located at the intersection of 8th Avenue South, which is a major arterial, and Edgehill Road, which is identified as a collector. The site is also in close proximity to a Tier 1 Center as identified by NashvilleNext. The site is adjacent to an existing large scale multi-family development and provides adequate transitions to the lower density residential uses to the south of the property. Both the existing residents of the neighborhood and the residents within the proposed plan will benefit from an easily accessible development that includes a range of commercial uses. The site has frontage on five existing streets and three proposed streets. All buildings are oriented to address all frontages or open spaces consistent with the design guidance in T4 NE and T4 CM policies, which call for shallow setbacks and building forms that address the pedestrian realm.

The SP transitions to a lower density footprint with individual one and two-family residential lots consistent with the development pattern of the T4 Neighborhood Maintenance policy to the south. Common open spaces are proposed throughout the plan while enhanced bicycle and pedestrian facilities are proposed both on site and off site, consistent with the goals of the T4 NE and T4 MC policies. Staff expressed concerns regarding the scenic relationship of the adjacent historic reservoir site and other historically significant sites in the immediate area and the potential impacts of this development. The plan was revised in regards to maximum allowed heights and building footprint orientation in zones 1, 2, and 3 to address these concerns. Additionally, conditions requiring additional view shed analysis upon the submittal of a final site plan could further mitigate any potential impacts as they pertain to view sheds.

Planning staff has consulted with Metro Parks on the review of this project in the context of adjacent park properties. Parks expressed support of limiting the heights of most buildings based on the elevation of the ring road. Concerns were expressed in terms of view impacts of the tower elements to Rose Park and Ft. Negley.

Following consultation with Planning staff, a condition is included requiring additional view shed study at the time of submittal of the final site plan. Additionally, the applicant will explore the feasibility of providing a public access easement between the planned future Reservoir Park and the Reservoir SP to allow elevated public access into the development to allow views of downtown, Fort Negley and Rose Park.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans.
- The required capacity fees must also be paid prior to Final Site Plan/SP approval.
- The 8th Avenue South City Reservoir holds an important place in Nashville's history and is listed on the National Register of Historic Places. The Reservoir and related underground infrastructure also are critical to the operation of the Metropolitan Government's water supply system. Those factors and local geological characteristics make it necessary that development projects near the Reservoir be undertaken with particular care, including the measurement and minimization of seismic impacts. The Metropolitan Government will require that area projects involving blasting or other activities likely to cause measurable seismic effects at the Reservoir be overseen by a qualified geological engineering consultant with responsibility for pre-construction surveys, blasting plan development, blast measurement and protective measures. Project plans must include seismic monitoring throughout. The consultant, seismic control plan and protective measures must be approved in advance by the Director of the Metropolitan Department of Water and Sewerage Services. Developers will be responsible for implementation of the approved plan and all associated costs. The Metropolitan Government may also require a bond or other security instrument to cover damage to the Reservoir or related property that results from development activities.

STORMWATER RECOMMENDATION

Approve

HISTORICAL COMMISSION

Approve with conditions

- Fort Negley, Fort/Blockade Casino (Eighth Avenue Reservoir), and Fort Morton (Rose Park) are interrelated geologically, geographically, and historically, and there are concerns about potential adverse effects to the viewshed connections between all three properties. In order to preserve these viewsheds, building heights within the project area, with the exception of the tower elements, should be limited to the elevation of the ring road around the Reservoir. Prior to Final Site Plan/SP approval, Historical Commission staff must review the tower elements to minimize adverse effects to the historic sites. Final review could require additional viewshed studies.

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.
- All proposed road, sidewalk, bicycle, etc. improvements within the ROW are to comply with the standards and specifications of MPW and the Major and Collector Street Plan.
- Prior to Final SP, indicate the solid waste and recycling plans and all back of house operations for each phase.
- If future Final SP phase require ROW abandonment, then a Mandatory Referral must be approved at Metro Council prior to Final SP approval.
- All recommended improvements from the MPW Traffic Engineer are to be incorporated with the submission of the Final SP(s)

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Additional transportation analysis may be required to determine additional transportation improvements prior to Final SP plan approval. In accordance with the findings of the initial TIS, the developer shall install the following transportation improvements.

Edgehill Avenue

- There shall only be one driveway onto Edgehill Avenue from the development.
- Public Works may require the construction of all Edgehill improvements with phase 1 of the development.

Hillside Avenue

- The proposed Hillside pavement reduction per SP document is not acceptable. Provide on-street parking with a modified ST-252b. Include a 4' grass strip or tree wells and 6' wide sidewalk.
- Developer shall construct LT lanes on both sides of Hillside at proposed new signal at Edgehill intersection if feasible.

8th Avenue South

- Address the possible extension of the LTL on 8th from Edgehill/Chestnut intersection past Access A to install a LTL at access driveway A. Evaluate with final plan for Phase 1.

Summit Avenue

At Phase 2, developer shall construct the following roadway improvements. In addition to the improvements identified in Phase 1 the following improvements are proposed for Phase 2. If not previously constructed, Phase 1 roadway improvements and Phase 2 roadway improvements shall be constructed prior to Use and Occupancy permit for Phase 2.

- Extend Summit Avenue from 10th Avenue South to Hillside Avenue as ST-251 (minor local street).
- Provide two-way stop control with crosswalks at the intersection of Summit Avenue at 10th Avenue South, with STOP control for the northbound approach.

Vernon Avenue

At development of Phase 3, at a minimum developer shall construct the following roadway improvements:

- Extend Vernon Avenue from 8th Avenue South to connect to Hillside Avenue and enhance the roadway to a typical street section. The connection with 8th Avenue South will be considered
- Driveway A and the connection with Hillside Avenue will be considered Driveway D.

Edgehill Avenue at Hillside Avenue Intersection

At Phase 1, at a minimum developer shall construct the following roadway improvements.

- A traffic signal is recommended at this intersection due to the increase in residential density in close proximity to the intersection. Additionally, an unsignalized pedestrian crossing connects the residential area to an existing school and park. The traffic signal will create a signalized pedestrian crossing for the residents south of Edgehill Avenue.
- In addition to the traffic signal, an additional eastbound left-turn lane and westbound left-turn lane with protected-permissive signal phases are recommended. The construction of an additional northbound lane is recommended and the approach to be restriped as a shared left-turn / through lane and right-turn lane. Permissive signal phasing for the northbound and southbound approaches is adequate. Left turn lanes on Hillside Avenue legs may be required.
- Developer shall design signal plans and submit to MPW traffic engineer for approval. Traffic signal shall be designed to allow for future widening of Edgehill Ave from 8th Avenue to Hillside Avenue with construction of Phase 3. The south leg of Hillside Avenue shall be constructed as 3 lane cross section if ROW is available. The signal plan should consider alternate phasing if LTL can be constructed on the north and south legs of Hillside Avenue.

Edgehill Avenue at 8th Avenue South Intersection

- Investigate warrant for an additional WB through lane on Edgehill at 8th Avenue in order to prevent traffic queues from blocking consolidated access driveway to Phase 3 development and parking garages.
- At development of Phase 3, at a minimum developer shall construct the following roadway improvements.
 - a. Developer shall conduct geometric analysis to determine if widening 8th Avenue on the eastside will allow construction of a SB RTL and provide adequate transition thru intersection.
 - b. Modify traffic signalization with bicycle signal for future bike connectivity east of 8th Avenue South.

12th Avenue South at Edgehill Avenue Intersection

At Phase 1, at a minimum Developer shall construct the following roadway improvements:

- Developer shall restripe the west leg of this intersection for the addition of a second eastbound through lane. The current laneage for the west leg is two (2) westbound receiving lanes which transition to one (1) lane approximately 225 feet west of 12th Avenue South, one (1) eastbound left-turn lane, and one eastbound through / right-turn lane. The west leg shall be restriped for additional capacity for the eastbound approach by the following: one (1) westbound receiving lane, one (1) eastbound left-turn lane with 100 feet of storage, one (1) eastbound through lane, and one (1) eastbound through / right-turn lane with 150 feet of storage. Adequate lane widths shall be provided.

8th Avenue South at Hamilton Avenue Intersection

At Phase 1, at a minimum Developer shall construct the following roadway improvements:

- Through a preliminary traffic signal warrant analysis, a traffic signal may be warranted at this intersection. Hamilton Avenue currently experiences increase traffic as an alternative route to/from I-65. Developer shall design signal plans and submit to MPW traffic engineer for approval and install signal when directed by MPW prior to Phase 3.

Wedgwood Avenue at Hillside Avenue Intersection

At Phase 1, at a minimum Developer shall construct the following roadway improvements:

- Limited intersection sight distance has been identified for the southbound approach, looking right (to the west), due to a horizontal curve on Wedgwood Avenue west of Hillside Avenue. An unsignalized pedestrian crossing across

Wedgewood Avenue is located at this intersection. In order to mitigate the sight distance shortage and to provide a signalized pedestrian crossing, a traffic signal is recommended.

- Developer shall conduct a traffic signal warrant analysis each phase of development phase and design signal plans to include pedestrian signalization and install signal when warranted and directed by MPW traffic engineer.
- Developer shall apply to MPW to restrict Parking on Hillside Ave as necessary
- Additional engineering analysis shall be conducted to determine if an EB LTL on Wedgewood at Hillside can be constructed utilizing available ROW.

In addition to the improvements identified in Phase 1, the following improvements are proposed for Phase 2. If not previously constructed, Phase 1 roadway improvements and Phase 2 roadway improvements shall be constructed prior to Use and Occupancy permit for Phase 2.

- Should a traffic signal not be installed prior to Phase 2, the construction of a traffic signal is recommended at this intersection. The eastbound laneage will consist of one (1) left-turn /through lane with protected-permissive phasing and one (1) through lane. The southbound approach is proposed to be restriped as one (1) left-turn lane and one (1) right-turn lane with 100 feet of storage.

8th Avenue South at Wedgewood Avenue

At Phase 1, at a minimum developer shall construct the following roadway improvements:

- Developer shall restripe the southbound approach in accordance to the proposed striping from the 8th Avenue South Multimodal Study as two (2) left-turn lanes, one (1) through lane, and one (1) through/right-turn lane. Developer shall design signal modification plans and submit to MPW traffic engineer for approval and install signal when approved by traffic engineer prior to Phase 2 if not already constructed by others.
- Adequate truck turning radius shall be provided.

Hillside Avenue at Driveway E

At Phase 1, at a minimum developer shall construct the following roadway improvements:

- Construct the eastbound approach with one (1) ingress lane and one (1) egress lane to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the eastbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).
- This intersection shall be constructed to allow the future construction of a 3 lane cross section with TWLTL along project frontage on Hillside Ave.

Hillside Avenue at Driveway G

At Phase 2, developer shall construct the following roadway improvements. In addition to the improvements identified in Phase 1 the following improvements are proposed for Phase 2. If not previously constructed, Phase 1 roadway improvements and Phase 2 roadway improvements shall be constructed prior to Use and Occupancy permit for Phase 2.

- Align driveway F and G.
- Construct the westbound approach with one (1) ingress lane and one (1) egress lane to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the westbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

Hillside Avenue at Driveway I

At Phase 2, developer shall construct the following roadway improvements. In addition to the improvements identified in Phase 1 the following improvements are proposed for Phase 2. If not previously constructed, Phase 1 roadway improvements and Phase 2 roadway improvements shall be constructed prior to Use and Occupancy permit for Phase 2.

- Construct the westbound approach with one (1) ingress lane and one (1) egress lane to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the westbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

Hillside Avenue at Summit Drive Extension

At Phase 2, developer shall construct the following roadway improvements. In addition to the improvements identified in Phase 1 the following improvements are proposed for Phase 2. If not previously constructed, Phase 1 roadway improvements and Phase 2 roadway improvements shall be constructed prior to Use and Occupancy permit for Phase 2.

- Construct the eastbound approach with one (1) ingress lane and one (1) egress lane to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the eastbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

Hillside Avenue at Driveway J

At Phase 2, developer shall construct the following roadway improvements. In addition to the improvements identified in Phase 1 the following improvements are proposed for Phase 2. If not previously constructed, Phase 1 roadway improvements and Phase 2 roadway improvements shall be constructed prior to Use and Occupancy permit for Phase 2.

- Construct the eastbound approach with one (1) ingress lane and one (1) egress lane to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the eastbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

Hillside Avenue at Driveway K

At Phase 2, developer shall construct the following roadway improvements. In addition to the improvements identified in Phase 1 the following improvements are proposed for Phase 2. If not previously constructed, Phase 1 roadway improvements and Phase 2 roadway improvements shall be constructed prior to Use and Occupancy permit for Phase 2.

- Construct the eastbound approach with one (1) ingress lane and one (1) egress lane to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the eastbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

8th Avenue South at Driveway A (Vernon Avenue)

At development of Phase 3, at a minimum developer shall construct the following roadway improvements:

- Driveway A shall be constructed an appropriate distance from Edgehill Avenue/8th Avenue signalized intersection to provide adequate storage for 8th Avenue SB LTL so that traffic does not queue past Driveway A intersection.
- Additional traffic analysis may be required to determine appropriate Left Turn storage for 8th Avenue LTL at Driveway A without conflicting with left turns at nearby driveways along 8th Avenue.
- Construct a RTL on 8th Avenue at Driveway A, if warranted.
- Construct a LTL on 8th Avenue at Driveway A, if warranted.
- Construct the eastbound approach with one (1) ingress lane and two (2) egress lanes to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the eastbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).
- Additional traffic analysis may be required to determine adequate LTL storage and recommended cross section of Driveway A to D.
- Driveway A shall be constructed to allow adequate truck turning radius at intersections with consolidated B and C driveway and intersection with 8th Avenue and Hillside Avenue.
- Any valet or short term parking loading areas shall be bulbed in and shall be identified along Driveway A.

8th Avenue South at Consolidated Driveway B & C

At development of Phase 3, at a minimum developer shall construct the following roadway improvements:

- Additional traffic analysis shall be required to determine adequate cross section of this driveway. This new driveway shall provide access to parking garages and valet, rideshare or truck loading operations and mail/parcel deliveries. Any gates to private parking areas shall be located an appropriate distance from public ROW and a denial lane shall be required.
- New consolidated Driveway shall be located an appropriate distance from new signal at Hillside intersection 8th Ave. and to the signal at 8th and Edgehill.
- Adequate LTL storage on Edgehill Ave at new consolidated driveway shall be provided that does not conflict with LTL storage for EB lefts at signal at Edgehill and 8th Avenue.
- Provide two-way stop control at this intersection, with STOP control for the northbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

Hillside Avenue at Driveway D (Vernon Avenue)

At development of Phase 3, at a minimum developer shall construct the following roadway improvements: Construct a southbound left-turn lane with 125 feet of storage on Hillside Avenue.

- Construct the westbound approach with one (1) ingress lane and two (2) egress lanes to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the westbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

12th Avenue South at Wedgewood Avenue

At Phase 4, at a minimum, developer shall construct the following roadway improvements:

- Developer shall construct a westbound right-turn lane along Wedgewood Avenue with 100 feet of storage. ROW for future RTL was dedicated by approved project at corner. Developer shall design signal modification plan and submit to MPW traffic engineer for approval and install when directed by MPW traffic engineer.

- While Wedgewood Avenue is labeled as a MCSP Constrained Street, development on this corner should promote the feasibility of a westbound right-turn lane.

Hillside Avenue at Driveway F

At Phase 4, at a minimum, developer shall construct the following roadway improvements:

- Driveways F and G shall align.
- Construct the eastbound approach with one (1) ingress lane and one (1) egress lane to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the eastbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

Hillside Avenue at Driveway H

At Phase 4, at a minimum, developer shall construct the following roadway improvements:

- Construct the west leg of the intersection of Hillside Avenue across from Driveway I (constructed in Phase 2) with one (1) ingress lane and one (1) egress lane to provide vehicular access.
- Provide two-way stop control at this intersection, with STOP control for the eastbound approach.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

Valet, Loading, Parking, and Site Access

- All parking, loading, deliveries and valet operations shall occur on site and not in the public ROW.
- Buildings may be required to have ped access to garage to access valet operations.
- Sight distance shall be provided at all intersections and access drives.
- 8th Avenue frontage and Edgehill frontage and Hillside frontage to Summit Ave extension shall be signed no parking, standing or loading.
- Consult with Nashville MTA about siting of bus stop locations at 8th Avenue and South and Edgehill Avenue.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.18	0.60 F	30,840 S.F.	1357	32	96

Maximum Uses in Existing Zoning District: **RM20**

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)	22.14		442 U	2803	221	261

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	23.32		1,200 U	7396	592	678

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)			450,000 S.F.	4248	625	583

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)			88,000 S.F.	6250	143	584

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Supermarket (850)			35,000 S.F.	3735	102	407

Traffic changes between maximum: **CS, RM20 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+17,469	+1,209	+1,895

METRO SCHOOL BOARD REPORT

Projected student generation existing RM20 district: **52 Elementary 32 Middle 28 High**

Projected student generation proposed SP-R district: **140 Elementary 82 Middle 76 High**

The proposed SP-MU zoning district would generate 188 additional students than what is typically generated under the existing RM20 zoning district. Students would attend Waverly-Belmont Elementary, J.T. Moore Middle School, and Hillsboro High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions subject to approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 1,200 residential units and a maximum of 600,000 square feet of non-residential square footage. Non-residential uses shall be as specified on the plan. Short term rental property, owner occupied and non-owner occupied is prohibited.
2. Prior to the 1st final site plan approval within Zone 1, 2 or 3, the applicant shall prepare view shed modeling studies in consultation with Metro Planning, Metro Parks, and the Historical Commission staff to analyze the proposed height, massing, and location of tower elements in relation to views between Fort Negley/Rose Park and the Reservoir.
3. The height of Structure C of Zone 2 shall not exceed an elevation of 646' if visual modeling demonstrates significant impacts to views of Rose Park from the Reservoir ring road, as determined by the Planning Department. View shed studies shall be conducted prior to Final SP approval.
4. Prior to the 1st final site plan approval within Zone 1, 2 or 3, the applicant shall explore the feasibility of constructing and providing a public access easement and promenade between the planned future Reservoir Park and the Reservoir SP to allow elevated public access into the development to allow views of downtown, Fort Negley and Rose Park. Planning staff may relieve the applicant of this requirement if deemed unfeasible for a construction of programmatic standpoint.
5. To the extent permitted by Tennessee law, the developer desires to voluntarily use good faith efforts to designate 24.1667% of the units as affordable. This condition shall remain in place until the developer and/or subsequent developers have developed 290 new affordable housing units on the property, all of which such units are restricted by a recorded Land Use Restriction Agreement (LURA). Owner further agrees to pursue, as part of the foregoing 290 affordable units, to restrict 13.7931% of said units within the SP to 50% of AMI.
6. Comply with all conditions and requirements of Metro agencies.
7. On the correct set, include the following: The 10th Avenue bikeway shall be extended from Acklen Avenue to Edgehill Avenue with infrastructure, signing, and striping upgrades. Coordinate with Planning and Public Works on the infrastructure design to achieve seamless bicycle connectivity from Acklen Avenue to Edgehill Avenue.
8. On the corrected set, indicate the following:
 - Provide required bike parking with development phases.
 - Provide a minimum of two bikeshare locations by coordinating with Nashville B-cycle. One location should be near 8th Avenue South and Edgehill Avenue. A second location should be near Summit Avenue and the existing pedestrian path/future 10th Avenue bikeway.
 - Coordinate with Planning and Public Works on Transportation Demand Management solutions that reduce traffic demand including, but not limited to parking adjustments, shower facilities, bike lockers/room, information kiosk, transit passes, and flex-scheduling.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. 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. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the following zoning districts as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.

- Zone 1, 2, 3 – MUG-A
- Zone 4, 5 – RM40-A
- Zone 6 – RM20-A
- Zone 7 – RM9-A

12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

Mr. Hill presented the staff recommendation of approval with conditions and disapproval without all conditions subject to approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.

Mr. Tibbs arrived at 4:38 p.m.

Items 2a, 2b, and 2c were heard and discussed together.

David Kleinfelter, 424 Church St, spoke in favor of the application.

Ben Brewer, Elmington Capital Group, spoke in favor of the application. This development will provide not only a considerable amount of traffic improvements, but it will also provide an unprecedented level of affordable housing.

Ben Miskelly, Kimley-Horn, spoke in favor of the application as it is a huge commitment to affordability.

Brittany Sears, 1131 Archer St, spoke in favor of the application due to the commercial component that will come to the area.

Joel Dark, 1027 15th Ave S, spoke in favor of the application.

George Davis, 1422 Hillside Dr, spoke in favor of the application because it will provide a good environment for children. There is also a great need for retail in this area.

Barbara Shelbourne, 1416 Hillside Ave, spoke in favor of the application.

Paulette Coleman, 6205 Willow Oak Dr, spoke in favor of the application and expressed excitement about the number of affordable units this development will provide.

Kennetha Patterson, 1108 Hillview Lane, spoke in favor of the application due to the affordability component.

Josiah Goins-Williams, 1418 Hillside Ave, spoke in favor of the application.

Austin Sauerbrei, 529A Eastboro Dr, spoke in favor of the application. This type of development needs to be the norm, not the exception.

Emily Pruet, 828A W Argyle Ave, spoke in favor of the application although expressing concerns with increased traffic.

John Summers, 5000 Wyoming Ave, spoke in favor of the application.

Avy Long, 1222 15th Ave S, spoke in opposition to the application. This will put poor and working class people in a separate building. We should not be entertaining segregation.

Kate Hatfield, 915 Buford Pl, spoke in opposition to the application.

Bea Thompson, 200 Rolling Fork Ct, spoke in opposition to the application because the massing and height will negatively affect the surrounding historic area.

Ronald Miller spoke in opposition to the application because of the potential adverse impact to the area over the years.

Betty Davis, 1105 Argyle Ave, spoke in opposition to the application.

David Kleinfelter asked for approval and explained that the density is NashvilleNext appropriate.

Councilmember Sledge spoke in favor of the application and asked for approval. (8-0)

Chairman Adkins closed the Public Hearing.

Mr. Haynes congratulated everyone who worked on this because it is a very complicated process. This is a fabulous plan, although concerned with the height in Zone 1. Condition #2 protects it, though, by preparing viewsheds modeling on that corner.

Dr. Sims spoke in favor of the application although she does have concerns with interfering with historic properties as well as messing with the environment. This is asking Edgehill neighbors to sacrifice a lot.

Mr. Gobbell spoke in agreement with Mr. Haynes comments, but noted that this accomplishes what we have to accomplish to keep Nashville evolving.

Ms. Moore spoke in favor of the application and expressed appreciation for all the hard work that went into it.

Dr. Bichell spoke in favor of the application even though she shares the concerns regarding height.

Mr. Tibbs spoke in favor of the application as it seems a compromise was reached.

Ms. Farr spoke in favor of the application. The plan makes a lot of sense and a 100% affordable housing project in the heart of Nashville is exciting.

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

Resolution No. RS2018-109

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-026-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 1,200 residential units and a maximum of 600,000 square feet of non-residential square footage. Non-residential uses shall be as specified on the plan. Short term rental property, owner occupied and non-owner occupied is prohibited.
2. Prior to the 1st final site plan approval within Zone 1, 2 or 3, the applicant shall prepare view shed modeling studies in consultation with Metro Planning, Metro Parks, and the Historical Commission staff to analyze the proposed height, massing, and location of tower elements in relation to views between Fort Negley/Rose Park and the Reservoir.
3. The height of Structure C of Zone 2 shall not exceed an elevation of 646' if visual modeling demonstrates significant impacts to views of Rose Park from the Reservoir ring road, as determined by the Planning Department. View shed studies shall be conducted prior to Final SP approval.
4. Prior to the 1st final site plan approval within Zone 1, 2 or 3, the applicant shall explore the feasibility of constructing and providing a public access easement and promenade between the planned future Reservoir Park and the Reservoir SP to allow elevated public access into the development to allow views of downtown, Fort Negley and Rose Park. Planning staff may relieve the applicant of this requirement if deemed unfeasible for a construction of programmatic standpoint.
5. To the extent permitted by Tennessee law, the developer desires to voluntarily use good faith efforts to designate 24.1667% of the units as affordable. This condition shall remain in place until the developer and/or subsequent developers have developed 290 new affordable housing units on the property, all of which such units are restricted by a recorded Land Use Restriction Agreement (LURA). Owner further agrees to pursue, as part of the foregoing 290 affordable units, to restrict 13.7931% of said units within the SP to 50% of AMI.
6. Comply with all conditions and requirements of Metro agencies.
7. On the correct set, include the following: The 10th Avenue bikeway shall be extended from Acklen Avenue to Edgehill Avenue with infrastructure, signing, and striping upgrades. Coordinate with Planning and Public Works on the infrastructure design to achieve seamless bicycle connectivity from Acklen Avenue to Edgehill Avenue.
8. On the corrected set, indicate the following:
 - Provide required bike parking with development phases.
 - Provide a minimum of two bikeshare locations by coordinating with Nashville B-cycle. One location should be near 8th Avenue South and Edgehill Avenue. A second location should be near Summit Avenue and the existing pedestrian path/future 10th Avenue bikeway.
 - Coordinate with Planning and Public Works on Transportation Demand Management solutions that reduce traffic demand including, but not limited to parking adjustments, shower facilities, bike lockers/room, information kiosk, transit passes, and flex-scheduling.
9. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.

10. 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. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the following zoning districts as of the date of the applicable request or application. Uses are limited as described in the Council approved plan.
- Zone 1, 2, 3 – MUG-A
 - Zone 4, 5 – RM40-A
 - Zone 6 – RM20-A
 - Zone 7 – RM9-A
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

2c. 2018P-001-001

PUD (CANCEL)

Council District 17 (Colby Sledge)
Staff Reviewer: Levi Hill

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 RM20 (20.92 acres), requested by Kimley-Horn, applicant; Park at Hillside, LLC, and 929 Edgehill, LLC, owners. (See associated case # 2018CP-010-001 and 2018SP-026-001)

Staff Recommendation: Approve the PUD cancellation if the associated zone change is approved and disapprove if the associated zone change is not approved.

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).

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 442 units. However, the PUD regulates the use of the property and units.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. The PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The PUD is currently developed with 290 multi-family dwelling units.*

This PUD is an older "Res-E" residential PUD. The Res-E PUDs were adopted in the early 1970s to recognize existing public housing developments that were put in place prior to comprehensive zoning. There was never a master plan adopted with this or any other Res-E PUD.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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

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 cancellation of the PUD to allow for the development of the associated Specific Plan (2018SP-026-001) is consistent with the land use policies for the area. The associated SP would continue to allow multi-family residential uses with at a greater density and diversity in building type, consistent with the goals of the T4 Neighborhood Evolving Policy. The Conservation policy present on the site indicates the presence of intermittent sloped areas along eastern boundary of the site. The plan proposes minimal disturbance to these areas. The resulting development is consistent with the surrounding land uses and will provide enhanced vehicular and pedestrian connectivity for the greater area, consistent with the goals of the land use policy in place.

PLAN DETAILS

This PUD is an older "Res-E" residential PUD. The Res-E PUDs were adopted in the early 1970s to recognize existing public housing developments that were put in place prior to comprehensive zoning. There was never a master plan adopted with this or any other Res-E PUD. This portion of the PUD is currently developed with 290 multi-family residential units.

ANALYSIS

The cancellation of the PUD to allow for the development of the associated Specific Plan moves the property closer to meeting the goals of the Urban Neighborhood Evolving policy by enhancing connectivity for the greater area and allowing for higher density development in an urban form. However, should the associated SP not be approved, staff recommends the existing PUD remain in place.

STAFF RECOMMENDATION

Staff recommends approval if the associated zone change is approved and disapproval if the associated zone change is not approved.

Mr. Hill presented the staff recommendation of approval of the PUD cancellation if the associated zone change is approved and disapproval if the associated zone change is not approved.

Mr. Tibbs arrived at 4:38 p.m.

Items 2a, 2b, and 2c were heard and discussed together.

David Kleinfelter, 424 Church St, spoke in favor of the application.

Ben Brewer, Elmington Capital Group, spoke in favor of the application. This development will provide not only a considerable amount of traffic improvements, but it will also provide an unprecedented level of affordable housing.

Ben Miskelly, Kimley-Horn, spoke in favor of the application as it is a huge commitment to affordability.

Brittany Sears, 1131 Archer St, spoke in favor of the application due to the commercial component that will come to the area.

Joel Dark, 1027 15th Ave S, spoke in favor of the application.

George Davis, 1422 Hillside Dr, spoke in favor of the application because it will provide a good environment for children. There is also a great need for retail in this area.

Barbara Shelbourne, 1416 Hillside Ave, spoke in favor of the application.

Paulette Coleman, 6205 Willow Oak Dr, spoke in favor of the application and expressed excitement about the number of affordable units this development will provide.

Kennetha Patterson, 1108 Hillview Lane, spoke in favor of the application due to the affordability component.

Josiah Goins-Williams, 1418 Hillside Ave, spoke in favor of the application.

Austin Sauerbrei, 529A Eastboro Dr, spoke in favor of the application. This type of development needs to be the norm, not the exception.

Emily Pruett, 828A W Argyle Ave, spoke in favor of the application although expressing concerns with increased traffic.

John Summers, 5000 Wyoming Ave, spoke in favor of the application.

Avy Long, 1222 15th Ave S, spoke in opposition to the application. This will put poor and working class people in a separate building. We should not be entertaining segregation.

Kate Hatfield, 915 Buford Pl, spoke in opposition to the application.

Bea Thompson, 200 Rolling Fork Ct, spoke in opposition to the application because the massing and height will negatively affect the surrounding historic area.

Ronald Miller spoke in opposition to the application because of the potential adverse impact to the area over the years.

Betty Davis, 1105 Argyle Ave, spoke in opposition to the application.

David Kleinfelter asked for approval and explained that the density is NashvilleNext appropriate.

Councilmember Sledge spoke in favor of the application and asked for approval. (8-0)

Chairman Adkins closed the Public Hearing.

Mr. Haynes congratulated everyone who worked on this because it is a very complicated process. This is a fabulous plan, although concerned with the height in Zone 1. Condition #2 protects it, though, by preparing viewsheds modeling on that corner.

Dr. Sims spoke in favor of the application although she does have concerns with interfering with historic properties as well as messing with the environment. This is asking Edgehill neighbors to sacrifice a lot.

Mr. Gobbell spoke in agreement with Mr. Haynes comments, but noted that this accomplishes what we have to accomplish to keep Nashville evolving.

Ms. Moore spoke in favor of the application and expressed appreciation for all the hard work that went into it.

Dr. Bichell spoke in favor of the application even though she shares the concerns regarding height.

Mr. Tibbs spoke in favor of the application as it seems a compromise was reached.

Ms. Farr spoke in favor of the application. The plan makes a lot of sense and a 100% affordable housing project in the heart of Nashville is exciting.

Ms. Farr moved and Mr. Tibbs seconded the motion to approve. (8-0)

Resolution No. RS2018-110

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018P-001-001 is **approved. (8-0)**

**3. 2015SP-049-003
1225 STAINBACK AVENUE (AMENDMENT)
Council District 05 (Scott Davis)
Staff Reviewer: Levi Hill**

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, (0.14 acres), requested by Goodhope Development Consulting, applicant; Strategic Options International, LLC, owner.

Staff Recommendation: Defer to the June 14, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2015SP-049-003 to the June 14, 2018, Planning Commission meeting. (7-0)

4. 2017SP-087-001

HILL PROPERTY

Council District 31 (Fabian Bedne)
Staff Reviewer: Levi Hill

A request to rezone from AR2a to SP-R zoning for properties located at 6397 Pettus Road and Pettus Road (unnumbered), approximately 1,130 feet east of Nolensville Pike to permit 145 single family lots (49 acres), requested by Dale & Associates, applicant; Benjamin Hill, Suzanne Nichols, and Shelley Cook, owners.

Staff Recommendation: Approve 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 submitted 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. 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?

The current application proposes all uses permitted by the RM40-A zoning district. No changes are proposed to the approved building type or plan layout. This application is consistent with the policy at this location, with the staff's proposed condition to limit the property to one non-owner occupied short term rental property. (Four non-owner occupied STRPs would likely be permitted by the RM40-A zoning district, if all other requirements of the Metropolitan Code for the issuance of a short term rental permit are met). With the condition limiting the number of STRPs, the proposed development transitions from the neighborhood to the south, to the more intense development to the north.

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.

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.

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.

Approve with conditions and disapprove without all conditions. Consent Agenda (7-0)

Resolution No. RS2018-111

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017SP-087-001 **Is approved with conditions and disapprove without all conditions (7-0)**"

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.

5. **2018SP-017-001**

GLENDALE & SCENIC SP

Council District 25 (Russ Pulley)

Staff Reviewer: Levi Hill

A request to rezone from R20 to SP-R zoning on property located at 1120 Glendale Lane, at the northwest corner of Glendale Lane and Scenic Drive, (19.87 acres), to permit two single-family lots and/or a community education use of up to 200 persons, a religious institution, an orphanage, or a day care center (over 75), requested by Councilmember Russ Pulley, applicant; Monroe Harding Children's Homes, owner.

Staff Recommendation: Defer to the May 24, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-017-001 to the May 24, 2018, Planning Commission meeting. (7-0)

6. 2017NHL-002-002

BELAIR MANSION

Council District 15 (Jeff Syracuse)
Staff Reviewer: Latisha Birkeland

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 RS20 and R8 and partially within the Downtown Donelson Urban Design Overlay (5.92 acres), requested by Lewis and Connie James, applicants and owners.

Staff Recommendation: Defer to the May 24, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2017NHL-002-002 to the May 24, 2018, Planning Commission meeting. (6-0-1)

7. 2018S-059-001

1020 EAST OLD HICKORY BOULEVARD

Council District 09 (Bill Pridemore)
Staff Reviewer: Levi Hill

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 OR20 and RS10 (15.22 acres), requested by Civil Site Design Group, PLLC, applicant; The Turning Point Church, Carolyn and William Stanley, Edward Meek and Edward Meek Equity Trust Company, owners.

Staff Recommendation: Approve with conditions.

The Metropolitan Planning Commission deferred 2018S-059-001 to the May 24, 2018, Planning Commission meeting. (7-0)

8. 2018Z-044PR-001

Council District 02 (DeCosta Hastings)
Staff Reviewer: Levi Hill

A request to rezone from R8 to RM20-A zoning on property located at 1014 B West Trinity Lane, from R8 to MUL zoning on property located at 1018 West Trinity Lane and from R8 to RM20 on properties located at 1014 C, 1014 D West Trinity Lane, 948, 948 B Youngs Lane and Youngs Lane (unnumbered), at the southwest corner of Youngs Lane and West Trinity Lane (6.49 acres), requested by Civil Site Design Group, PLLC, applicant; D & M Development, LLC, John Denton, Charlie and Michael Larue, owners.

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission deferred indefinitely 2018Z-044PR-001. (7-0)

9a. 2018CP-007-001

WEST NASHVILLE COMMUNITY PLAN AMENDMENT

Council District 21 (Ed Kindall)
Staff Reviewer: Anna Grider

A request to amend the West Nashville Community Plan by adding a Supplemental Policy over the existing Conservation Policy on properties located on 33rd Ave N, zoned R6, (approximately 0.23 acres), requested by Tune Entrekin & White, PC, applicant; Mid Atlantic Products, owner. (See associated case # 2018Z-043PR-001)

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend West Nashville Community Plan to include a Supplemental Policy over the existing Conservation Policy.

Minor Plan Amendment

A request to amend the West Nashville Community Plan by adding a Supplemental Policy over the existing Conservation (CO) Policy on properties located on 33rd Avenue North, zoned One and Two Family Residential (R6) (0.23 acres).

WEST NASHVILLE COMMUNITY PLAN

Current Policy

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

identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

Proposed Policy

SPA 07-CO-01 The properties on Trevor Street and 33rd Avenue North (Parcels 09209029900, 09209030100 and 09209030200) may be developed for residential uses and limited office uses that are consistent with the OR20 zoning district. The Supplemental Policy is in addition to the underlying Conservation (CO) and Urban Neighborhood Evolving (T4 NE) policies that remain in place. The properties steep slopes and immediate proximity to the I-40/I-440 right-of-way render the site appropriate to act as a transition to the surrounding residential land uses, via the introduction of limited office uses consistent with the OR20 zoning district. Where the Supplemental Policy is silent, the guidance of the CO and T4 NE policies apply.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2018Z-043PR-001, a request to change the zoning from One and Two-Family Residential (R6) to Office/Residential (OR20) zoning to permit low-intensity residential and office uses. As part of the application process, the Executive Director determined the plan amendment is minor with a required community meeting.

CO policy is currently applied to the requested properties, adjacent properties to the north and portions of the properties to the south and west. The surrounding policy is predominantly Urban Neighborhood Evolving (T4 NE). On June 21, 2013, the Planning Commission recommended approval of an OR20 rezoning of the property immediately to the south of the requested properties, at 602 33rd Avenue N (Case 2013Z-015PR-001). At the time of the recommendation the Planning Commission directed staff to prepare a housekeeping plan amendment to apply a Supplemental Policy to the area that would support limited office and multi-family residential uses. The supplemental policy area would serve as a transition between the interstate and the residential neighborhood to the west.

The housekeeping amendment to apply the Supplemental Policy to the existing OR20 property was approved by the Planning Commission on January 9, 2014 (Case 2014CP-007-001). NashvilleNext was adopted in 2015 and policies county-wide were updated to reflect the vision of the broader community. The adopted Supplemental Policy recognizing the area as appropriate for a limited office and multi-family transition was not included in the adoption of NashvilleNext. As a result, in addition to the applicant's request to apply a Supplemental Policy to the two properties on 33rd Avenue N, the Supplemental Policy is also recommended to be applied to the adjacent property to the south with existing OR20 zoning, bringing the total area in the Supplemental Policy to 0.71 acres.

COMMUNITY PARTICIPATION

On April 25, 2018, a community meeting was held at the West Park Community Center, located at 6105 Morrow Road, to discuss the applicant's plan amendment and zoning requests. Approximately 15 people attended, including the applicant, and staff from the Planning Department.

Planning staff spoke and answered questions at the meeting regarding the plan amendment and rezoning applications. The majority of those in attendance believe the project, as described by the applicant, would not have a negative impact on the character of the street and neighborhood. The community is concerned with the potential for future requests for nonresidential zoning districts to further encroach into a well-established residential character. The community asks that future development not compromise the integrity of the residential character of the neighborhood. Should the plan amendment and rezoning receive a favorable recommendation, the community asks that there be some control to prevent more nonresidential uses in the future.

There was considerable concern regarding the boundary of the plan amendment study area. Attendees were concerned with the potential extension of the Supplemental Policy any further than the subject properties, and were more comfortable with limiting the application of the Supplemental Policy on only the properties owned by the applicant, adjacent to the existing OR20 zoning. As a result the boundary of the plan amendment area has been reduced to address these concerns.

Other issues discussed at the community meeting were related to the uses allowed by the Supplemental Policy and OR20 zoning, the height, intensity, and traffic and access related to the permitted uses of OR20, and the potential compromising of the CO policy.

ANALYSIS

The Supplemental Policy is proposed to apply to both the requested properties on 33rd Avenue N and to the property that is currently zoned OR20 along Trevor Street.

The proposed amendment area is a suitable location for a Supplemental Policy to permit limited residential and office uses consistent with the OR20 zoning district for the following reasons:

Policy Application

In some cases, additional guidance is needed beyond that which is provided in the Community Character Manual. This is often the case if there are unique features or characteristics of an area to be addressed. In these cases, there are Supplemental Policies that are applied. Where the Supplemental Policy is silent, the guidance of the CO and NE policies apply which ensures the area's environmental constraints and evolving character will continue to be recognized.

The intent of the proposed Supplemental Policy offers a compromise between the property owner realizing value from his property and preserving the environmentally sensitive land in order to balance both interests, an approach supported by Conservation policy and Neighborhood Evolving policy.

Physical Site Conditions

The properties are situated on a steep hill bordered to the east by the I-40/I-440 interchange. To the west is a large utility tower. The properties contain steep slopes that drop toward the interstate. Due to the topography of the site and noise generated by proximity to the interstate, residential uses as currently zoned is likely not the best use for this site. The office use is appropriate where currently developed.

Land Use

The two northernmost properties are currently vacant and the southern property is an office building on a property that was rezoned to OR20 on June 21, 2013, to allow limited office uses as well as residential uses.

Transition

The properties can provide an appropriate transition in scale, massing and building type from the interchange to the lower intensity residential neighborhood.

The application of a Supplemental Policy to allow residential uses and limited office uses is appropriate, given the unique characteristics of the requested properties and the adjacent OR20 property.

STAFF RECOMMENDATION

Staff recommends approval of the application of a Supplemental Policy on the requested properties and on the adjacent OR20 zoned property.

Approved. Consent Agenda (7-0)

Resolution No. RS2018-112

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-007-001 **is approved. (7-0)**

9b. 2018Z-043PR-001

Council District 21 (Ed Kindall)
Staff Reviewer: Shawn Shepard

A request to rezone from R6 to OR20 zoning on properties located at 33rd Avenue North (unnumbered), approximately 470 feet northeast of Felicia Street (0.23 acres), requested by Tune Entrekin and White, P.C., applicant; Mid Atlantic Products, owner. (See associated case #2018CP-007-001).

Staff Recommendation: Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.

APPLICANT REQUEST

Zone change from R6 to OR20.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Office/Residential (OR20) zoning on properties located at 33rd Avenue North (unnumbered), approximately 470 feet northeast of Felicia Street (0.23 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 single-family lots, based on current lot configuration.*

Proposed Zoning

Office/Residential is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of five units.*

WEST NASHVILLE COMMUNITY PLAN

Current Policy

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

identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

Proposed Policy

Supplemental Policy SPA 07-CO-01 The properties northeast of Trevor Street and 33rd Avenue North (Parcels 09209029900, 09209030100 and 09209030200) may be developed for residential uses and limited office uses that are consistent with the OR20 zoning district. The Supplemental Policy is in addition to the underlying Conservation (CO) policy that remains in place. The properties steep slopes and immediate proximity to the I-40/I-440 right-of-way render the site appropriate to act as a transition to the surrounding residential land uses, via the introduction of limited office uses consistent with the OR20 zoning district. Where the Supplemental Policy is silent, the guidance of the CO policy applies.

Consistent with Policy?

The requested OR20 zoning is consistent with the proposed supplemental policy for the area. The subject properties are situated at the edge of the neighborhood immediately adjacent to the interstate. The unique location and conditions of the site allow it to serve as a transition area between the interstate and the residential neighborhood. The proposed supplemental policy recognizes the unique location and role of this site in the fabric of the neighborhood while continuing to recognize the sensitive environmental features. The requested OR20 zoning permits low intensity residential or limited office uses consistent with the guidance in the supplemental policy.

ANALYSIS

The site includes two parcels totaling 0.23 acres on the east side of 33rd Avenue North, at the southwest corner of the interchange of Interstates 40 and 440. Both parcels are vacant. The property immediately to the south at the intersection of 33rd Avenue North and Trevor Street is zoned OR20 and contains an office use. The properties on the west side of 33rd Avenue north opposite the site contain a commercial use, including a cell tower and associated equipment. The remainder of the surrounding area to the south and west includes a mix of single-family and two-family residential uses and vacant parcels.

The site contains steep slopes that drop toward the interstate. Due to the topography of the site and the noise generated by the interstate, the site serves as a transitional buffer between the interstate and the neighborhood. The requested OR20 zoning is consistent with the proposed supplemental policy for the area, which recognizes that the unique characteristics of this site make it an appropriate location for limited office uses. OR20 zoning includes limitations on floor area ratio and building height that, due to the small size of the site, will limit the intensity of any proposed office use to a scale appropriate given the site conditions and the guidance in the supplemental policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.23	7.26 D	2 U	20	2	3

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

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)	0.12		2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.11	0.80 F	3, 833 S.F.	109	14	14

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+109	+14	+14

STAFF RECOMMENDATION

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

Approved. Consent Agenda (7-0)

Resolution No. RS2018-113

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-043PR-001 is **approved. (7-0)**”

**10. 2018CP-008-001
NORTH NASHVILLE COMMUNITY PLAN AMENDMENT**
Council District 02 (DeCosta Hastings)
Staff Reviewer: Justin Wallace

A request to amend the North Nashville Community Plan by amending the Community Character Policy to change from T4 Neighborhood Maintenance to T4 Neighborhood Evolving on properties located at 2408, 2409, 2411, 2412, 2413 and 2416 Hyde Street, at the northeast and southeast corners of Hyde Street and 25th Avenue North, zoned R6 (1.6 acres), requested by DBS and Associates Engineering, Inc., applicant; various owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend North Nashville Community Plan to change the policy.

Minor Plan Amendment

A request to amend the North Nashville Community Plan by amending the Community Character Policy to change from T4 Neighborhood Maintenance to T4 Neighborhood Evolving on properties located at 2408, 2409, 2411, 2412, 2413, and 2416 Hyde Street, at the intersection of Hyde Street and 25th Avenue North, zoned One and Two-Family Residential (R6) (1.6 acres).

NORTH NASHVILLE COMMUNITY PLAN

Current Policy

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

Proposed Policy

T4 Urban Neighborhood Evolving (T4 NE) applies to existing or planned urban residential neighborhoods. T4 NE areas are expected to change over time to provide a broad range of housing types to meet different housing needs and to improve mobility options (walking, biking, transit, and driving). T4 NE areas support mass transit and consumer businesses through a denser housing pattern that provides more nearby transit riders and customers.

BACKGROUND

The amendment area is surrounded predominately by T4 Urban Neighborhood Evolving policy (T4 NE), which is applied to areas that are expected to change over time in order to provide a broader range of housing types that meet housing needs and to increase options for mobility. The policy located just south of the amendment area is T4 Urban Mixed Use Corridor policy (T4 CM), which is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

NashvilleNext, the long range general plan for Metro Nashville/Davidson County, recommends concentrating growth in several Tier One Centers and along High Capacity Transit Corridors. *NashvilleNext* identifies Clarksville Pike as an

Immediate Need, High Capacity Transit Corridor as well as a Tier Once Center. The plan amendment area falls within a Transition & Infill area adjacent to a Tier 1 Center, as outlined in the *Growth & Preservation Concept Map*. Transition & Infill areas are generally applied to developed areas where there is a desire for redevelopment and infill that produces a different character inclusive of increased housing diversity and connectivity.

The Major and Collector Street Plan (MCSP) identifies Hyde Street as a local street and Clarksville Pike, located approximately 700 feet from the amendment area, as a four-lane Urban Mixed Use Arterial Boulevard (T4-M-AB4-IM) that has immediate need for reconfiguration to multimodal use. The MCSP anticipates that Immediate Need Multimodal-classified streets will serve as the city's prominent multimodal corridors in the near future.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is minor and the applicant is required to hold a community meeting. The applicant hosted a community meeting at the Looby Community Center on Wednesday, April 11, 2018, attended by Planning staff and three people from the community. Attendees were generally open to consideration of change in the neighborhood to allow for additional housing choices in an urban form and expressed concerns with the following:

- Desire for sustained affordability;
- Compatibility of redevelopment with the established character of the neighborhood including street elements and lighting.

ANALYSIS

The application of T4 NE policy is consistent with adjacent policy currently applied to properties along Hyde Street and 25th Avenue North. Furthermore, T4 NE policy is often applied to serve as a transition between major corridors and the interior of a neighborhood. In this instance, T4 NE is an appropriate transition between T4 CM policy along Clarksville Pike and T4 NM within the interior of the Buena Vista neighborhood.

T4 NE is applied to areas where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types and greater connectivity, or there exists characteristics that an area is likely to evolve such as: high vacancy rates, high potential for consolidation or subdivision of lots, incongruity between the existing land use and the zoning, proximity to evolving centers or corridors, and/or age and condition of the existing development. Several of the above characteristics apply to the amendment area.

Provides a Range of Housing Choices

The plan amendment area includes six properties situated along Hyde Street, which is located along the edge of the Buena Vista neighborhood. Two of the lots are corner lots with frontages onto 25th Avenue North. Hyde Street, a small block approximately 450 feet in length, contains a few vacant parcels and a mixture of multi-family and single family residences. Property along 25th Avenue North is characterized by moderately scaled multi-family residences, housing of which is currently owned by MDHA and currently zoned RM9. The general area to the east of the plan amendment area is characterized by a mixture of single family, two-family, and multi-family residences, currently zoned R6. Properties immediately south of the plan amendment area contain a mixture of industrial and commercial uses and the policy anticipates a mixture of residential and commercial uses over time.

The policy change to T4 NE appears to be suitable given the adjacent land uses and established zoning. The proposed plan amendment could offer increased housing choice by introducing a broader range of building types that is balanced and integrated with the established neighborhood character. Additionally, the proposed policy could offer increased density to support demand of existing and future services along Clarksville Pike.

T4 NE policy outlines guidance for successful implementation of moderate intensity of residential development within transition areas. These include:

- Integrate a mixture of building types, including single-family, detached accessory dwelling units, multiplex houses, townhouses, and flats to create increased housing choice.
- Design building types within T4 NE areas to consider the street type and be designed cohesively with established character elements including massing, height, orientation, and setbacks of existing buildings along the block face.
- Placement of higher-intensity residential building types should be located in relation to Corridors and Centers to add value to neighborhoods by growing the market and demand for consumer services and demand for transit.

Supports a Variety of Transportation Choices

The plan amendment area is situated within a neighborhood characterized by high connectivity with an established block pattern and complete street and alley network that could support increased intensity of development.

The existing street character along Hyde Street consists of an unimproved street without sidewalks. Hyde Street is located approximately 700 feet from Clarksville Pike, which is a major urban, mixed use arterial boulevard with existing and planned mobility options. Clarksville Pike currently accommodates mass transit with frequent bus service operating approximately between 30 and 90 minutes with bus stops located with walking distance of the amendment area. The proposed policy could offer increased density improve overall connectivity to and support demand of existing and future transit.

T4 NE policy outlines guidance for improving connectivity within transition areas. These include:

- Locate building types within proximity to major transportation networks and provide access to mass transit in convenient locations that allows for coordination with sidewalks and bikeways.
- Provide pedestrian and bicycle mobility options in the form of sidewalks and bikeways throughout the neighborhood. Pedestrian and bicycle connectivity to existing or planned transit is included.
- Provide a complete street and alley network where vehicular connectivity is high and exists.

The proposed plan amendment is consistent with the goals of T4 NE policy by offering to increase housing choice and diversity of building type, improving connectivity and mobility options, and supporting existing and planned transit networks. The plan amendment is compatible with adjacent policy areas and encourages redevelopment to occur in a form that is compatible with both the existing and evolving neighborhood character. Given its proximity to an arterial boulevard (Clarksville Pike), several bus routes and stops serving the area, the T4 CM policy to the southwest, and the evolving neighborhoods to the east and west, the proposed amendment would be a suitable location for T4 Urban Neighborhood Evolving to encourage a range of housing options in a walkable environment and to support mass transit, future businesses, and daily goods and services.

STAFF RECOMMENDATION

Staff recommends approval.

Approved. Consent Agenda (7-0)

Resolution No. RS2018-114

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-008-001 **is approved (7-0)**”

**11. 2018CP-003-002
MAJOR AND COLLECTOR STREET PLAN AMENDMENT**
Council District 02 (DeCosta Hastings)
Staff Reviewer: Elwyn Gonzalez

A request to amend the adopted Major and Collector Street Plan designations for the Haynes Trinity Planning Study in the Bourdeaux-WhitesCreek-Haynes Trinity Community Plan Area, requested by the Metro Planning Department, applicant; various property owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend designations of the Major and Collector Street Plan

Major Street and Collector Plan

A request to amend the adopted Major and Collector Street Plan designations for the Haynes Trinity Planning Study in the Bordeaux-Whites Creek-Haynes Trinity Community Plan area.

MAJOR AND COLLECTOR STREET PLAN

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in the major streets (Arterial-Boulevards and Arterial-Parkways) and collectors (Collector-Avenues) that make up the backbone of the city’s transportation system. It is a part of, and implements, *Access Nashville 2040*, which is the functional plan component of *NashvilleNext*, the General Plan for Nashville and Davidson County.

History

The MCSP was comprehensively updated and re-adopted with the adoption of *NashvilleNext* on June 22, 2015. It was amended on August 24, 2017 with related *NashvilleNext* amendments. As an element of the General Plan, the MCSP is amended as updates occur to each Community Plan and further engineering studies are completed to reflect the changes that have occurred in the community since the MCSP was adopted and/or to respond to future planned growth, development, and preservation.

The Haynes Trinity Planning Study was adopted by the Planning Commission on January 11, 2018 in response to growing community demand for increased urban amenities and street connectivity. Alterations to the built environment necessitate the need to update the MCSP as a means to facilitate wider sidewalks for enhanced transit and to increase connectivity to future mixed use neighborhood centers and greenways. The mobility concept shown in the MCSP needs to be amended to show Metro’s current vision integrating land use and transportation connectivity in the Haynes Trinity area.

Analysis

The proposed amendments to the MCSP include changes to street designations to reflect the most feasible concepts determined following outreach by the Metro Planning Department. These changes align with the January 11, 2018, amendment to the community plan adopted by the Metro Planning Commission.

The following changes to the MCSP are proposed:

1. Amend the designation of Baptist World Center Drive from Gooch Street to West Trinity Lane from T3-M-AB3 to T4-M-AB3.
2. Amend the designation of Brick Church Pike from approximately 385' north of Weakley Avenue to West Trinity Lane from T3-M-CA2 to T4-M-CA2.
3. Amend the designation of Brick Church Pike from West Trinity Lane to Brooklyn Avenue from T3-M-AB5 to T4-M-AB5.
4. Amend the designation of Buena Vista Pike from approximately 400' north of Tucker Road to West Trinity Lane from T3-M-CA2 to T4-M-CA2.
5. Amend the designation of Buena Vista Pike from Clarksville Pike to Reshan Lane from T3-M-AB5-LM to T4-M-AB5-LM.
6. Amend the designation of Buena Vista Pike from Reshan Lane to West Trinity Lane from T3-R-AB5-LM to T4-R-AB5-LM.
7. Amend the designation of Cliff Drive from Clarksville Pike to approximately 450' east of Clarksville Pike from Local Street to T4-M-CA2.
8. Amend the designation of Cliff Drive from approximately 450' east of Clarksville Pike to approximately 1,500' east of Clarksville Pike from Local Street to T4-R-CA2.
9. Amend the designation of East Nocturne Drive from Whites Creek Pike to approximately 350' north of Ilo Street from T3-R-CA2 to T4-R-CA2.
10. Delete the proposed East Nocturne Drive extension from Old Matthews Road to Woodfolk Avenue (T3-R-PCA2).
11. Amend the designation of Monticello Drive from West Trinity Lane to Avondale Circle from T3-M-CA2 to T4-M-CA2.
12. Amend the designation of Monticello Drive from Avondale Circle to approximately 475' north of Monticello Street from T3-R-CA2 to T4-R-CA2.
13. Amend the designation of Old Buena Vista from West Trinity Lane to approximately 200' north of Day Street from Local Street to T4-M-CA2.
14. Amend the designation of Old Matthews Road from West Trinity Lane to approximately 450' north of West Trinity Lane from T3-M-CA2 to T4-M-CA2.
15. Amend the designation of Old Matthews Road from approximately 450' north of West Trinity Lane to Approximately 330' south of Matthews Court from T3-R-CA2 to T4-R-CA2.
16. Amend the designation of Tucker Road from Buena Vista Pike to approximately 500' south of Buena Vista Pike from T3-M-CA2 to T4-M-CA2.
17. Amend the designation of Tucker Road from approximately 500' north of Buena Vista Pike to the bridge over Whites Creek from T3-M-CA2 to T3-R-CA2.
18. Amend the designation of West Trinity Lane from Buena Vista Pike to approximately 250' east of Buena Vista Pike from T3-M-AB5-LM to T4-M-AB5-LM.
19. Amend the designation of West Trinity Lane from approximately 250' east of Buena Vista Pike to approximately 500' east of Buena Vista Pike from T3-R-AB5-LM to T4-M-AB5-LM.
20. Amend the designation of West Trinity Lane from approximately 500' east of Buena Vista Pike to approximately 375' west of Old Buena Vista Pike from T3-R-AB5-LM to T4-R-AB5-LM.
21. Amend the designation of West Trinity Lane from approximately 375' west of Old Buena Vista Pike to approximately 450' east of Old Buena Vista Pike from T3-M-AB5-LM to T4-M-AB5-LM.
22. Amend the designation of West Trinity Lane from approximately 450' east of Old Buena Vista Pike to Brownlow Street from T3-R-AB5-LM to T4-R-AB5-LM.
23. Amend the designation of West Trinity Lane from Brownlow Street to Interstate 24/65 from T3-M-AB5-LM to T4-M-AB5-LM.
24. Delete the proposed Old Matthews Road/Brick Church Pike extension from Old Matthews Road to Brick Church Pike (T3-R-PCA2).
25. Amend the designation of Whites Creek Pike from West Trinity Lane to approximately 225' north of Ilo Street from T3-R-AB3 to T4-M-AB3.
26. Amend the designation of Whites Creek Pike from approximately 225' north of Ilo Street to approximately 450' south of Malta Drive from T3-R-AB3 to T4-R-AB3.
27. Amend the designation of Youngs Lane from West Trinity Lane to approximately 665' east of Free Silver Road from Local Street to T4-M-CA2.
28. Add a new North East-West Corridor connection from Buena Vista Pike to Old Buena Vista Pike/Day Street (T4-M-PCA2).
29. Add a new North East-West Corridor connection from Old Buena Vista Pike to Whites Creek Pike (T4-M-PCA2).
30. Add a new South East-West Corridor connection from Cliff Drive to Youngs Lane (T4-M-PCA2).
31. Add a new South East-West Corridor connection from approximately 665' east of Free Silver Road to Whites Creek Pike (T4-M-PCA2).
32. Add a new West North-South Corridor connection from approximately 2,800' west of Youngs Lane (South East-West Corridor connection) to West Trinity Lane/Buena Vista Pike (T4-M-PCA2).
33. Add a new Central North-South Corridor connection from Youngs Lane, approximately 775' east of Roy Street to approximately 400' north of West Trinity Lane (North E-W Corridor connection) (T4-M-PCA2).

34. Add a new East North-South Corridor connection from Youngs Lane, approximately 430' west of McKinley Street to approximately 750' north of West Trinity Lane (North East-West Corridor connection) (T4-M-PCA2).
35. Amend the designation of East Nocturne Drive from Woodfolk Avenue to Brick Church Pike from D-I-CA2 to Local Street.

COMMUNITY PARTICIPATION

The Haynes Trinity Planning Study included an extensive public outreach and participation program beyond the minimum community meeting requirements of the Planning Commission's Rules and Procedures, including a Steering Committee and multiple means of promoting the project and participation opportunities.

The public participation process for this project was centered on a four-day charrette. The Haynes Trinity charrette was held November 13 and 16, 2017, at the Born Again Church campus at the center of the study area.

As part of the standard policy amendment process, public notice of the charrette schedule, including community meetings, was mailed to approximately 3,500 property owners within and near the study area. In addition to the standard public notice letter, a project website was created and dedicated to just this planning process – WestTrinityStudy.nashville.gov – and project flyers were sent to the Steering Committee members and other stakeholders to share with their contacts and email lists. A second flyer was produced for the charrette week to distribute to meeting attendees reminding them of upcoming meetings and the project website.

Before adoption by the Planning Commission, a public hearing was held on the proposed Haynes Trinity Study amendment. Updates to the Community Character Policies and adoption of supplemental policies related to mobility prompted a housekeeping amendment to the MCSP to ensure that the MCSP aligns with the updated Community Plan's Community Character Policies.

The public hearing notification for the MCSP housekeeping amendment was sent to transportation stakeholders, related agency stakeholders, and Haynes Trinity Planning Study stakeholders via e-mail on April 27, 2018. Additionally, notification of the housekeeping amendment was included in the Planning Department's *Development Dispatch* e-mail and on the Planning Department's website for the Haynes Trinity Study Area and the MCSP. This is the typical notification procedures for MCSP housekeeping amendments with related Community Plan policy amendments.

STAFF RECOMMENDATION

Staff recommends approval.

Mr. Gonzalez presented the staff recommendation of approval.

Joyce George, 711 Work Dr, spoke in favor of the application.

Chairman Adkins closed the Public Hearing.

**Dr. Bichell moved and Mr. Tibbs seconded the motion to approve. (8-0
Resolution No. RS2018-115**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-003-002 is approved (8-0)"

**12a. 2018CP-010-002
GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT**
Council District 21 (Ed Kindall)
Staff Reviewer: Anna Grider

A request to amend the Green Hills-Midtown Community Plan by amending the Community Character Policy to change from Open Space Policy and Supplemental Policy 10-MT-OS-02 to T5 Center Mixed Use Policy and Supplemental Policy 10-MT-T5-MU-03 on the southern portion of property located at 311 23rd Ave N, at the southwest corner of 23rd Avenue North and Patterson Street, zoned ORI (0.89 acres), requested by the Metro Planning Department, applicant; Metro Government, owner. (See associated case # 2018SP-032-001)
Staff Recommendation: Approve.

APPLICANT REQUEST

Amend Green Hills-Midtown Community Plan to change the policy.

Housekeeping Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by amending the Community Character Policy to change from Open Space (OS) Policy and Supplemental Policy 10-MT-OS-02 to T5 Center Mixed Use (T5 MU) Policy and Supplemental Policy 10-MT-T5-MU-03 on the southern portion of property located at 311 23rd Ave N, at

the southwest corner of 23rd Avenue North and Patterson Street, zoned Office Residential Intensive (ORI) (0.89 acres).

GREEN HILLS-MIDTOWN COMMUNITY PLAN

Current Policy

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

10-MT-OS-02 is identified in the Midtown Study for the Centennial Sportsplex. This supplemental policy defaults to the general guidance of the T5 Center Open Space Policy Areas which accommodate passive and active open space land uses and feature significant contextual design to blend with surrounding high intensity residential and commercial development.

Proposed Policy

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville's major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

10-MT-T5-MU-03 applies to properties in three areas in the Midtown Study. The Supplemental Policy provides guidance regarding appropriate land uses, building form (mass, orientation, placement), and connectivity, and calls for a maximum height of eight stories.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2018SP-032-001, a request to change the zoning from Mixed Use General - Alternative (MUG-A) and Office Residential (ORI) to Specific Plan - Mixed Use (SP-MU) zoning to permit all uses of MUI-A while limiting the height of structures to 8 stories in 105 feet. The rezoning applies to the entire parcel while the plan amendment applies only to the southern portion of the parcel in Open Space (OS) policy.

This is a housekeeping policy amendment, which are amendments to bring the plan into agreement with changes that have occurred in the community since the adoption of the plan or one of its component parts. The site, which was the former location of the Lentz Public Health Center, is owned by Metro Government and currently contains a parking structure and a surface parking lot. A policy amendment is necessary as the property will be leased and used by a nongovernmental entity.

OS policy is currently applied to the southern portion of the property, and it encompasses property to the west for the Centennial Sportsplex and Centennial Park. The associated regulatory SP is to apply the standards of the MUI-A zoning district which are not compatible with the existing OS policy. As a result, the applicant has proposed a policy change to T5 MU, which is intended to create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU policy is applied to the north, east and south to encompass much of Midtown.

ANALYSIS

In 2013, the boundary between this site and the property containing the Centennial Sportsplex was adjusted by plat, resulting in the split policy and zoning designations. The northern portion of the site is in T5 MU and Supplemental Policy 10-MT-T5-MU-03 and the southern portion is in OS and Supplemental Policy 10-MT-OS-02. This housekeeping plan amendment and the associated SP application request will result in the application of consistent policy and zoning designations across the entirety of the site.

Applying T5 MU and 10-MT-T5-MU-03 will result in consistent policy along 23rd Avenue which calls for a building form that is reflective of a high-intensity; urban, mixed use environment in terms of its mass, orientation and placement.

Amending the Community Character Policy from OS to T5 MU is appropriate because of the opportunities described above for applying consistent policy designations across the site and creating vibrant mixed use areas with an urban, pedestrian-friendly form in Midtown.

STAFF RECOMMENDATION

Staff recommends approval of the amendment request.

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-010-002 is approved (8-0)”

**12b. 2018SP-032-001
CENTENNIAL GARAGE**

Council District 21 (Ed Kindall)
Staff Reviewer: Shawn Shepard

A request to rezone from MUG-A and ORI to SP-MU zoning on property located at 311 23rd Avenue North, at the southwest corner of 23rd Avenue North and Patterson Street (3.77 acres), to permit all uses within MUI-A while limiting the height of structures to 8 stories, requested by Catalyst Design Group, applicant; Metro Government, owner. (See associated case # 2018CP-010-002)

Staff Recommendation: Approve with conditions and disapprove without all conditions if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.

APPLICANT REQUEST

Rezoned to SP to permit a structure with a maximum height of eight stories.

Preliminary SP

A request to rezone from Mixed Use General – Alternative (MUG-A) and Office/Residential Intensive (ORI) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 311 23rd Avenue North, at the southwest corner of 23rd Avenue North and Patterson Street (3.77 acres), to permit all uses of Mixed Use Intensive – Alternative (MUI-A) while limiting the height of structures to 8 stories in 105 feet.

Existing Zoning

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

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

Proposed Zoning

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

GREEN HILLS – MIDTOWN COMMUNITY PLAN

Current Policy

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

Proposed Regulatory SP Start

Centennial Parking Garage Specific Plan

Development Summary	
SP Name	Centennial Parking Garage Specific Plan
SP Number	2018SP-032-001
Council District	21
Map & Parcel	Map 092-15, Parcel(s) 034

Site Data Table	
Site Data	3.77 acres
Existing Zoning	ORI; MUG-A
Proposed Zoning	SP
Allowable Land Uses	All uses permitted by MUI-A zoning

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to all uses permitted by the Mixed Use Intensive – Alternative (MUI-A) zoning district.
2. The maximum height of structures shall be limited to eight stories.

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

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville's major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

The site is located within two supplemental policies identified in the Midtown Study. The central portion of the property in T5 MU policy is within the 10-MT-T5-MU-03 supplemental policy. The supplemental policy provides guidance regarding uses, building form, and connectivity, and calls for a maximum height of eight stories. The remainder of the site within OS policy falls within the 10-MT-OS-02 supplemental policy which applies only to the Centennial Sportsplex. This supplemental policy defaults to the general guidance of the T5 Center Open Space policy.

Proposed Policy

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville's major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

Consistent with Policy?

The central portion of the site is within an area of T5 MU policy. The edges of the site are within OS policy. An associated case proposes a housekeeping amendment to apply T5 MU policy and the 10-MT-T5-MU-03 supplemental policy from the Midtown Study to the entirety of the site. T5 MU policy areas are intended to be among the most intense areas in Davidson County. These areas are intended to function as high-intensity mixed-use neighborhoods and to contain employment centers for many sectors of the economy. The regulatory SP proposal permits all uses allowed by MUI-A zoning, which is consistent with the intent of the T5 MU policy proposed for the site. The supplemental policy limits height to a maximum of 8 stories. The SP includes a height limitation of eight stories, consistent with the guidance in the supplemental policy.

PLAN DETAILS

The site is comprised of a single parcel located at the southwest corner of 23rd Avenue North and Patterson Street in Midtown. Tristar Centennial Medical Center is located across Patterson Street to the north, and the Children's Hospital at Tristar Centennial occupies the northeast corner of the intersection. The site, which was the former location of the Lentz Public Health Center, currently contains a parking structure and a surface parking lot.

The plan is a regulatory Specific Plan and does not include a detailed site plan. The plan permits all uses of the MUI-A zoning district. The bulk standards and other requirements of the Zoning Ordinance applicable to MUI-A would also apply, but the plan limits the height of structures to a maximum of eight stories.

ANALYSIS

The site is currently split-zoned, with the central portion of the site zoned MUG-A and the edges zoned of the site ORI, and within two policy areas, OS and T5 MU. Centennial Sportsplex, located immediately west of the site, is zoned ORI and located within OS policy. In 2013, the boundary between this site and the property containing the Centennial Sportsplex was adjusted by plat, resulting in the split zoning and policy designations. This SP application and the associated housekeeping plan amendment request will result in the application of consistent zoning and policy designations across the entirety of the site.

The proposed regulatory SP will apply the standards of the MUI-A zoning district to the entire site. The MUI-A district supports uses that are consistent with the goals of the proposed policy to create vibrant mixed use areas with an urban, pedestrian-friendly form. The 10-MT-T5-MU-03 supplemental policy from the Midtown Study, which is proposed to encompass the entire site, provides specific guidance regarding maximum building height. In order to ensure compliance with the guidance in the supplemental policy, the SP specifically limits building height to maximum of eight stories. The SP also includes a standard requiring compliance with the sidewalk standards in the Metro Zoning Ordinance, to ensure that adequate pedestrian infrastructure is provided in this urban, mixed use area.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Please submit an availability study, and address any of the issues brought up by this study, prior to Final SP stage.

STORMWATER RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Storm Water Grading plans must be submitted and approved prior to Final Site Plan/SP plans 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.
- With submission of Final SP, if sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
- Comply with MPW Traffic Engineer conditions of approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

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)	0.82	3.0 F	36 U	342	22	38

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.82	3.0 F	107,157 S.F.	1407	199	199

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.01	3.0 F	44 U	391	26	42

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	0.56	3.0 F	73,180 S.F.	1049	147	161

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	0.56	3.0 F	73,180 S.F.	5544	129	517

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.77	5.0 F	77 U	591	42	60

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	1.0	5.0	217,800 S.F.	2430	350	323

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	1.0	5.0	217,800 S.F.	11264	244	1072

Traffic changes between maximum: **ORI, MUG-A and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+5,552	+113	+1,455

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if the associated plan amendment is approved and disapproval of the associated plan amendment is not approved.

CONDITIONS

1. Uses within this SP shall be limited to all uses permitted by the Mixed Use Intensive – Alternative (MUI-A) zoning district.
2. The maximum height of structures shall be limited to eight stories.
3. Sidewalks shall be provided per the requirements of the Metro Zoning Ordinance.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approved with conditions and disapproved without all conditions. Consent Agenda (7-0)
Resolution No. RS2018-117

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-032-001 is approved with conditions and disapproval without all conditions. (7-0)”

CONDITIONS

1. Uses within this SP shall be limited to all uses permitted by the Mixed Use Intensive – Alternative (MUI-A) zoning district.
2. The maximum height of structures shall be limited to eight stories.
3. Sidewalks shall be provided per the requirements of the Metro Zoning Ordinance.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

13. 2018SP-033-001

2423 BUENA VISTA

Council District 02 (DeCosta Hastings)
Staff Reviewer: Levi Hill

A request to rezone from RM4 to SP-R zoning for properties located at 2423 Buena Vista Pike and Buena Vista Pike (unnumbered), approximately 1,095 feet west of Tucker Road, (10.33 acres), to permit 51 multi-family units, requested by Dale & Associates, applicant; Judith & Salem Forsythe, owners.

Staff Recommendation: Defer to the May 24, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-033-001 to the May 24, 2018, Planning Commission meeting. (7-0)

14. 2018SP-034-001

291 TUSCULUM ROAD SP

Council District 27 (Davette Blalock)
Staff Reviewer: Patrick Napier

A request to rezone from RS10 to SP-R zoning on property located at 291 Tusculum Road, approximately 150 feet southwest of Maple Top Drive (1.28 acres), to permit a two-family residential use, requested by Dale and Associates, applicant; Flavio Martinez and Rosalia Ramirez, owners.

Staff Recommendation: Defer to the May 24, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-034-001 to the May 24, 2018, Planning Commission meeting. (7-0)

15a. 2018SP-036-001

THE BRIAN PAUL SP

Council District 04 (Robert Swope)
Staff Reviewer: Latisha Birkeland

A request to rezone from CL, CS, OL and RM15 to SP-MU zoning on properties located at 201, 205, 305 Summit View Drive and Summit View Drive (unnumbered), west of the terminus of Fox Ridge Drive, within a Planned Unit Development Overlay District (24.69 acres), to permit a mixed use development, requested by Asa Engineering & Consulting, Inc., applicant; Advent Properties, Inc., owner. (See associated case # 55-85P-004)

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

APPLICANT REQUEST

Permit a mixed use development.

Preliminary SP

A request to rezone from Commercial Limited (CL), Commercial Service (CS), Office Limited (OL) and Multi-Family Residential (RM15) to Specific Plan – Mixed Use (SP-MU) zoning on properties located at 201, 205, 305 Summit View Drive and Summit View Drive (unnumbered), west of the terminus of Fox Ridge Drive, within a Planned Unit Development Overlay District (24.69 acres), to permit a mixed use development.

Existing Zoning

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

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

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

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *The current PUD does not include multi-family residential units.*

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

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

D Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

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

Consistent with Policy?

The proposed development is consistent with the Conservation policy and the District Employment Center policy. The Conservation area consists of steep slopes along the middle and southern portion of this site. The proposed plan provides a mixed use development which includes a variety of commercial uses and residential units which are supported by the District Employment Center policy. The proposed SP is designed to work with the sensitive environmental features compared to the previously approved plan. The proposed plan reduces the maximum height from 10 stories to a maximum of seven stories. The proposal also moves development from the top of the hill to the edges, minimizing disturbance and reducing height from the currently approved plan.

HISTORY

The PUD on this site was originally approved in 1971 and the entire PUD currently permits up to 601,780 square feet of commercial uses. The PUD has been revised over the years. The most recent revision was in 2015 to reduce commercial square footage and adjust the layout of the proposed office and hotel buildings. The most recent revision reduced the floor area and increased the height of one building from 8 stories to 10 stories for a portion of the PUD. Three parcels within the existing PUD that are built will remain in the PUD and will not be affected by the Specific Plan proposal.

PLAN DETAILS

The site encompasses approximately 24 acres east of I-65 at the southwest corner of Old Hickory Boulevard and Stone Brook Drive. Most of the property is currently vacant; there is an existing office building on the northeast side of the site that will be incorporated into the proposed plan. The proposal is surrounded by commercial PUDs to the

north, multi-family residential uses to the south and east, and I-65 to the west. The Davidson County/Williamson County border is directly south of the site.

Site Plan

The plan proposes a total of 562,000 new square feet of mixed uses on the site. The existing 91,300 square feet of office will remain for a total of 653,300 square feet for the entire project. This includes a maximum of 35 multi-family units in two different building forms. The plan proposes four sections. Each section contains proposed uses, design standards that would regulate the height, parking, and other aspects of the buildings.

Section	Uses	Building Forms
Hotel and Music Venue	<ul style="list-style-type: none"> • 171 Room Hotel • Overnight Lodging Units Accessory to Hotel/Medical Office/Personal Care • Restaurant • Retail • Commercial Amusement, Indoor • Commercial Amusement, Outdoor 	<ul style="list-style-type: none"> • Attached hotel and music venue • Detached Villas
Mixed Use Spa	<ul style="list-style-type: none"> • Personal Care Service • Restaurant • Overnight Lodging Units Accessory to Hotel/Medical Office/Personal Care • Multi-family residential 	<ul style="list-style-type: none"> • Attached multi-family units
Mixed Use Office	<ul style="list-style-type: none"> • Medical Office • General Office • Personal Care Service 	<ul style="list-style-type: none"> • Uses within one structure
Section 4	<ul style="list-style-type: none"> • Attached multi-family residential 	<ul style="list-style-type: none"> • Attached multi-family residential units

Vehicular access is provided from two points on Stone Brook Drive. The SP proposes private streets internal to the SP. Gated entries are provided in three locations. These gated entrances are for the residential use, mixed use office, and hotel/spa management; emergency vehicle access will also be provided at the gated entries. Planning staff has included a condition restricting the southern gate at Summit View Place, a private drive, be only accessed by emergency vehicles.

Most of the proposed private streets incorporate sidewalks and planting strips. The final residential street design must incorporate a combination of paved and planted areas that respond to the unique nature of the site. Stone Brook Drive will be improved to the local street standard with a five foot wide sidewalk and a four foot wide planting strip. A 10 foot wide sidewalk and a four foot wide grass strip will be required along the entire frontage of Old Hickory Boulevard per the Major and Collector Street Plan requirements.

ANALYSIS

The SP is consistent with the existing District Employment Center policy and Conservation policy. The proposed uses of a hotel, general office, medical office and residential, etc. are supported by the policy. The proposed SP is organized into four sections, each of which is intended for a different range of uses and intensities. The SP includes maximums for number of residential units and commercial square footage in each section. The plan proposes a gated access for emergency vehicles only to Summit View Place, a private drive, consistent with the currently approved plan.

The proposed SP is more consistent with the policies than the current approved PUD plan because the proposed SP will limit height to a maximum of seven stories verses the 10 story buildings approved in the existing PUD. The proposed SP will have less visual impact than what is already approved. The proposal is more sensitive to the steep slopes than the currently approved site plan by maintaining a green space in the middle of the site.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- All fire department access roads are to be a minimum of 24 feet wide.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans may be required for relocation and abandonment of existing public water and sewer running through this site. If required, these plans must be submitted and approved prior to Final SP approval. Variances and Letters of Responsibility for any shared private sewer system must also be submitted and approved, prior to Final SP stage. If all the lots are not consolidated, than further public water/sewer extensions may be needed, requiring submittal/approval of more construction plans before Final SP approval. These approved construction and variance plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Comply with the TIS approved recommendations.
- Revise note 12 on the site plan to indicate that MPW does not provide solid waste or recycling on private property. This site will require a contract with a private hauler.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with findings of TIS, developer shall construct the following roadway improvements. Developer shall submit a pavement marking and signage plan with final SP plan. Appropriate traffic control at intersections shall be identified. Access drives to public buildings and garages should align if feasible. Hotel shall provide appropriate area for loading, check in, short term deliveries and rideshare activity. Required loading docks per metro code shall be provided prior to final SP approval.

Old Hickory Boulevard and I-65 Northbound On Ramp

- The available storage for the westbound right-turn on Old Hickory Boulevard at the I-65 Northbound On Ramp is exceeded in the AM peak hour under both background and projected conditions.
- A Brentwood Commons PUD revision was approved with a condition for the developer to design plans for extending the westbound right-turn lane on Old Hickory Boulevard at the I-65 Northbound On Ramp with appropriate storage for construction by others.
- It should be noted that the proposed Summit Hill development is a small contributor to what is an operational issue largely due background traffic volumes. It is recommended that any construction cost participation by the Summit Hill developer be commensurate with the projected level of impact. Developer shall contribute a pro rata cost share for westbound right-turn lane on Old Hickory Boulevard at the I-65 Northbound On Ramp with appropriate storage for construction by others.

Stone Brook Drive

- The majority of the existing sidewalk on Stone Brook Drive was observed to have a substandard width. It is recommended to improve the sidewalk along Stone Brook Drive to have a minimum width of 5 feet where feasible. Right-of-way availability and steep grades will likely limit the scope of this improvement.

Site Access Driveway

- The proposed site access on Stone Brook Drive should be designed to include sufficient width for one entering lane and one exiting lane. A stop bar and R1-1 'Stop' sign should be installed on the egress approach.
- As part of the construction of the project, the site access should be designed such that the departure sight triangles, as specified by AASHTO, will be clear of all sight obstructions, including landscaping, existing vegetation, monument signs/walls, fences, etc. According to field measurements, adequate intersection sight distance is available for turning left and right out of the proposed site access. A clear view is provided to the intersection with Fox Ridge Drive to the north and the in intersection with Villa View Court to the south.
- If access via private road Summit View PI is gated or restricted, additional traffic analysis may be required prior to final SP approval.

Parking

- A total of approximately 1,084 surface and structured parking spaces are planned to accommodate the development. A 7-level parking structure will provide approximately 488 of the structured parking spaces. This parking structure will be shared between the existing office on Summit View Drive and the proposed Summit Hill development.
- Metro Nashville's current Code of Ordinances was reviewed to determine the parking that would be required for the existing and proposed land uses. Based on the parking demand rates, the proposed Summit Hill development and existing office would require 796 parking spaces and 246 parking spaces, respectively.

- Due to the exclusive availability of 155 surface parking spaces for the existing office, a minimum of 91 parking spaces from the proposed 7-level parking structure will be needed to accommodate the office's code required 246 parking spaces. This would reduce the total parking spaces exclusively accommodating the Summit Hill development to 838 spaces, exceeding the code requirement of 796 parking spaces.

Valet Operations

- The proposed development is expected to provide valet parking. Based on the current plan, a valet parking zone is expected to be located at the hotel motor court. Signs should be provided directing valet traffic into the designated curbside valet parking zone.
- Valet parking spaces will be contained by structured parking as well as 108 surface spaces north of Summit View Drive.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Office (710)	24.69		453,000 S.F.	4270	629	587

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)			200 Rooms	1784	127	123

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)	24.69		35 U	336	21	37

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
Hotel (310)			184 rooms	1642	114	111

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
General Office (710)			128,300 S.F.	1617	229	223

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
Retail (814)			86,000 S.F.	6157	141	576

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+3,698	-251	+237

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 2 Elementary 1 Middle 1 High

The proposed SP zoning is expected to generate 4 more students than the existing PUD zoning. Students would attend Percy Priest Elementary School, J.T. Moore Middle School and Hillsboro High School. None of the schools have been identified as over-capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited a maximum of 562,000 square feet of mixed uses, as specified on the plan and including up to 35 multi-family residential units within that square footage. The 91,300 square feet of existing office use shall remain for a total of 653,300 square feet for all uses.
2. The southern access to Summit View Place shall be gated and limited to emergency access vehicles only.
3. The applicant will work with staff on the final design of the proposed spire with the final site plan. Signage is not allowed on the spire.
4. The developer shall work with staff at Final SP to provide a final private street design that incorporates a combination of paved and planted areas.
5. Submit a detailed grading plan and geotechnical study with the submittal of the final site plan for review and approval by staff. Grading plan shall minimize disturbance of existing slopes and shall minimize the use of retaining walls.
6. A ten-foot wide sidewalk and four-foot wide planting strip, consistent with the requirements of the Major and Collector Street Plan shall be provided along Old Hickory Boulevard for the full property frontage.
7. At Final SP for each phase the applicant shall be required to provide an exact breakdown of the square feet for each use so that parking and other requirements can be accurately reviewed.
8. Elevations for all building types consistent with the bulk and architectural standards in the Preliminary SP shall be provided with the submittal of the Final Site plan for each phase for review and approval by staff. Individual building types shall be designed in a manner to work with existing topography and minimize grading.
9. Comply with all conditions of Public Works and Traffic and Parking.
10. 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.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. 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.
13. 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.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approved with conditions and disapprove without all conditions. Consent Agenda (6-0-1)

Resolution No. RS2018-118

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-036-001 is approved with conditions and disapprove without all conditions (6-0-1)"

CONDITIONS

1. Permitted land uses shall be limited a maximum of 562,000 square feet of mixed uses, as specified on the plan and including up to 35 multi-family residential units within that square footage. The 91,300 square feet of existing office use shall remain for a total of 653,300 square feet for all uses.
2. The southern access to Summit View Place shall be gated and limited to emergency access vehicles only.
3. The applicant will work with staff on the final design of the proposed spire with the final site plan. Signage is not allowed on the spire.
4. The developer shall work with staff at Final SP to provide a final private street design that incorporates a combination of paved and planted areas.
5. Submit a detailed grading plan and geotechnical study with the submittal of the final site plan for review and approval by staff. Grading plan shall minimize disturbance of existing slopes and shall minimize the use of retaining walls.

6. A ten-foot wide sidewalk and four-foot wide planting strip, consistent with the requirements of the Major and Collector Street Plan shall be provided along Old Hickory Boulevard for the full property frontage.
7. At Final SP for each phase the applicant shall be required to provide an exact breakdown of the square feet for each use so that parking and other requirements can be accurately reviewed.
8. Elevations for all building types consistent with the bulk and architectural standards in the Preliminary SP shall be provided with the submittal of the Final Site plan for each phase for review and approval by staff. Individual building types shall be designed in a manner to work with existing topography and minimize grading.
9. Comply with all conditions of Public Works and Traffic and Parking.
10. 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.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. 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.
13. 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.
14. 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.

15b. 55-85P-004

PUD (CANCEL)

Council District 04 (Robert Swope)
Staff Reviewer: Latisha Birkeland

A request to cancel a portion of a Planned Unit Development Overlay District on properties located at 201, 205, 305 Summit View Drive and Summit View Drive (unnumbered), west of the terminus of Fox Ridge Drive, zoned CL, CS, OL and RM15 (24.69 acres), requested by Asa Engineering & Consulting, Inc., applicant; Advent Properties, Inc., owner. (See associated case # 2018SP-036-001)

Staff Recommendation: Approve if the associated zone change is approved and disapprove if the associated zone change is not approved.

APPLICANT REQUEST

Cancel a portion of a commercial Planned Unit Development.

Cancel PUD

A request to cancel a portion of a Planned Unit Development Overlay District on properties located at 201, 205, 305 Summit View Drive and Summit View Drive (unnumbered), west of the terminus of Fox Ridge Drive, zoned Commercial Limited (CL), Commercial Service (CS), Office Limited (OL) and Multi-Family Residential (RM15) (24.69 acres).

Existing Zoning

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

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

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

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *RM15 would permit a maximum of 0 units. The current approved PUD does not allow multi-family residential uses.*

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

SOUTHEAST COMMUNITY PLAN

D Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

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

Consistent with Policy?

Yes. The proposed PUD cancellation will be consistent with the District Employment Center policy if the associated Specific Plan (Case number 2018SP-036-001) is approved. The PUD cancellation will result in the property being regulated by the associated SP, which is consistent with policy.

HISTORY

The PUD on this site was originally approved in 1971 and the entire PUD currently permits up to 601,780 square feet of commercial uses. The PUD has been revised over the years. The most recent revision was in 2015 to reduce commercial square footage and adjust the layout of the proposed office and hotel buildings. The most recent revision reduced the floor area proposed to increase the height of one building from 8 stories to 10 stories for a portion of the PUD. Some building improvements have already been constructed. The portion of the PUD that will remain consists of the three parcels where existing buildings are located.

ANALYSIS

The subject property is located southwest of the intersection of Old Hickory Boulevard and Stone Brook Drive in Brentwood. Surrounding zoning includes R10, RM15, CL, and CS. The zoning of the subject property is OL, CL and CS and PUD overlay. The associated Specific Plan proposes various uses on this site. The proposed Specific Plan is more sensitive to the steep slopes located on this site than the approved PUD. Cancelling the PUD will allow the Specific Plan to regulate the uses and the development in more detail than the existing PUD.

STAFF RECOMMENDATION

Staff recommends approval of the PUD cancellation if the associated zone change is approved and disapproval if the associated zone change is not approved.

Approved. Consent Agenda (6-0-1)

Resolution No. RS2018-119

"BE IT RESOLVED by The Metropolitan Planning Commission that 55-85P-004 **is approved. (6-0-1)**"

16. 2018SP-037-001

38TH AVE NORTH SP

Council District 24 (Kathleen Murphy)
Staff Reviewer: Abbie Rickoff

A request to rezone from CS to SP-R zoning for properties located at 420 and 422 38th Ave N, approximately 585 feet north of Charlotte Avenue, (0.44 acres), to permit 10 multifamily units, requested by Dale & Associates, applicant; 422 38th Avenue North Partners, owner.

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

APPLICANT REQUEST

Preliminary SP to permit up to 10 multi-family residential units.

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan – Residential (SP-R) zoning for properties located at 420 and 422 38th Ave N, approximately 585 feet north of Charlotte Avenue, to permit 10 multifamily units (0.44 acres).

Existing Zoning

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

Proposed Zoning

Specific Plan-Mixed 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 a mixture of housing types.

WEST NASHVILLE COMMUNITY PLAN

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

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. Supplemental Policy Area (SPA) 07-T4-CM-01 applies to properties within the Urban Mixed Use Corridor policy along both sides of Charlotte Avenue, between I-440 and Richland Creek. The SPA is intended to provide guidance for building form and site design. Guidance from the SPA recommends building heights of 2 to 4 stories at this site.

Consistent with Policy?

The proposed SP is consistent with the T4 CM policy, as the plan proposes moderate-density residential development in an area that is envisioned to become predominantly residential and mixed use. NashvilleNext also identifies this area as Transition or Infill in close proximity to a high capacity transit corridor (Charlotte Pike), identifying this area as appropriate for additional future growth. The site is located near the eastern edge of T4 CM policy, transitioning to T4 Neighborhood Evolving policy along 37th Ave. N. (east), where the development pattern includes primarily two-family land uses. This SP brings the site closer to the goals of the policy by encouraging a greater mix of higher-density residential development that is compatible with urban neighborhoods. The site is also approximately 700 feet from an existing MTA bus route on Charlotte Avenue, providing alternative transportation options for future residents. Conservation policy is identified on site, indicating the presence of steep slopes.

PLAN DETAILS

The 0.44-acre site is located on the east side of 38th Avenue North, north of Charlotte Avenue and south of Interstate 40. The site consists of two parcels; one of the parcels contains a small warehouse and the other parcel is vacant. The 38th Ave. N. blockface terminates near the northwestern property line due to the interstate which is adjacent (north) of the site. The site abuts a Metro Water pump station and telecommunications tower (south and east), and residential and vacant properties (east). Surrounding land uses include a mixture of industrial and commercial uses between 38th Ave. N. and 39th Ave. N. (west) and along Charlotte Avenue (south), transitioning to primarily two-family land uses (east).

The site plan proposes 10 multi-family units, including 9 attached units and 1 detached unit. Three attached units (Units 8, 9, and 10) front 38th Ave. North, and the remaining units have main entries along the sides of the units. Five foot sidewalks provide access to all units. Vehicular access from 38th Ave. N. leads to a shared private drive, providing access to the rear loaded garages which are included on all units. Right-of-way will be dedicated along the 38th Avenue North property frontage to meet the Public Works local street standard, including a five foot sidewalk and four foot planting strip.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. Unit #1, which is oriented towards the interstate, is accessed from the street-facing façade. Therefore, staff recommends additional windows, glazing, or other architectural treatment be added to the western (street-facing) façade of Unit #1 to address the street. The plan limits the building height to a maximum of 40 feet measured to the roof line.

ANALYSIS

The SP is consistent with the site's Urban Mixed Use Corridor policy, as the plan proposes higher intensity residential development that is compatible with the general character of the existing urban development pattern. Rezoning to a non-commercial zoning district is also more compatible with the Neighborhood Evolving policy areas to the east. The plan provides for additional housing choice for residents in the area, and the proposed architectural standards and treatments enhance the design quality of the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION
Approve

WATER SERVICES RECOMMENDATION
Approve with conditions

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

PUBLIC WORKS RECOMMENDATION
Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to Final SP, indicate on the plans improving 38th Ave across the property frontage per MPW standard ST-251. Improve 38th Ave from property south to a minimum of 20' of pavement, where pavement width is less than 20'
- Prior to Final SP, indicate solid waste and recycling plan
- Prior to Final SP, submit copy of ROW dedications prior to bldg. permit sign off.
- With the Final SP, the sidewalk grade is to follow the center line road grade per MPW standards and specs.

TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions

- Apply to T&P to install np parking signs on both sides of 38th Ave between alley and Charlotte pk.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.44	0.6 F	11,500 S.F	530	17	50

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.44		10 U	73	7	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-457	-10	-42

METRO SCHOOL BOARD REPORT

Projected student generation existing CS district: 0 Elementary 0 Middle 0 High
 Projected student generation proposed SP-R district: 8 Elementary 5 Middle 5 High

The proposed SP zoning is expected to generate 18 more student than the existing CS zoning. Students would attend Park Avenue Enhanced Option Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 10 multi-family units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.

3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
4. On the corrected copy, modify the Height Standards in the Development summary: "40 feet max. measured to the highest point of the roof."
5. Additional windows, glazing, or other architectural treatment shall be provided on the western (street facing) side of Unit #1 to address the street.
6. Any retaining walls located along 38th Avenue North within the 15 foot setback that exceed a height of 36 inches shall have a front façade of a material other than concrete block.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
9. 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.
10. 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.
11. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. Comply with all conditions of Stormwater, Water Services, and Public Works.
14. 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.

Approve with conditions and disapprove without all conditions. Consent Agenda (7-0)

Resolution No. RS2018-120

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-037-001 **Is approved with conditions (7-0)**"

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 10 multi-family units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
3. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
4. On the corrected copy, modify the Height Standards in the Development summary: "40 feet max. measured to the highest point of the roof."
5. Additional windows, glazing, or other architectural treatment shall be provided on the western (street facing) side of Unit #1 to address the street.
6. Any retaining walls located along 38th Avenue North within the 15 foot setback that exceed a height of 36 inches shall have a front façade of a material other than concrete block.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
9. 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.
10. 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.
11. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses

not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. Comply with all conditions of Stormwater, Water Services, and Public Works.
14. 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.

17. 2018SP-039-001

FAIRVIEW MEADOWS

Council District 01 (John Cooper)

Staff Reviewer: Patrick Napier

A request to rezone from RS15 to SP-R zoning on property located at 3606 Fairview Drive, at the northeast corner of Fairview Drive and Meadow Road (0.89 acres), to permit 5 lots, including 2 two-family lots, for a total of seven residential units, requested by DBS and Associates Engineering, applicant; Yohance and Patricia Price, owners.

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

APPLICANT REQUEST

Zone change to permit 5 lots, including 2 two-family lots.

Preliminary SP

A request to rezone from Single-family Residential (RS15) to Specific Plan-Residential (SP-R) zoning on property located at 3606 Fairview Drive, at the northeast corner of Fairview Drive and Meadow Road (0.89 acres), to permit 5 lots, including 2 two-family lots, for a total of seven residential units.

Existing Zoning

Single-family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 2 lots for a total of two units.*

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type. *This SP would permit 5 lots, including 2 two-family lots, for a total of seven residential units.*

BORDEAUX - WHITES CREEK-HAYNES TRINITY 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.

Consistent with Policy?

The proposed SP is consistent with the policy, which is intended to enhance suburban neighborhoods with a variety of housing choices and high levels of connectivity. The plan will permit up to 7 residential units, which promotes a variety of housing types in the neighborhood.

The scale and form of the structures proposed by the plan provides an appropriate character as moderate setbacks, lot coverage, and rear loaded garages are indicated for all units. Sidewalks will be provided to the north along Meadow Road and to the east along Fairview Drive which will provide pedestrian connectivity. This site is located near Suburban Neighborhood Mixed Use and Suburban Community Center policy areas along Clarksville Pike. The increased density and housing type will increase the demand for the commercial services which are encouraged by these policies.

PLAN DETAILS

The site contains one single family structure on a single parcel with a total area of 0.89 acres. The site is located at 3606 Fairview Drive, at the northeast corner of Fairview Drive and Meadow Road. The area to the west primarily contains single family structures on large to moderate lots. The area to the east contains a mixture of commercial and multi-family uses as well as the Bordeaux Library.

Site Plan

The plan proposes a total of seven units, which consist of two two-family units and three single-family units. The site will be subdivided resulting in of 7 residential lots and an open space lot to the north. Access is provided in the form

of a private drive which connects to Fairview Drive and Meadow Road. The private drive provides access to the rear of the proposed dwelling units. Each unit contains a rear loaded garage and a driveway for additional parking. A 15 foot wide A level landscape buffer is provided along the northern property line in order to provide and transition to the existing single family structure to the north.

Sidewalks will be provided along both street frontages. The plan indicates a 6 foot wide grass strip and a 5 foot wide sidewalk will be installed along the Meadow Road frontage, exceeding the local street standard. The plan indicates a 4 foot wide grass strip and 5 foot wide sidewalk will be installed along the Fairview Drive frontage.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The corner unit fronting Meadow Road and Fairview Drive is required to meet a 25% minimum glazing requirement and provide a principle entrance facing Fairview Drive. The plan limits the building height to a maximum of three stories in 35 feet, as measured to the roofline.

ANALYSIS

The site is located near Suburban Neighborhood Mixed Use and Suburban Community Center policy areas which are located along Clarksville Pike to the East of this site. The presence of these two policy areas compliment the increased density proposed by the plan. Allowing for higher-density residential building types placed near corridors and commercial centers adds value to neighborhoods by growing the market and demand for consumer services and the demand for transit. The form of development will achieve consistency the T3-NM policy and provide a transition to the less intense single family neighborhood to the west of the site.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

- Approved as a Preliminary SP only. The applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. All 8-inch private sewer service lines must tie into the public sewer at a public sewer manhole. In this case, public sewer construction plans must be submitted and approved to construct this new public manhole, prior to Final SP approval. 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.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- See Roads Comments

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.89	2.9 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.89		7 U	67	6	8

Traffic changes between maximum:

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+5 U	+47	+4	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 0 Elementary 0 Middle 0 High

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

The proposed SP zoning is expected to generate three more students than the existing RS15 zoning. Students would attend Cumberland 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 November 2018.

STAFF RECOMMENDATION

Approve with conditions and disapprove with all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 5 residential lots, including 2 two-family lots.
2. Ownership may be divided by a subdivision with a minimum lot size of 4,200 square feet.
3. Maximum height shall be measured to the highest point of the roof.
4. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The Final SP 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.
6. With the submittal of the building permit, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
7. 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 RS15 zoning district as of the date of the applicable request or application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. Consent Agenda (7-0)

Resolution No. RS2018-121

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-039-001 Is approved with conditions (7-0)"

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 5 residential lots, including 2 two-family lots.
2. Ownership may be divided by a subdivision with a minimum lot size of 4,200 square feet.
3. Maximum height shall be measured to the highest point of the roof.
4. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The Final SP 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.
6. With the submittal of the building permit, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
7. 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 RS15 zoning district as of the date of the applicable request or application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

- 18. 2018SP-040-001**
3156 ANDERSON ROAD
Council District 29 (Karen Y. Johnson)
Staff Reviewer: Gene Burse

A request to rezone from AR2a to SP-R zoning on property located at 3156 Anderson Road, approximately 480 feet east of Wilford Pack Drive (4.88 acres), to permit 22 multi-family residential units, requested by Dale and Associates, applicant; John Coleman, Jr., owner.

Staff Recommendation: Defer to the June 14, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-040-001 to the June 14, 2018, Planning Commission meeting. (7-0)

- 19. 2018SP-041-001**
22ND STREET SP
Council District 11 (Larry Hagar)
Staff Reviewer: Abbie Rickoff

A request to rezone from RS5 to SP-MU zoning on property located at 209 22nd Street and 22nd Street (unnumbered), at the southwest corner of Dabbs Avenue and 22nd Street (0.47 acres), to permit all uses under the MUL-A zoning district except for alternative financial services and waste management uses, and to limit the maximum height, requested by Jason Bockman, applicant and owner.

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

APPLICANT REQUEST
Rezone from RS5 to SP-MU.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 209 22nd Street and 22nd Street (unnumbered), at the southwest corner of Dabbs Avenue and 22nd Street, to permit all uses under the MUL-A zoning district except for alternative financial services and waste management uses, and to limit the maximum height (0.47 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 4 units.*

Proposed Zoning

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

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) policy 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 proposed zone change is consistent with T4 MU policy, which is intended to enhance urban neighborhoods by providing a mixture of residential and non-residential development. 22nd Street contains mixed residential, non-residential, and vacant land uses where mixed use development may be supported by the surrounding development pattern. The site is located in an area of T4 MU policy that is surrounded by a mixture of land use policies, including Civic (west), Open Space (north), T3 NM (Suburban Neighborhood Maintenance) (east), and T3 CM (Suburban Mixed Use Corridor) (south). T3 CM policy begins near the intersection of 22nd Street and Old Hickory

Proposed Regulatory SP

Development Summary	
SP Name	22 nd Street Specific Plan
SP Number	2018SP-041-001
Council District	Hagar
Map & Parcel	Map 053-08; Parcels 011-013

Site Data Table	
Site Data	0.47 acres
Existing Zoning	RS5
Proposed Zoning	SP-MU
Allowable Land Uses	Uses within this SP shall be limited to those uses permitted under the MUL-A zoning district except for waste management uses and alternative financial services.

22nd Street Specific Plan (SP)

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to those uses permitted under the MUL-A zoning district except for waste management uses and alternative financial services.
2. Future development shall be limited to a maximum height of 35 feet measured to the highest point of the roof and shall include at least 50% of brick or masonry exterior.
3. EIFS, vinyl siding and untreated wood shall be prohibited.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.

Proposed Regulatory SP End

Boulevard, approximately 450 feet to the south, extending south along Old Hickory Boulevard. NashvilleNext identifies Old Hickory Boulevard as a long-term need priority corridor, where additional future growth is appropriate. The site is adjacent to an area identified by NashvilleNext as a transition or infill area, where higher density housing is appropriate along and around corridors and centers to provide a harmonious connection to surrounding neighborhoods. Rezoning from RS5 to MUL-A will allow the site to redevelop in a manner that is consistent with policy and the surrounding context.

ANALYSIS

The 0.46-acre site is at the southwest corner of 22nd Street and Dabbs Avenue, west of Old Hickory Boulevard and directly south of Dupont Hadley Middle School. The site includes 3 parcels and is currently vacant. A majority of the surrounding parcels in T4 MU policy are zoned for mixed use and multi-family development, including multiple residential SP's located across the street at 22nd Street and Dabbs Avenue. Rezoning to Specific Plan-Mixed Use (SP-MU) will allow mixed residential and non-residential uses that are supported by the policy.

Uses within this SP shall be limited to those uses permitted under the MUL-A zoning district except for waste management uses and alternative financial services. Future development shall be limited to a maximum height of 35 feet measured to the roofline and shall include at least 50% of brick or masonry exterior. EIFS, vinyl siding and untreated wood shall be prohibited construction materials.

Specific standards outlined in the plan will ensure that future development is compatible with surrounding land uses. Therefore, staff recommends approval as the requested zone change is consistent with the T4 Urban Mixed Use Neighborhood land use policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **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)	0.47	8.71 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)	0.23		10 U	67	6	7

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)	0.12	1.0 F	5,227 S.F.	138	18	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
Retail (814)	0.12	1.0 F	5,227 S.F.	262	12	35

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
-	-	-		+428	+33	+90

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 4 Elementary 2 Middle 2 High

The proposed SP zoning is expected to generate eight more students than the existing RS5 zoning, assuming 50% of the floor area is utilized for non-residential uses. Students would attend Dupont Elementary School, Dupont Hadley Middle School, and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

The proposal is consistent with the T4 Urban Mixed Use Neighborhood land use policy. Therefore, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to those uses permitted under the MUL-A zoning district except for waste management uses and alternative financial services.
2. Future development shall be limited to a maximum height of 35 feet measured to the highest point of the roof and shall include at least 50% of brick or masonry exterior.
3. EIFS, vinyl siding and untreated wood shall be prohibited construction materials.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
5. Sidewalks meeting local street standards shall be required along 22nd Street.
6. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

Ms. Rickoff presented the staff recommendation of approval with conditions and disapproval without all conditions.

Jason Bockman, 1598 Gill Rd, spoke in favor of the application.

Gis Johannsson, 1708 Riverside Dr, spoke in opposition to the application. If approved, there will be five very large condos on the corner.

Councilmember Hagar spoke in favor of the application. People in this area want small businesses.

Chairman Adkins closed the Public Hearing.

Mr. Tibbs spoke in favor of staff recommendation.

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

Ms. Farr left the meeting at 6:20 p.m.

Resolution No. RS2018-122

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-041-001 is approved with conditions and disapproved without all conditions. (8-0)"

CONDITIONS

1. Permitted land uses shall be limited to those uses permitted under the MUL-A zoning district except for waste management uses and alternative financial services.
2. Future development shall be limited to a maximum height of 35 feet measured to the highest point of the roof and shall include at least 50% of brick or masonry exterior.
3. EIFS, vinyl siding and untreated wood shall be prohibited construction materials.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
5. Sidewalks meeting local street standards shall be required along 22nd Street.
6. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

20. 2018NHL-002-001

IVY HALL

Council District 07 (Anthony Davis)
Staff Reviewer: Shawn Shepard

A request to apply a Neighborhood Landmark Overlay District on property located at 1431 Shelton Avenue, approximately 300 feet west of Stratford Avenue and located within the Inglewood Place Neighborhood Conservation District, zoned RS7.5 (1.37 acres), requested by Smith Gee Studio, applicant; Rachel E. McCann and Joshua O. Gray, owners.

Staff Recommendation: Defer to the May 24, 2018, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018NHL-002-001 to the May 24, 2018, Planning Commission meeting. (7-0)

21. 2018S-021-001

DRG INTERCHANGE CENTER

Council District 33 (Antoinette Lee)
Staff Reviewer: Levi Hill

A request for final plat approval to create six lots on properties located at 12575 Old Hickory Blvd and 3818 Logistics Way, at the corner of Old Hickory Blvd and Logistics Way, zoned AR2a and IR, partially within a Planned Unit Development, and within the Murfreesboro Pike Urban Design Overlay District (118.19 acres), requested by Barge, Waggoner, Sumner & Cannon, Inc., applicant; CH Realty VII-DRG Nashville Interchange Center, LLC and CH Realty VII DRG Nashville Interchange Center PH 1, owner.

Staff Recommendation: Defer to the May 24, 2018, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018S-021-001 to the May 24, 2018, Planning Commission meeting. (7-0)

22. 2018S-046-001

WHITLAND REALTY COMPANY REVISION ONE

Council District 24 (Kathleen Murphy)
Staff Reviewer: Abbie Rickoff

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 RS20 (3.56 acres), requested by Smith Gee Studio, LLC, applicant; Phyllis and Thomas Guv Pennington, Et Ux, owners.

Staff Recommendation: Disapprove.

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.

BACKGROUND

This case was deferred by the applicant at the April 12, 2018, Metro Planning Commission meeting. No public hearing was held. After the April 12, 2018, MPC meeting, the applicant submitted plan revisions to address outstanding Public Works and Stormwater comments. The May 10, 2018, staff report was subsequently updated to reflect those revisions; however, Planning's recommendation remains unchanged from the previously published staff report.

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: 29,547 SF (0.678 acres) and 144.5 feet of frontage
- Lot 2: 28,095 SF (0.645 acres) and 52.29 feet of frontage
- Lot 3: 20,146 SF (0.462 acres) and 63.48 feet of frontage
- Lot 4: 24,027 SF (0.552 acres) and 68.59 feet of frontage
- Lot 5: 27,660 SF (0.635 acres) and 68.59 feet of frontage

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 requirements of the RS20 zoning district.

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 144.5 feet of frontage and proposed Lot 5 has 154.5 feet of frontage. Both of the proposed lots meet compatibility requirements for frontage.

Lot 1 Frontage	
Proposed Frontage	144.5
Minimum Frontage	84.65 feet
70% Average	112.10 feet

Lot 5 Frontage	
Proposed Frontage	154.5
Minimum Frontage	115 feet
70% Average	123.69 feet

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

Along 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 29,547 square feet (0.678 acres), and proposed Lot 5 is 27,660 square feet (0.635 acres). Neither of the proposed lots meets compatibility requirements for area.

Lot 1 Size	
Proposed Size	29,547 SF
Minimum Size	19,602 SF
70% Average	35,980 SF

Lot 5 Size	
Proposed Size	27,660 SF
Minimum Size	25,264 SF
70% Average	37,301 SF

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, which has been identified on the face of the plat.

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.

Lot 1 Street Setback	
Proposed Street Setback	133.7
Minimum Street Setback	120 feet
Adjacent Average	133.7

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 6,433 square feet less than the required size based on surrounding parcels, and Lot 5 is approximately 9,641 square feet square feet less than the required size base on surrounding parcels.

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, and requiring raised foundations for all residential structures.

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. Engineer verified radius for turns for FD access.

STORMWATER RECOMMENDATION

Return for corrections

- Provide Water Quality Concept.
- Label all Storm Water features (Include Water quality units, bio-retention and detention ponds Etc.)
- Show ditches / pipes; and provide a Public Utility and Drainage Easement in accordance with the SWMM, Vol. 1.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- With final development plan revise right-of-way to parallel curb line.
- Loop street to be constructed per ST-251.
- Turning radii and entry island width to be evaluated with final development plan and may require minor modifications.
- The proposed sidewalk along Woodlawn may require curb and gutter.
- All public infrastructure within the right-of-way must comply with Public Works standards..

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.

Ms. Rickoff presented the staff recommendation of disapproval.

David Kleinfelter, 2904 23rd Ave S, spoke in favor of the application.

Tom Pennington spoke in favor of the application because it's the best use of the property.

Hunter Gee spoke in favor of the application and clarified that the commission is allowed to use the harmonious development method.

Rob Stein, 3611 Woodlawn Dr, spoke in opposition to the application because it does not conform to standards and is not harmonious.

Clint Lane, 3609 Woodlawn Dr, spoke in opposition to the application as it is not harmonious with the area.

Dianne and Craig Sussman, 3615 Woodlawn Dr, spoke in opposition to the application.

Bunny (last name unclear), 801 Linbrook Rd, spoke in opposition to the application due to traffic concerns.

Councilmember Murphy spoke in opposition and noted that this would break up the block into two separate blocks and that would not fit with policy.

Chairman Adkins closed the Public Hearing.

Mr. Gobbell spoke in favor of staff recommendation.

Ms. Moore spoke in favor of staff recommendation.

Dr. Bichell spoke in favor of the application. It seems that have made a very careful plan to try to keep it harmonious with Woodlawn.

Mr. Tibbs spoke in favor of staff recommendation.

Mr. Hayes spoke in favor of staff recommendation.

Mr. Haynes moved and Mr. Tibbs seconded the motion to disapprove. (6-1) Dr. Bichell voted against Resolution No. RS2018-123

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-046-001 is disapproved. (6-1)"

**23. 2018S-071-001
CARL EDWARD PILKINGTON PROPERTY
Council District 10 (Doug Pardue)
Staff Reviewer: Patrick Napier**

A request for final plat approval to create two lots on property located at 1903 Baker Road, 2,390 feet west of Old Springfield Pike, zoned AR2a (5.01 acres), requested by J. Bruce Rainey, applicant; Carl Edward Pilkington III, owner.

Staff Recommendation: Disapprove.

**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 1903 Baker Road, 2,390 feet west of Old Springfield Pike, zoned Agricultural/Residential (AR2a) (5.01 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 based on acreage only. Application of the Rural Subdivision Regulations may result in fewer lots.*

PARKWOOD-UNION HILL COMMUNITY PLAN

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

T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

PLAN DETAILS

This request is to create two lots on property located at 1903 Baker Road, 2,390 feet west of Old Springfield Pike. Lot 1 shown on the proposed plat contains a single family home. Lot 2 is currently vacant.

ANALYSIS

Chapter 4 of the Subdivision Regulations, Rural Character Subdivisions outlines the criteria for reviewing subdivisions located within T2 Rural Maintenance policy areas. The intent of these regulations is to ensure new development is in harmony with established rural character.

Section 4-2 identifies Primary Conservation Areas that include land such as those in FEMA floodplains, problem soils, and steep slopes. Section 4-2.4 requires that building envelopes not include any lands within Primary Conservation Areas. The intent of orienting development away from the aforementioned areas is to minimize the impact of development or disturbance to environmental resources through protection and preservation.

Lot 1 contains an existing single-family structure identified as shown on the proposed plat. Lot 2 is vacant and contains a small portion of the 100 year flood plain as well as stream buffers. Though required by the Rural Subdivision Regulations the flood plain has not been identified as a Primary Conservation feature. The existing structure on lot 1 is indicated to remain on the site. Any new construction would be required to meet local standards in regards to stormwater buffers.

Section 4-2.5 outlines two Character Options for development of land in Rural Neighborhood Maintenance areas: the Countryside Character Option and the Agricultural Character Option. In this case, the Agricultural Character Option is not appropriate because the primary function of the subdivision does not involve an agricultural use. Therefore, the Countryside Character Option is the most appropriate option. The Countryside Character Option provides two options: Open Alternative and Screened Alternative. Each proposed lot is not screened by vegetation or topography; therefore, staff reviewed the plat against the Open Alternative criteria below. For the purposes of this analysis, "surrounding parcels" is defined 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 block face, whichever is less.

a. Building Setback

The required building setback shall be varied between lots. 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(s) proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used. Where the majority of the abutting parcels are not developed, the minimum building setback shall be two times the amount of lot frontage. However, in no instance shall the minimum building setback be greater than 1,000 feet.

The residential structure on Lot 1 and the proposed development footprint for Lot 2 exceed the minimum 40-foot street setback established by Metro Zoning Code for the AR2a zoning district. The 40-foot setback is less than the average street setback of the two abutting parcels on either side of the proposed lots, which is approximately 480 feet. Therefore a front setback line is required for each parcel at a distance of 480 from the front property line, this setback line has not been shown on the plat.

Neither Lot 1 nor Lot 2 meets the required setback of 480 feet.

b. Lot Depth

The minimum depth for lots along existing public streets shall be the building setback required by Section 4-2.5.a.1 plus 300 feet. For this subdivision, a depth of 780 feet is required.

Lot 1 with a depth of 419 feet, and Lot 2 with a depth of 453 feet, does not meet the minimum depth requirement of 780 feet.

c. Lot Size

1. Individual lot sizes shall vary in size to reflect the rural character.
2. The minimum lot size is either equal to or greater than 70% of the lot size of the average size of the surrounding parcels or equal to or larger than smallest of the surrounding parcels, whichever is greater.
3. Flag lots shall not be included in the analysis.

Based on the surrounding lots, as defined by the Subdivision Regulations, the minimum required lot size is 10.09 acres for each lot. Lot 1 is 2.67 acres and Lot 2 is 2.33 acres, and therefore, neither lot meets the minimum lot area requirement.

d. Lot Frontage

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

Based on the surrounding lots, as defined by the Subdivision Regulations, the minimum lot width is 327 feet. Lot 1, with a frontage of 243 feet, does not meet the requirement. Lot 2, with a frontage of 237 feet, does not meet the requirement.

e. Street Lights

Not applicable to this application

f. Cluster Lot Option

Not applicable to this application

Staff finds that this proposal would be inconsistent with the established rural character within the immediate area including along Baker Road.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve

PUBLIC WORKS RECOMMENDATION

Approve

HEALTH DEPARTMENT

Not approval received

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends disapproval as the proposal does not meet the Rural Subdivision Regulations and a recommendation of approval has not been received from all reviewing agencies.

Mr. Napier presented the staff recommendation of disapproval.

Ben Davidson, 1257 Lake Terrace Dr, spoke in favor of the application on behalf of Carl Edward Pilkington.

Chairman Adkins closed the Public Hearing.

Mr. Haynes moved and Mr. Tibbs seconded the motion to disapprove. (7-0)

Resolution No. RS2018-124

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017Z-122PR-001 is disapproved. (7-0)"

24. 2018Z-046PR-001

Council District 27 (Davette Blalock)
Staff Reviewer: Latisha Birkeland

A request to rezone from R6 to RM20-A zoning on properties located at Winston Avenue West (unnumbered) and JJ Watson Avenue (unnumbered), west of the terminus of JJ Watson Avenue (4.57 acres), requested by Dale and Associates, applicant; Salahadeen Osman, owner.

Staff Recommendation: Defer to the May 24, 2018, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018Z-046PR-001 to the May 24, 2018, Planning Commission meeting. (7-0)

H: OTHER BUSINESS

- 25. Historic Zoning Commission Report
- 26. Board of Parks and Recreation Report
- 27. Executive Committee Report
- 28. Accept the Director's Report and Approve Administrative Items
- 29. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

May 24, 2018

MPC Meeting

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

June 14, 2018

MPC Meeting

4 pm, 2601 Bransford Avenue, Metro Board of Education Administration Building

June 28, 2018

MPC Meeting

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

July 26, 2018

MPC Meeting

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

J: ADJOURNMENT

The meeting adjourned at 7:23 p.m.

Chairman

Secretary



METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY
 Planning Department
 Metro Office Building, 2nd Floor

Date: May 10, 2018
 To: Metropolitan Nashville-Davidson County Planning Commissioners
 From: Robert Leeman, Interim Executive Director
 Re: Executive Director’s Report

The following items are provided for your information.

- A. Planning Commission Meeting Projected Attendance (6 members are required for a quorum)**
1. Planning Commission Meeting
 - a. Attending: Tibbs; Haynes; Moore; Sims; Farr; Bichell; Gobbell
 - b. Leaving Early:
 - c. Not Attending: Blackshear
 2. Legal Representation –Justin Marsh will be attending.

Administrative Approved Items and Staff Reviewed Items Recommended for approval by the Metropolitan Planning Commission

In accordance with the Rules and Procedures of the Metropolitan Planning Commission, the following applications have been reviewed by staff for conformance with applicable codes and regulations. Applications have been approved on behalf of the Planning Commission or are ready to be approved by the Planning Commission through acceptance and approval of this report. Items presented are items reviewed **through 5/4/2018**.

<u>APPROVALS</u>	# of Applics	# of Applics '17
Specific Plans	3	19
PUDs	0	2
UDOs	0	1
Subdivisions	2	42
Mandatory Referrals	16	81
Grand Total	21	145

SPECIFIC PLANS (finals only): MPC Approval

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

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
11/30/2016 15:52	4/20/2018 0:00	PLAPADMIN	2016SP-026-002	903 AND 905 CURDWOOD BLVD	A request for final site plan approval on properties located at 903 and 905 Curdwood Boulevard, approximately 880 feet west of the intersection of Burrus Street and Curdwood Blvd (1.47 acres), to permit up to six residential units, requested by Dale & Associates, applicant; D223 LLC, owner.	08 (Nancy VanReece)
11/1/2017 10:59	4/20/2018 0:00	PLRECAPP	2017SP-024-002	3413 OLD ANDERSON SP (FINAL)	A request for final site plan approval on property located at 3413 Old Anderson Road, approximately 400 feet north of Anderson Road, zoned SP-R (1.23 acres), to permit nine multi-family, residential units, requested by Dale and Associates, applicant; Tennessee Avenue Development, LLC, owner.	29 (Karen Y. Johnson)
4/28/2016 0:00	4/30/2018 0:00	PLRECAPP	2006SP-081-005	DAVENPORT DOWNS, PHASE 2 FINAL	A request for final site plan approval for portions of properties located at Maxwell Road (unnumbered), 435 feet east of Flagstone Drive (64.7 acres), zoned SP, to permit 41 lots, requested by Dale & Associates, Inc., applicant, Davenport Downs Holding, LLC, owner.	33 (Antoinette Lee)

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

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

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
NONE						

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

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
NONE						

MANDATORY REFERRALS: MPC Approval

Date Submitted	Staff Determination		Case #	Project Name	Project Caption	Council District # (CM Name)
1/30/2018 14:43	4/19/2018 0:00	PLRECAPP	2018M-023ES-001	VAILVIEW DRIVE SIDEWALK PROJECT	A request for temporary construction easements and a drainage easement for the Vailview Drive Sidewalk Project, between Richmond Hill Drive and Parkwood Park Entrance (Project No. 2017-R-013), requested by Metro Public Works, applicant.	03 (Brenda Haywood)

2/27/2018 13:38	4/19/2018 0:00	PLRECAPPR	2018M-009PR-001	DONELSON PUBLIC LIBRARY	A request for an ordinance approving an agreement between the Metropolitan Government and Plaza 2750, LLC, concerning the acquisition of real property for use as the site for a new public library and acquisition and construction of related infrastructure improvements in Donelson, requested by the Metro Legal Department, applicant.	15 (Jeff Syracuse)
4/4/2018 8:39	4/19/2018 0:00	PLRECAPPR	2018M-038ES-001	LONG HOLLOW PIKE AT NORTH CARTWRIGHT STREET ABANDONMENT OF EASEMENT RIGHTS	A request for the abandonment of easement rights and removal of abandoned 14-inch pipe on properties located at 330 Cartwright Street and East Cedar Street (unnumbered) (Map 019-13 Parcel 103; Map 026-01 Parcel 126) (MWS Project No. 66-SG-65 and 98-SL-132), requested by Metro Water Services, applicant.	10 (Doug Pardue)
4/5/2018 15:04	4/19/2018 0:00	PLRECAPPR	2018M-039ES-001	DONELSON DOWNS (MWS PROJECT NO. 17- WL-232 AND 17- SL-232)	A request for the abandonment of approximately 100 linear feet of 8-inch Sewer Main, and to accept new 1,634 linear feet of 8-inch Sewer Main, 1,107 linear feet of 8-inch Sewer Main, approximately 1,341 linear feet of 8-inch Water Main, 1,063 linear feet of 6-inch Water Main, Fire Hydrants, Sanitary Manholes and any associated easements (MWS Project No. 17-WL-232 and 17-SL-232) (Map 085-14 Parcels 21, 22, 24, 52, 53, 54), requested by Metro Water Services, applicant.	14 (Kevin Rhoten)
4/9/2018 15:30	4/19/2018 0:00	PLRECAPPR	2018M-013EN-001	MARKET STREET MERCANTILE, LLC AT 111 2ND AVENUE NORTH AERIAL ENCROACHMENT	A request for an aerial encroachment comprised of one (1) double-faced, illuminated projecting sign encroaching the public right-of-way on property located at 111 2nd Avenue North (Map 093-06-2 Parcel 047), requested by Market Street Mercantile, applicant; 105 Second Avenue 2, LLC, owner.	19 (Freddie O'Connell)
4/9/2018 9:06	4/19/2018 0:00	PLRECAPPR	2018M-008AG-001	CENTENNIAL BOULEVARD RAILROAD CROSSING SAFETY IMPROVEMENTS	A request for a resolution approving an intergovernmental agreement by and between the State of Tennessee, Department of Transportation and The Metropolitan Government of Nashville and Davidson County, acting by and through the Metropolitan Department of Public Works, for the reimbursement of railroad crossing safety improvements at Centennial Boulevard (03257), Railroad Crossing #350263D, Fed No. HSIP-R-3257(4), State No. 19960-2555-94; PIN 123255.00, requested by Metro Public Works, applicant.	20 (Mary Carolyn Roberts)
4/5/2018 15:28	4/25/2018 0:00	PLRECAPPR	2018M-040ES-001	MAGNOLIA FARMS WATER LINE EXTENSION (MWS PROJECT NO. 18-WL-7)	A request for the abandonment of approximately 260 linear feet of 3-inch Water Main and to accept 2,838 linear feet of 10-inch Water Main, 171 linear feet of 8-inch Water Main, Fire Hydrant and any associated easements (Map 086 Parcels 126-131, 751) (MWS Project No. 18-WL-7), requested by Metro Water Services, applicant.	14 (Kevin Rhoten)
4/5/2018 14:33	4/25/2018 0:00	PLRECAPPR	2018M-013PR-001	610 MCGAVOCK PIKE RIGHT-OF- WAY SURPLUS	An request for an ordinance authorizing the Director of Public Property Administration to execute a quitclaim deed for any property interests the Metropolitan Government may have in a portion of the right-of-way adjacent to 610 McGavock Pike, and accepting	15 (Jeff Syracuse)

					consideration for the same in the amount of \$102,750.00 (Map 095-11 Parcel 179), requested by the Department of Finance, applicant.	
4/16/2018 11:17	4/27/2018 0:00	PLRECAPPR	2018M-009AG-001	SILO BEND CSX FACILITY ENCROACHMENT AGREEMENT WATER (MWS PROJECT NO. 17-WL-80)	A request for a resolution authorizing The Metropolitan Government of Nashville and Davidson County, acting by and through the Department of Water and Sewerage Services, hereinafter called the "Licensee," to enter into a Facility Encroachment Agreement with CSX TRANSPORTATION, INC. hereinafter called "Licensor" to acquire or accept dedication of certain facilities to be built by a private party, (MWS Project No. 17-WL-80) (see site plan for details), requested by Metro Water Services, applicant.	01 (Nick Leonardo); 20 (Mary Carolyn Roberts); 21 (Ed Kindall)
4/17/2018 12:00	4/27/2018 0:00	PLRECAPPR	2018M-010AG-001	SILO BEND CSX FACILITY ENCROACHMENT AGREEMENT SEWER (MWS PROJECT NO. 17-SL-98)	A request for a resolution authorizing The Metropolitan Government of Nashville and Davidson County, acting by and through the Department of Water and Sewerage Services, hereinafter called the "Licensee," to enter into a Facility Encroachment Agreement with CSX TRANSPORTATION, INC. hereinafter called "Licensor" to acquire or accept dedication of certain facilities to be built by a private party, (MWS Project No. 17-SL-98) (see site plan for details), requested by Metro Water Services, applicant.	20 (Mary Carolyn Roberts)
4/17/2018 12:14	4/27/2018 0:00	PLRECAPPR	2018M-014PR-001	THE PARK PROPERTY PURCHASE OPTION AND SALE AGREEMENT	A request for an ordinance approving an option to purchase a parcel of real property and an agreement to sell a parcel of real property, together with an exchange of associated easements, all in connection with the further development of park property in southeastern Davidson County (Map 175 Parcels 023, 024), requested by the Metro Legal Department, applicant.	33 (Antoinette Lee)
4/17/2018 12:36	4/27/2018 0:00	PLRECAPPR	2018M-041ES-001	3208 LONG BOULEVARD AND 203 BURNS AVENUE (MWS PROJECT NO. 17-WL-153)	A request for the abandonment of approximately 306 linear feet of 2-inch Water Main and to accept 306 linear feet of 6-inch Water Main, Fire Hydrant and any associated easements (Map 104-02 Parcel 069, 547) (MWS Project No. 17-WL-153), requested by Metro Water Services, applicant.	21 (Ed Kindall)
1/23/2018 13:28	4/27/2018 0:00	PLRECAPPR	2018M-013ES-001	OLD HICKORY BOULEVARD SIDEWALK PROJECT	A request for temporary construction easements, drainage easements and right-of-way easements for the Old Hickory Boulevard Sidewalk Project, between Highway 100 and Devon Valley Drive (Project No. 2017-R-27), requested by Metro Public Works, applicant.	34 (Angie Henderson)
4/9/2018 15:17	4/27/2018 0:00	PLRECAPPR	2018M-012EN-001	THIRD AVENUE SOUTH 120/122, LLC AT 122 3RD AVENUE SOUTH AERIAL ENCROACHMENT	A request for an aerial encroachment comprised of one (1) double-faced, illuminated projecting sign encroaching the public right-of-way on 122 3rd Avenue South (Map 093-06-4 Parcel 055), requested by Sandi Spika Borchetta, applicant; Third Ave South 120/122, LLC, owner.	19 (Freddie O'Connell)
3/23/2018 9:38	4/27/2018 0:00	PLRECAPPR	2018M-010EN-001	RYMAN HOSPITALITY PROPERTIES AT 300 BROADWAY AERIAL AND	A request for an aerial and underground encroachment comprised of one (1) canopy and one (1) handrail encroaching the public right-of-way on property located at 300 Broadway (Map 093-06-2	19 (Freddie O'Connell)

				UNDERGROUND ENCROACHMENT	Parcel 029), requested by Ryman Hospitality Properties, applicant; 300 Broadway, LLC, owner.	
3/5/2018 9:44	4/30/2018 0:00	PLRECAPP	2018M-007AB-001	ALLEY #1623 PROPOSED RIGHT-OF-WAY ABANDONMENT	A request for the abandonment of a portion of Alley #1623, from 14th Avenue North to Alley #1624, between Kellow Street and Walsh Street (see sketch for details), easements are to be retained, requested by Kevin Mann and Jason Feller, applicant.	02 (DeCosta Hastings)

SUBDIVISIONS: Administrative Approval

Date Submitted	Date Approved	Action	Case #	Project Name	Project Caption	Council District (CM Name)
11/21/2017 14:59	4/19/2018 0:00	PLAPADMIN	2018S-008-001	3434 WOODMONT SUBDIVISION	A request for final plat approval to create two lots on property located 3434 Woodmont Boulevard, approximately 450 feet east of Wimbledon Road, zoned RS40 (2.34 acres), requested by Campbell, McRae and Associates, applicant; Jackson and Anna Moran, owners.	25 (Russ Pulley)
11/2/2017 12:18	5/1/2018 0:00	PLAPADMIN	2017S-282-001	BELLE ARBOR PUD, PHASE 4	A request for final plat approval to create 40 lots on a portion property located at 3549 Brick Church Pike, approximately 660 feet south of Belle Arbor Drive, zoned R10 and within a Planned Unit Development Overlay District (13.71 acres), requested by Dale & Associates, applicant; Eatherly/Ring Joint Ventures, owner.	03 (Brenda Haywood)

Performance Bonds: Administrative Approvals

Date Approved	Administrative Action	Bond #	Project Name
4/30/18	Approved Extension/Reduction	2016B-050-002	ROLLING HILLS SUBDIVISION
4/30/18	Approved Extension/Reduction	2016B-014-003	TULIP GROVE
4/26/18	Approved New	2018B-006-001	PEEPLS ESTATE SUBDIVISION
4/23/18	Approved New	2018B-013-001	BELLE ARBOR PUD, PHASE 4
4/26/18	Approved Replacement	2017B-035-002	THE RESERVE AT SEVEN POINTS

Schedule

- A. **Thursday, May 10, 2018-** [MPC Meeting](#); 4 pm, 936 E. Trinity Lane, East Police Precinct
- B. **Thursday, May 24, 2018-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- C. **Thursday, June 14, 2018-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- D. **Thursday, June 28, 2018-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- E. **Thursday, July 26, 2018-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- F. **Thursday, August 9, 2018-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- G. **Thursday, August 23, 2018-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- H. **Thursday, September 13, 2018-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center
- I. **Thursday, September 27, 2018-** [MPC Meeting](#); 4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

to: **Metropolitan Planning Commission**
from: **Anita Mccaig, Community Engagement Coordinator**
subject: **Lebanon Pike Planning Study**
date: **04/25/18**
CC: **Dara Sanders, Community Design Project Manager**

Last week (April 16 – April 19), the Community Design team completed a “charrette” (a concentrated four days of meetings and workshops held on site in the community) for a portion of Lebanon Pike from Spence Lane on the west to Briley Parkway on the east (*please see the map on the reverse side*) and the corridor’s adjacent residential areas. The study area is between downtown and the more developed portion of Donelson and has not had any detailed study completed in prior years. This area is located in Council District 15 (Councilmember Jeff Syracuse), and growth pressures are anticipated in the future.

Team goals of the charrette were to talk about the future of Lebanon Pike, collect ideas, discuss expectations, identify common goals, articulate a vision, evaluate solutions, and create guidance for growth and change.

Meetings were held at Donelson View Baptist Church in the study area. Monday, April 16th began with the team touring the study area with the project Steering Committee (comprised of area residents and business owners). That evening the team held a visioning session with approximately 105 stakeholders participating. Each of the 12 table groups discussed community resources; areas to preserve/grow/change; future character; desired building types; and desired design of Lebanon Pike. The team utilized a tool called Street Mix where participants can mix and match various elements of the street and streetscape to design their preferred street cross section. Common goals heard across table groups included protect neighborhoods, grow the gateway, enhance the corridor, and balance transportation needs.

Tuesday, April 17th found the team compiling the 12 table maps into one map to create a concept map of the area. Late that afternoon, the team met again with the Steering Committee to check in and see if products were true to what was heard at the previous evening’s visioning session.

Wednesday, April 18th saw the team progressing from a concept plan to a policy plan as well as determining areas where the community character policies may need to change. Designers also began work on a design scenario for the area’s gateway where participants placed additional growth and a design scenario for a large farm where ideas were voiced for a senior living community in the future. Open house hours were held on both days so the public could come in and watch the team at work, view materials, ask questions, and discuss ideas.

Thursday, April 19th was a fast paced work day, finishing products in time to present to the public at a work-in-progress session that evening, attended by approximately 80 stakeholders. Products include a draft vision statement, draft community character policy map, development scenarios, draft mobility concepts, and draft street cross sections.

Overall, approximately 125 stakeholders participated in meetings during charrette week. You may view presentations and materials at LebanonPikeStudy.nashville.gov. Currently, the Lebanon Pike Study materials – policy changes, supplemental policies, mobility concepts, and development scenarios – are scheduled for public hearing at the Commission’s June 28 meeting.



North - Cumberland River & various property lines
 East - Briley Pkwy.
 South - Mill Creek & various property lines
 West - Spence Lane