

Metropolitan Planning Commission



Staff Reports

May 10, 2018



Metro Planning Commission Meeting of 5/10/18

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

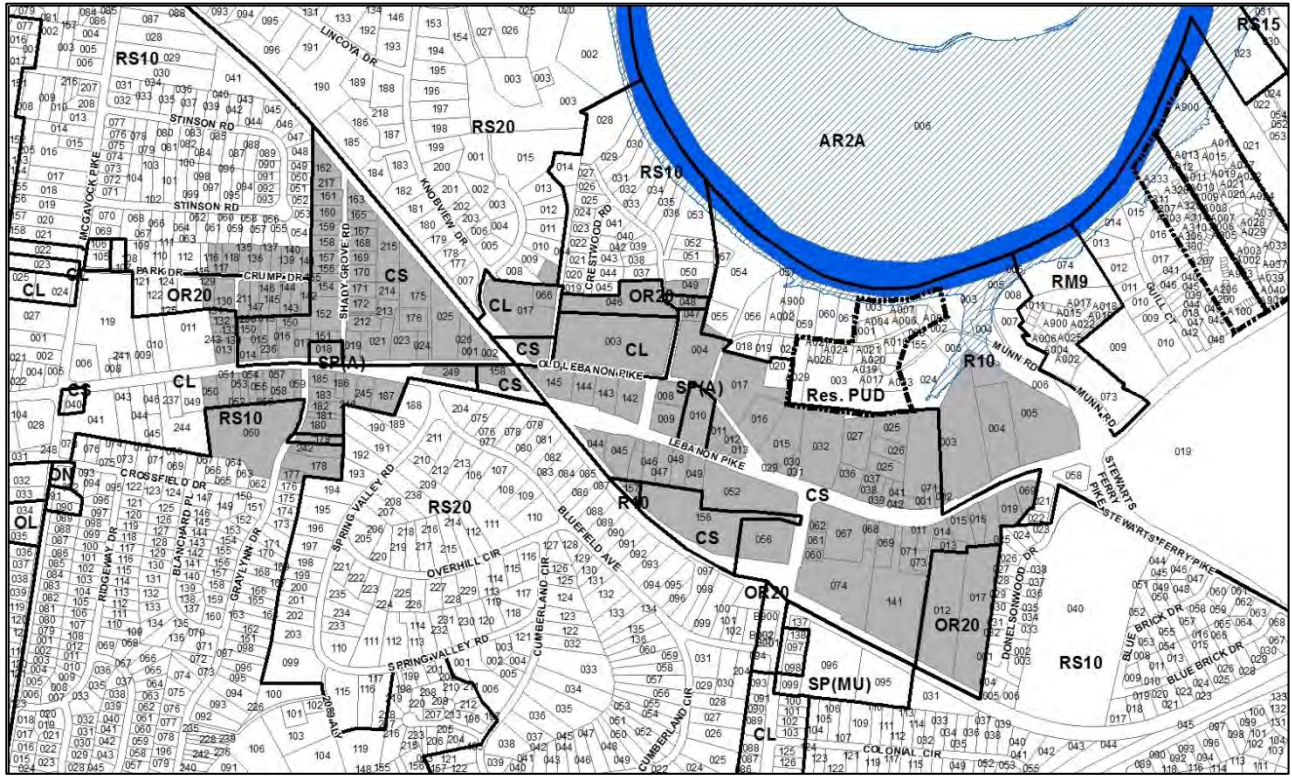


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2018M-001OT-001
DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN
Various Map(s), Various Parcel(s)
14, Donelson–Hermitage–Old Hickory
15 (Jeff Syracuse)



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

Deferrals This item was deferred at the March 22, 2018, April 12, 2018, and April 26, 2018, Planning Commission meetings. No public hearing was held.

Staff Reviewer Buechler
Staff Recommendation *Approve the Substitute Ordinance including any amendments at Council to increase open space requirements or provide clarifying language in the ordinance or plan.*

APPLICANT REQUEST

Establish a Transit-Oriented Redevelopment District.

Transit-Oriented Redevelopment District

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

Existing Zoning

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

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

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

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

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

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



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

Existing Overlay Zoning

Downtown Donelson Urban Design Overlay (UDO) is an adopted form-based code for the area.

The code was adopted by Council to implement the, “vision for the redevelopment of an aging community center into a pedestrian-friendly, mixed-use downtown for the Donelson community,” as requested during a public participatory planning process for the area along Lebanon Pike between Briley Parkway and Stewarts Ferry Pike. While the standards in the code do not necessarily provide any increased intensity than is provided by the underlying zoning, they do assure a more predictable form of development that emphasizes sensitivity to the pedestrian environment and minimizes intrusion of the automobile into the built environment. For instance the UDO places a cap on building heights, ranging from three to five stories, thus keeping buildings more pedestrian-oriented. Without the adopted UDO (the standards incorporated into the proposed Redevelopment District), the underlying zoning would permit much taller buildings, only regulated by the Zoning Code’s height control plane standard.

DONELSON–HERMITAGE–OLD HICKORY COMMUNITY PLAN

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

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

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

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

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular



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

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

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

REQUEST DETAILS

Background

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

In fall 2017, the Metropolitan Development and Housing Agency (MDHA) began meeting with officials and property owners about developing a Transit-Oriented Redevelopment District along the existing Music City Star commuter rail line, within the Donelson community. The Donelson Transit-Oriented Redevelopment Plan was then prepared for the redevelopment district based on public input and consists of text, maps, and a boundary description. The Plan was approved by the MDHA board in February 2018. The MDHA Board approved revisions to the plan April 10, 2018.

The Planning Commission’s role in the adoption or amendment of Redevelopment Plans is advisory. Since this is the first Transit-Oriented Redevelopment District, the Executive Director of



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Planning is recommending a public hearing be held to gather public input and ensure a public process.

Purpose

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

Boundary

As defined by the state legislation, the Transit-Oriented Redevelopment District could encompass a much larger area along Lebanon Pike, however, MDHA worked with staff to identify an area that is narrowed in focus to only include property within the Downtown Donelson UDO and to not include the surrounding residential neighborhoods.

Land Use Provisions

Land uses are per the base zoning except for the conditional and prohibited uses as stated in the Plan. The conditional and prohibited uses were developed based on input received through a series of public meetings. The intent of the land use districts is to provide for facilities, businesses, services and residences that support transit-oriented development in an urban area along a major corridor.

Development Standards

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

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



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vehicular). The Plan includes additional standards for off-street parking, buffering, signage, temporary structures, and vehicular service areas.

Process

Since property in the Redevelopment District is also located within the Downtown Donelson UDO, projects are required to be approved by the Planning Commission and MDHA. Planning and MDHA are working together to establish a streamlined and unified process for review to be modeled after the current UDO Final Site Plan process currently utilized by Metro Planning. This process will provide clarity for the development community, general public, planning staff and MDHA. This subsection of the Plan, once established, may be replaced in whole or in part by the Metropolitan Council adopting a Resolution.

Modifications

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

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

Additional Provisions of the Plan

- Duration of Land Use Controls. The provisions of the Plan shall continue in effect until December 31, 2048.
- Land Acquisition. Land Acquisition may be used to install infrastructure such as streets, utilities, parks, public open spaces, public playgrounds, pedestrian ways, parking structures, and to construct privately-owned affordable housing or workforce housing.
- Relocation Assistance. The MDHA has established plans and procedures, and shall provide assistance to individuals and businesses permanently or temporarily displaced by its actions in acquiring land for implementation of this Plan.
- Redevelopment Obligation and Land Use Controls. The improvements within the Redevelopment District will be made in accordance with the applicable zoning ordinances, provisions, and regulations of the Metropolitan Government of Nashville and Davidson County; building, electrical, plumbing and other local codes and ordinances; the requirements of this Plan; and such other requirements as may be set forth in the contracts between MDHA and the redevelopers.
- Tax Increment Financing. Tax increment financing may be used to fund infrastructure, affordable housing, and economic development activities. Specifically, MDHA commits, with this plan, ten million dollars of tax increment financing to the development of affordable and workforce housing units.

Substitute Ordinance and Plan Document Revisions dated April 10, 2018

Revisions have been made to the Donelson Transit-Oriented Redevelopment District Ordinance and Plan document to incorporate language that further addresses affordable housing, addresses future revisions to the Review Process, incorporates energy efficiency and environmental design



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assistance, and revises the section in the Plan on the Procedure for Changes in the Approved Plan. The revisions were approved by the MDHA Board on April 10, 2018.

- Affordable Housing

The following sections were added to the Ordinance:

Section 6.

(a) In connection with the Plan, the term "Affordable Housing" shall mean residential units affordable to and occupied by households earning sixty percent (60%) or less of area median income (AMI); and the term "Workforce Housing" shall mean residential units affordable to and occupied by households earning more than sixty percent (60%) but not more than one hundred and twenty percent (120%) of AMI.

(b) At least once every five (5) years, MDHA shall make a recommendation to the Metropolitan Council about what portion of Minimum Housing TIF shall be used for Affordable Housing and for Workforce Housing. The period from the date this ordinance is passed until MDHA's first review and recommendation shall be referred to as the "Initial Period." Each subsequent period between reviews and recommendations shall be referred to as a "Subsequent Period."

(c) For the Initial Period, one hundred percent (100%) of Minimum Housing TIF awarded during this period must be used for Affordable Housing. During the Initial Period, if any tax increment revenues are pledged as collateral for, or to support payment of, a loan or other debt obligation related to Workforce Housing, it shall not count toward the Minimum Housing TIF established in the Plan.

(d) If any amendments to this Section 6 are determined to be necessary as a result of MDHA's periodic review and recommendation for a Subsequent Period, changes to this Section 6 may be accomplished by Resolution of the Metropolitan Council without an amendment to the Plan.

Section 7. Any Affordable Housing units created using tax increment financing under the Plan must remain qualified as Affordable Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater. Any Workforce Housing units created using Tax Increment Financing under the Plan must remain qualified as Workforce Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater.

- Review Process and Submittal Requirements

The following sections were added to the Ordinance:

Section 9. The subsection of the Plan entitled "Review Process and Submittal Requirements" may be replaced in whole or in part by the Metropolitan Council adopting a Resolution.

- Energy Efficiency and Environmental Design

Subject to the approval of the MDHA Board of Commissioners, design costs, commissioning costs and fees, and costs of required documentation associated with meeting the requirements of Leadership in Energy and Environmental Design (LEED),



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Green Globes, or other similar programs, as well as greening costs and energy modeling costs for certification by such programs, may be provided or subsidized by MDHA, as authorized under *Tenn. Code Ann. § 13-20-703(a)(4)(F)*.

- Procedure for Changes in the Approved Plan

This Plan may be modified, changed or amended by MDHA or Metropolitan Council in accordance to the procedures specified in TCA Section 13-20-704. Any recommended amendment to this Plan must be approved: (1) by ordinance after a public hearing; and (2) by the MDHA Board of Commissioners.

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

Notwithstanding the above, amendments to the Ordinance approving this Plan may be made in the procedure set forth in the Ordinance.

ANALYSIS

The Donelson Community envisioned a Transit-Oriented Development materializing around the Donelson Music City Star Station nearly a decade ago. The Downtown Donelson UDO, with a TOD sub-district in this location, was adopted by Metro Council to help realize the community's vision. The proposed Donelson Transit-Oriented Redevelopment Plan will help achieve critical planning goals, not just for the Donelson community, but for the City as a whole.

- The Donelson Transit-Oriented Redevelopment Plan addresses the NashvilleNext goal of investing in the near term in the places identified by the Growth and Preservation Concept Map as most critical to shape or manage demand in order to create mixed-income communities that support a healthy environment, strong neighborhoods, high-capacity transit, walkability, and a prosperous economy.
- The Plan will help implement the existing T4 CC policy to create urban community centers and enhance infrastructure and transportation networks to improve pedestrian, bicycle, and vehicular connectivity.
- The Plan will provide additional financing for infrastructure such as roads, bike and pedestrian improvements, parks, streetscape improvements, structured parking, and utilities, all of which are critical elements in creating walkable centers with meaningful transportation choices.
- The infrastructure improvements and the development they facilitate will benefit the environment, the economy, and public health by making it easy for people to walk, bicycle, or take transit.
- The Plan includes a significant percentage of the financing generated to be applied to affordable housing within the district. This requirement offers the benefits of living in a mixed-use, pedestrian-oriented environment with access to transit to lower-income households who need these benefits most, as transportation expenses can be a significant proportion of household expenditures. The Plan will make TOD development more likely in



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this location, which will provide access to more affordable transportation options to those living within and surrounding the district.

STAFF RECOMMENDATION

Staff recommends approval of the Substitute Ordinance including any amendments at Council to increase open space requirement or provide clarifying language in the ordinance or plan. The Donelson Transit-Oriented Redevelopment District is in line with the policy; it will assist in implementing the Downtown Donelson UDO; and it will help achieve critical planning goals for the community and the City.

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

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

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

WHEREAS, the Metropolitan Development and Housing Agency has completed studies and prepared a plan for redevelopment entitled the "Donelson Transit-Oriented Redevelopment Plan," (herein referred to as the "Plan") consisting of a text, Redevelopment Plan Maps 1 and 2, and Exhibit "A" attached thereto, all dated ~~January 30~~ April 10, 2018, which have been submitted to the ~~Metropolitan~~ Council of the Metropolitan Government of Nashville and Davidson County, Tennessee (herein referred to as the "Metropolitan Council") for review and approval; and

WHEREAS, a copy of the Plan is attached to the Substitute Ordinance as an exhibit, and any capitalized terms in the Substitute Ordinance that are not defined herein shall have the meaning provided in the Plan; and

WHEREAS, the Metropolitan Development and Housing Agency has examined the area proposed for inclusion in the redevelopment project and determined that the absence of facilities for high capacity transit options for the area constitutes a serious and growing menace that is injurious to the public health, safety, morals, and welfare of residents and that facilities for high capacity transit are necessary to promote the elimination of traffic hazards, the implementation of regional solutions to traffic congestion, and the improvement of traffic facilities in order to protect the safety, health, morals, and welfare of the community; and the members of this Metropolitan Council have been duly apprised and are aware of these conditions; and

WHEREAS, the Plan adopts the development standards set forth in the Downtown Donelson UDO as adopted by the Metropolitan Council by BL2009-560, effective November 23, 2009, and as amended by BL2010-799, effective ~~February 1~~ January 24, 2011; and



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

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

WHEREAS, the Plan conforms to Section 5.06.010 through Section 5.06.060 of the Metropolitan Code of Laws regarding the use of tax increment financing; and

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

WHEREAS, the Plan sets aside a minimum of ten million dollars (\$10,000,000) of tax increment financing for affordable housing ("Minimum Housing TIF"); and

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

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

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

WHEREAS, as the Metropolitan Government seeks to establish future transit-oriented redevelopment districts, it along with the Metropolitan Development and Housing Agency intends to amend the subsection of the Redevelopment Plan entitled "Review Process and Submittal Requirements," which is intended to be temporary; and

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



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

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

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

Section 2. That it is hereby found and determined that the transit-deficient area, or such portions thereof as deemed necessary for acquisition by the Metropolitan Development and Housing Agency by negotiation or otherwise, as provided by Tennessee Code Annotated 13-20-703, and so designated pursuant to the Plan, should be so acquired by the Metropolitan Development and Housing Agency, provided that the Metropolitan Development and Housing Agency shall not use eminent domain to eliminate transit-deficient areas and may only use eminent domain to acquire land, or interests in land, for public facilities and public infrastructure, including high capacity transit facilities.

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

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

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

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

No incremental tax revenues for property in the Project Area may be pledged as collateral for, or to support payment of, a loan or other debt obligation related to a project or property outside of the Project Area.



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Section 6.

(a) In connection with the Plan, the term "Affordable Housing" shall mean residential units affordable to and occupied by households earning sixty percent (60%) or less of area median income (AMI); and the term "Workforce Housing" shall mean residential units affordable to and occupied by households earning more than sixty percent (60%) but not more than one hundred and twenty percent (120%) of AMI.

(b) At least once every five (5) years, MDHA shall make a recommendation to the Metropolitan Council about what portion of Minimum Housing TIF shall be used for Affordable Housing and for Workforce Housing. The period from the date this ordinance is passed until MDHA's first review and recommendation shall be referred to as the "Initial Period." Each subsequent period between reviews and recommendations shall be referred to as a "Subsequent Period."

(c) For the Initial Period, one hundred percent (100%) of Minimum Housing TIF awarded during this period must be used for Affordable Housing. During the Initial Period, if any tax increment revenues are pledged as collateral for, or to support payment of, a loan or other debt obligation related to Workforce Housing, it shall not count toward the Minimum Housing TIF established in the Plan.

(d) If any amendments to this Section 6 are determined to be necessary as a result of MDHA's periodic review and recommendation for a Subsequent Period, changes to this Section 6 may be accomplished by Resolution of the Metropolitan Council without an amendment to the Plan.

Section 7. Any Affordable Housing units created using tax increment financing under the Plan must remain qualified as Affordable Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater. Any Workforce Housing units created using Tax Increment Financing under the Plan must remain qualified as Workforce Housing for a period of fifteen (15) years or the duration of the tax increment loan, whichever is greater.

Section 8. That it is hereby found and determined that, in addition to the elimination of transit-deficient areas from the Donelson Transit-Oriented Redevelopment District, the undertaking of the Donelson Transit-Oriented Redevelopment Project in such area will further promote the public welfare and proper development of the community.

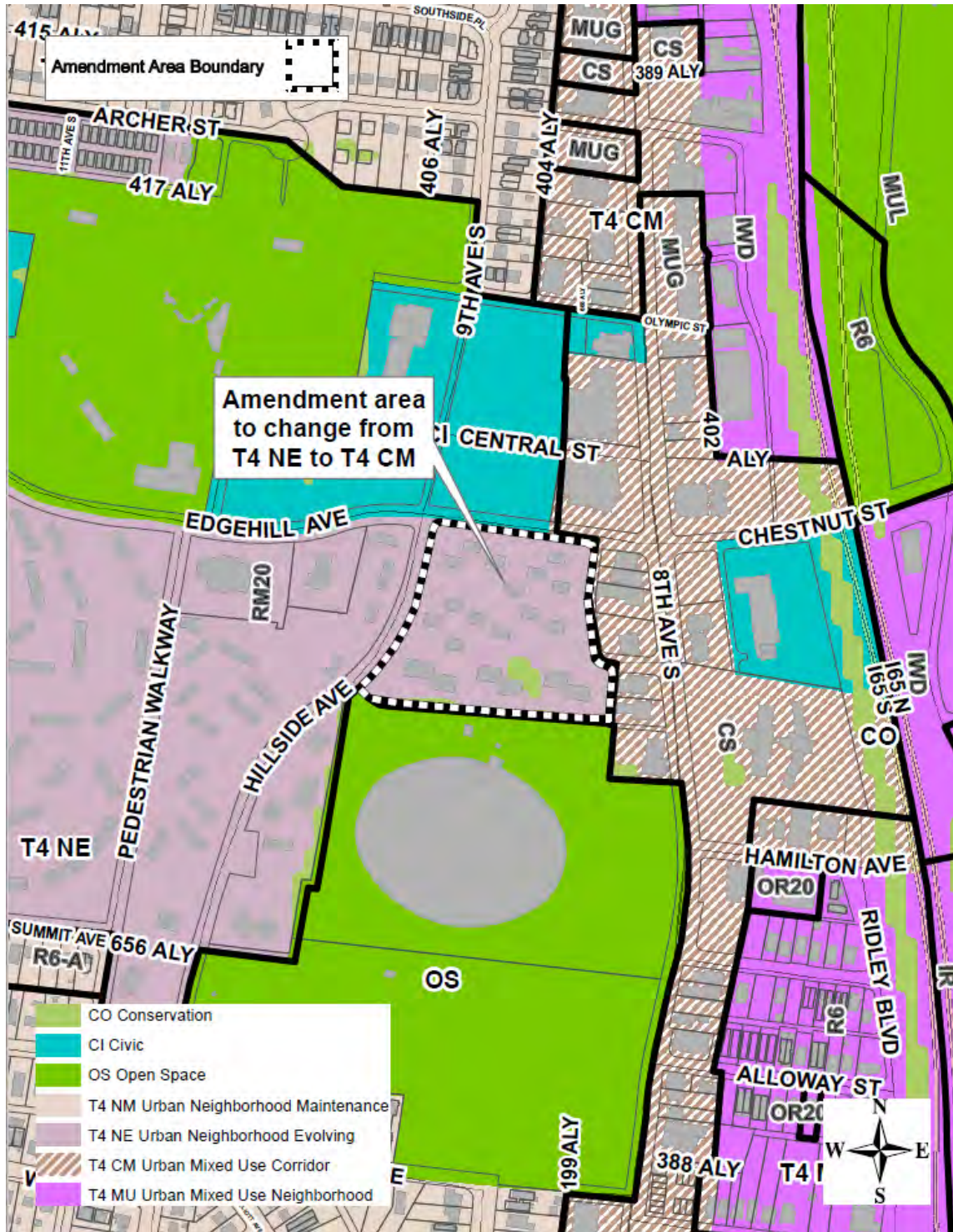
Section 9. The subsection of the Plan entitled "Review Process and Submittal Requirements" may be replaced in whole or in part by the Metropolitan Council adopting a Resolution.

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

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



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2018CP-010-001

GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

Map 105-06, Parcel 024

10, Green Hills-Midtown

17 (Colby Sledge)



Project No.	Major Plan Amendment 2018CP-010-001
Project Name	Green Hills-Midtown Community Plan Amendment
Associated Cases	2018P-001-001 and 2018SP-026-001
Council District	17 – Sledge
School District	5 – Buggs
Requested by	Kimley-Horn, applicant; Park at Hillside, LLC. owner.
Deferrals	This item was deferred at the March 8, 2018, March 22, 2018, April 12, 2018, and April 26, 2018, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Grider
Staff Recommendation	<i>Approve.</i>

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.



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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:



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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 Edgehill 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



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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

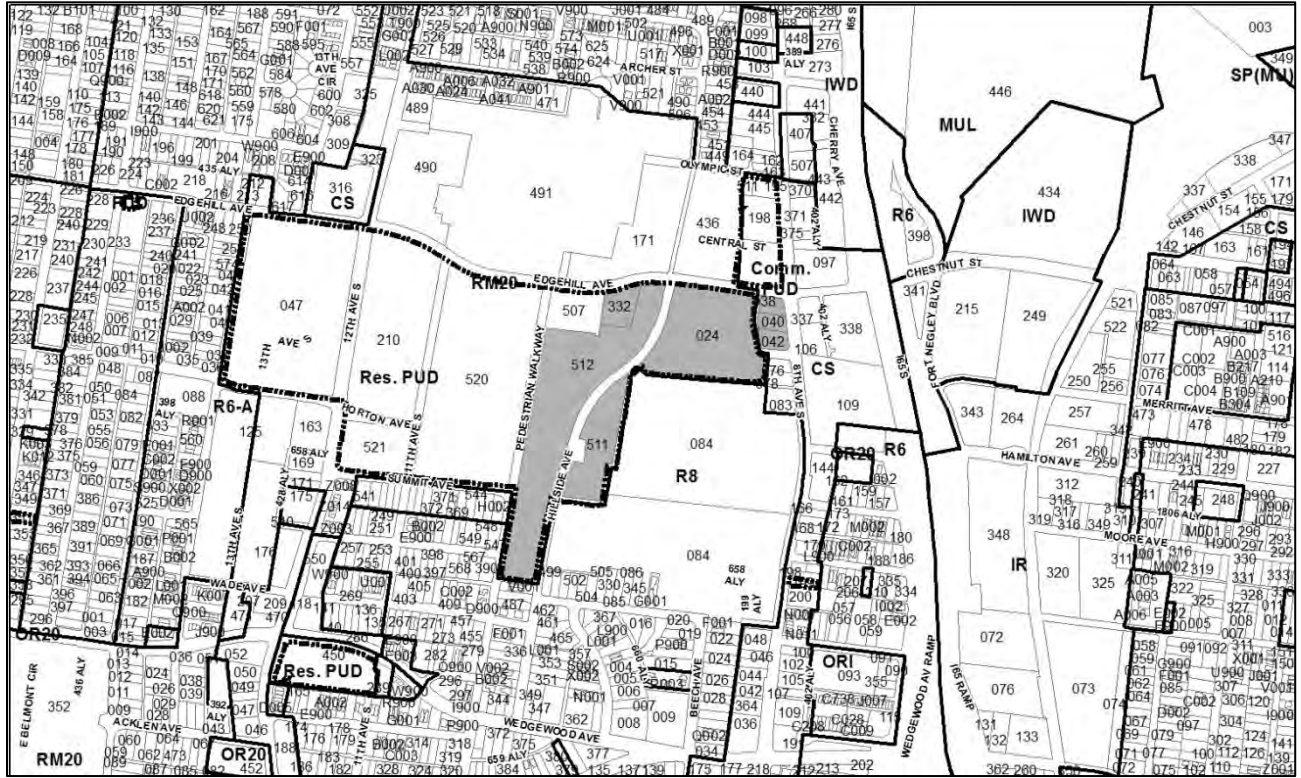
Staff recommends approval of the amendment request.



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2018SP-026-001

THE RESERVOIR SP

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

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

10, Green Hills- Midtown

17 (Colby Sledge)



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

Deferrals This item was deferred at the March 8, 2018, March 22, 2018, April 12, 2018, and April 26, 2018, Planning Commission meetings. No public hearing was held.

Staff Reviewer Hill
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.*



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Project Site and Vicinity



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Proposed Site Plan



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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.

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

T4 Urban Mixed Use 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)

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.



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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, discontiguous 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



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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.



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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.



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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.



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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)



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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 Wedgwood 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 Wedgwood 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 Wedgwood 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.



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- 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).



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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.



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- 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.



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- 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



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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.
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



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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.

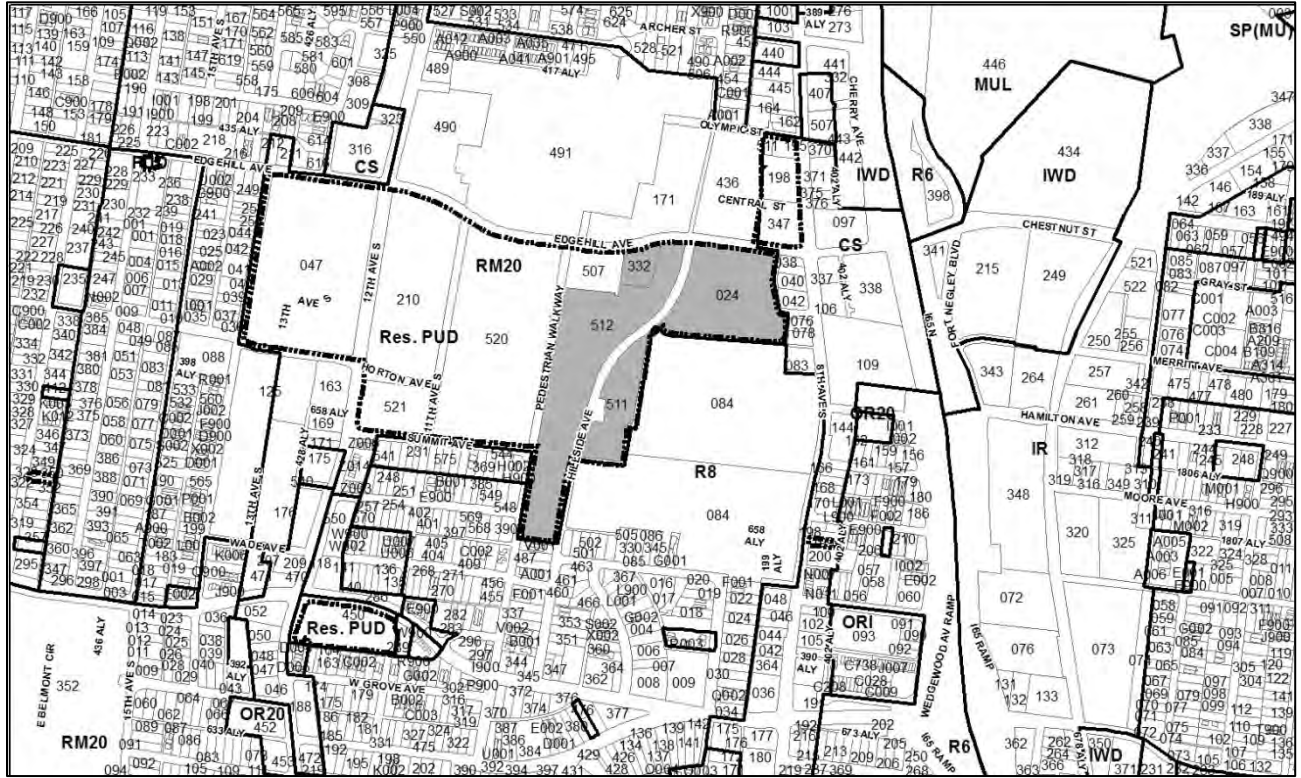
5. To the extent permitted by Tennessee law, the developer desires to voluntarily use good faith efforts to designate 24.1667% of the units as affordable. This condition shall remain in place until the developer and/or subsequent developers have developed 290 new affordable housing units on the property, 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.



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



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

Deferrals This item was deferred at the March 8, 2018, March 22, 2018, April 12, 2018, and April 26, 2018, Planning Commission meetings. No public hearing was held.

Staff Reviewer Hill
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.



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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

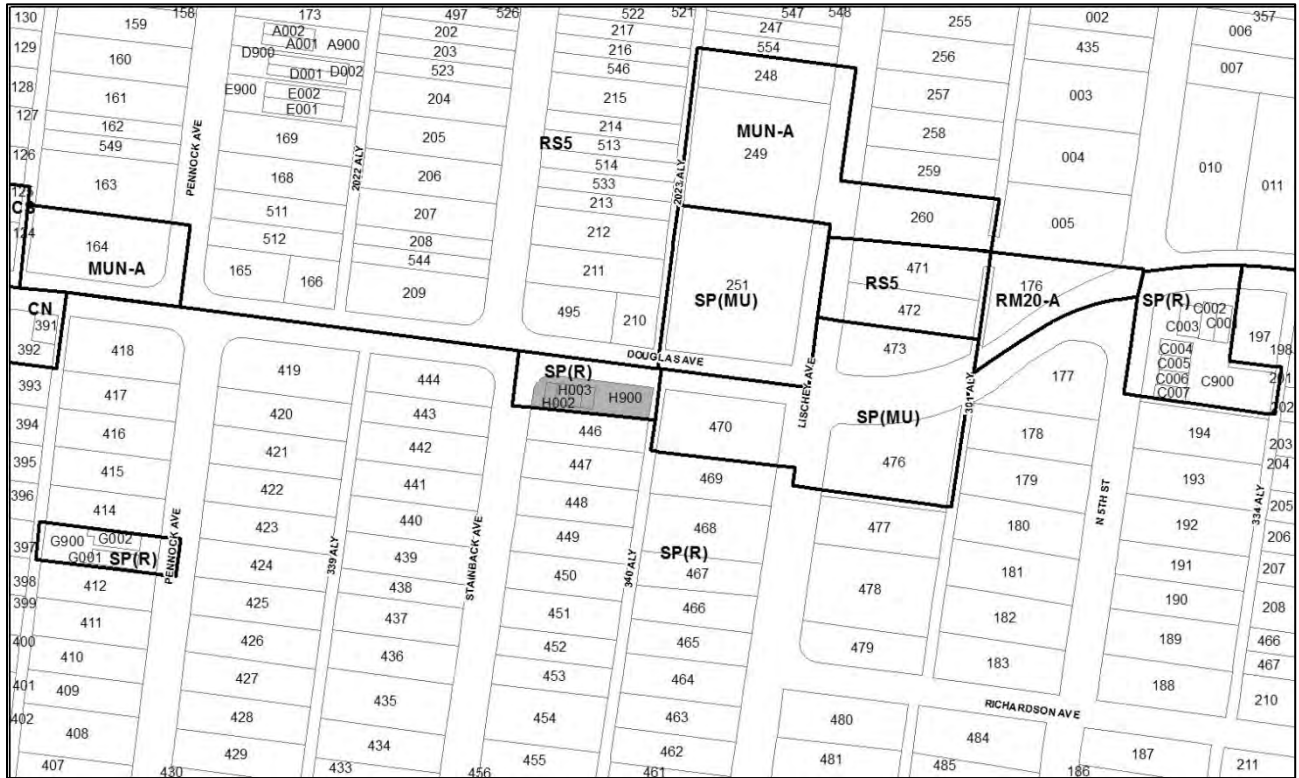
Staff recommends approval if the associated zone change is approved and disapproval if the associated zone change is not approved.



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2015SP-049-003

1225 STAINBACK AVENUE SP (AMENDMENT)

Map 071-15-0-H, Parcel(s) 001-004, 900

05, East Nashville

05 (Scott Davis)



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

Deferrals This item was deferred at the January 11, 2018, January 25, 2018, February 8, 2018, March 8, 2018, March 22, 2018, and April 12, 2018, Planning Commission meetings. A public hearing was held at the February 8, 2018, meeting and remains open.

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

APPLICANT REQUEST

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

Preliminary SP

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

Existing Zoning

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

Proposed Zoning

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

HISTORY

Metro Council approved the Specific Plan for the 1225 Stainback Avenue development on August 10, 2015. The approved SP permits a maximum of four attached residential units. A final site plan for the development was approved in March 2017. The current application proposes to permit all uses permitted by the RM40-A zoning district. No changes are proposed to the building type or plan layout.

This application was previously 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



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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.



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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



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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

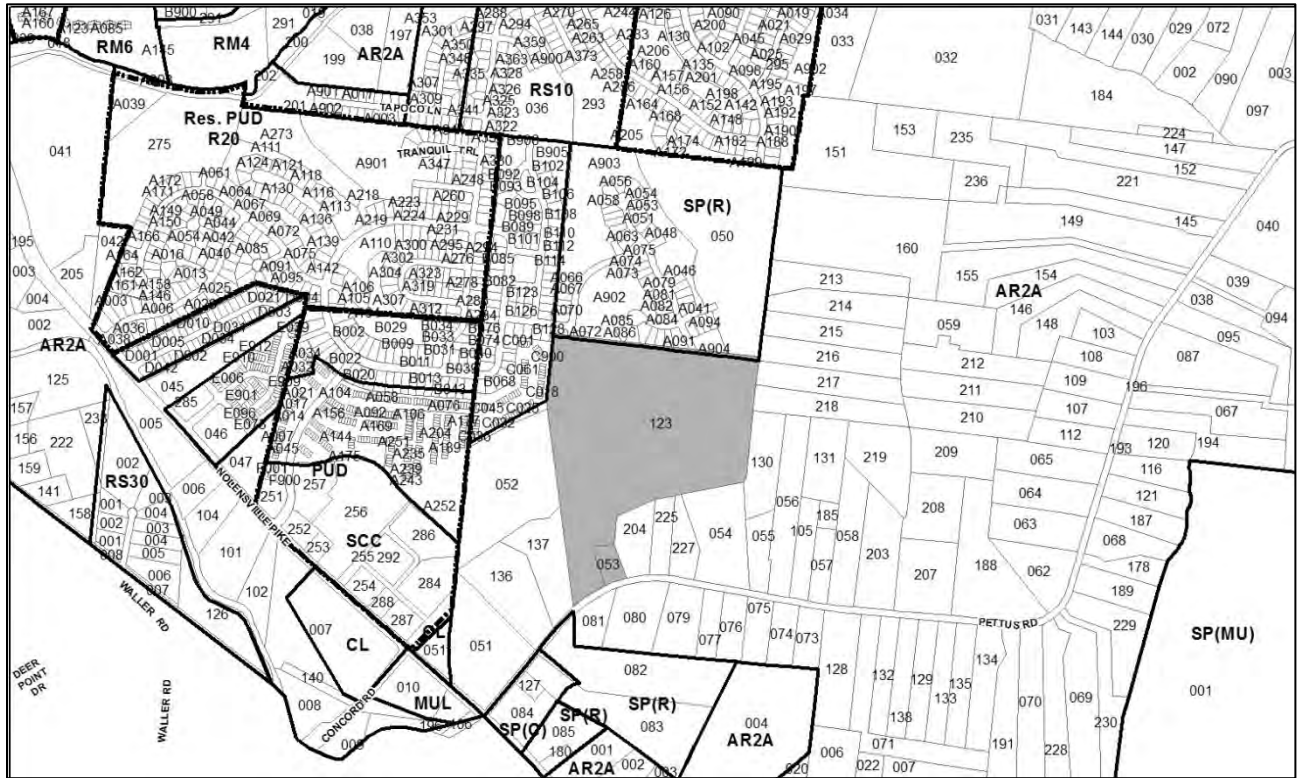
1. Permitted land uses shall be limited to those uses approved by BL2015-1181 (4 residential units). A maximum of one unit is permitted to have a non-owner occupied short term rental property, if all other requirements of the Metropolitan Code for the issuance of a short term rental permit are met.
2. 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.



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2017SP-087-001
HILL PROPERTY SP
Map 181, Parcel(s) 053, 123
12, Southeast
31 (Fabian Bedne)



Project No. Specific Plan 2017SP-087-001
Project Name Hill Property SP
Council District 31 – Bedne
School District 2 - Brannon
Requested by Dale and Associates, applicant; Benjamin F. Hill, III, ET AL, Suzanne Nichols, and Shelly Cook, owners.

Deferrals This item was deferred at the September 28, 2017, and October 26, 2017, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Rezone to SP to permit a residential development.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (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).

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 24 lots including 6 duplex lots for a total of 30 units based on acreage only. Application of the Subdivision Regulations may result in few lots.*

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 only one residential building type. *This SP would allow 145 single family lots.*

SOUTHEAST 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.



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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?

Yes, at this location. The property is primarily located within the T3 Suburban Neighborhood Evolving policy area which is intended to create and enhance suburban residential neighborhoods with more housing choices and improved pedestrian and vehicular connectivity. Portions of the property lie within the Conservation policy area. These areas of Conservation are in response to both intermittent sloped areas and three environmentally sensitive water courses that exist on site. The plan does not propose any disturbance of the environmentally sensitive water courses and minimal disturbance to the sloped areas. Surrounding properties to the east and south are developed with large lot, single-family uses while properties west and north of the site are developed with moderately dense single-family residential uses. The plan proposes additional housing and improved connectivity within the site and to adjacent properties, consistent with the goals of the policy. Additionally, the plan will provide enhanced pedestrian facilities furthering the existing sidewalk network in the area, consistent with the goals of the policy.

PLAN DETAILS

The site is located at 6397 Pettus Road and Pettus Road (unnumbered), approximately 1,130 feet east of Nolensville Pike. The site is approximately 49 acres and is currently developed with a single-family residence.

Site Plan

The plan proposes 145 single-family residential lots. 122 of the proposed lots are oriented to new streets while 23 of the proposed lots will be oriented to open space. The existing single-family residence is oriented to Pettus Road and is proposed to remain. The proposed single-family lots will have a minimum lot area of 4,000 square feet, with most lots between 5,000 and 6,000 square feet. Parking will be provided on individual lots consistent with the parking requirements of the Metro Zoning Code.

Primary access to the site is provided by a proposed local street extending north from Pettus Road. Connections to Barco Road and Kaplan Avenue to the north are also proposed. The proposed plan also includes a stub street to the property east of the site, providing for a future connection. A five foot wide sidewalk and four foot wide grass strip is proposed along all new street frontages while a six foot sidewalk and six foot grass strip is proposed along Pettus Road, consistent with local streets standards and Major and Collector Street Plan standards respectively. All units will be limited to a maximum height of three stories in 35 feet measured to the roofline. Two open space areas totaling approximately 6.0 acres are proposed and both internal and perimeter landscaping is proposed.



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ANALYSIS

The plan is consistent with the land use policies as it provides additional housing choices while minimizing impacts to the environmentally sensitive features of the site. Additionally, the plan proposes new streets and multiple connections to existing streets, enhancing the connectivity of the greater area. Sidewalks will be provided to create a walkable development while expanding the existing sidewalk network of the greater neighborhood, consistent with goals of the policies.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Houses approved for construction up to 3600 sq. ft.
- Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

- Final construction plans and road grades shall comply with all Metro Department of Public Works Standards.
- Roadway side slopes shall not exceed 3:1.
- Alley turns shall accommodate an SU30 design vehicle.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- The project access shall be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes. Each of the exiting turn lanes shall include a minimum of 50 feet of storage. Due to future connectivity to adjacent properties, Developer shall dedicate additional ROW to extend storage or construct a minimum of 75 ft. of storage. The project access should be constructed with adequate turning radii for school buses, moving trucks, and delivery vehicles.
- An eastbound left turn lane with a minimum of 100 feet of storage should be provided on Pettus Road at the project access. This turn lane should be designed and constructed according to AASHTO standards. Due to future connectivity to adjacent properties, Developer shall dedicate additional ROW along Pettus Rd frontage to construct ½ of a collector road.
- For a speed of 45 mph, the minimum stopping sight distance is 360 feet. The minimum intersection sight distance is 500 feet. Developer shall provide adequate sight distance at project access road and submit a sight distance exhibit in plan and profile prior to preliminary SP approval.



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- Parking should be provided at a minimum per the metro code.
- The site’s internal traffic should be controlled by stop signs as shown in Figure 9 of the TIS. Developer shall submit a signage and pavement marking plan prior to final SP plan approval.
- Prior to platting 100 lots of Hill Property SP, Developer of Hill Property SP shall construct a separate left turn lane on Pettus Rd at the intersection with Nolensville Pk. with adequate storage and transition to prevent spillover into right turning traffic lane If TDOT has not constructed the Nolensville Pk roadway improvements at Pettus Rd.
- Prior to platting 100 lots of Hill property SP, developer shall design signal plans and submit to MPW traffic engineer for approval in order to modify existing traffic signal and install signal modifications when directed by MPW traffic engineer.
- It is recommended that Hill Property SP developer coordinate construction of turn lanes on Pettus Rd and Nolensville Pk with TDOT Nolensville Pk road widening plans and with Southpoint SP developer regarding road improvements.
- Prior to final SP approval, additional traffic analysis to determine any traffic control modification at the intersection of Old Hickory Blvd and Pettus Rd including Southpoint Sp traffic shall be submitted to MPW for approval.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	49	0.5 D	24 U	230	18	25

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
Single-Family Residential (210)	49		145 U	1464	112	150

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+121 U	+1,234	+94	+125

METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 14 Elementary 12 Middle 11 High
 Projected student generation proposed SP-R district: 20 Elementary 17 Middle 16 High**

The proposed SP-R zoning district would generate 16 additional students than what is typically generated under the existing AR2a zoning district. Students would attend Maxwell Elementary, Marchall Middle School, and Cane Ridge 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.



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions as the plan is consistent with the sites land use policies.

CONDITIONS

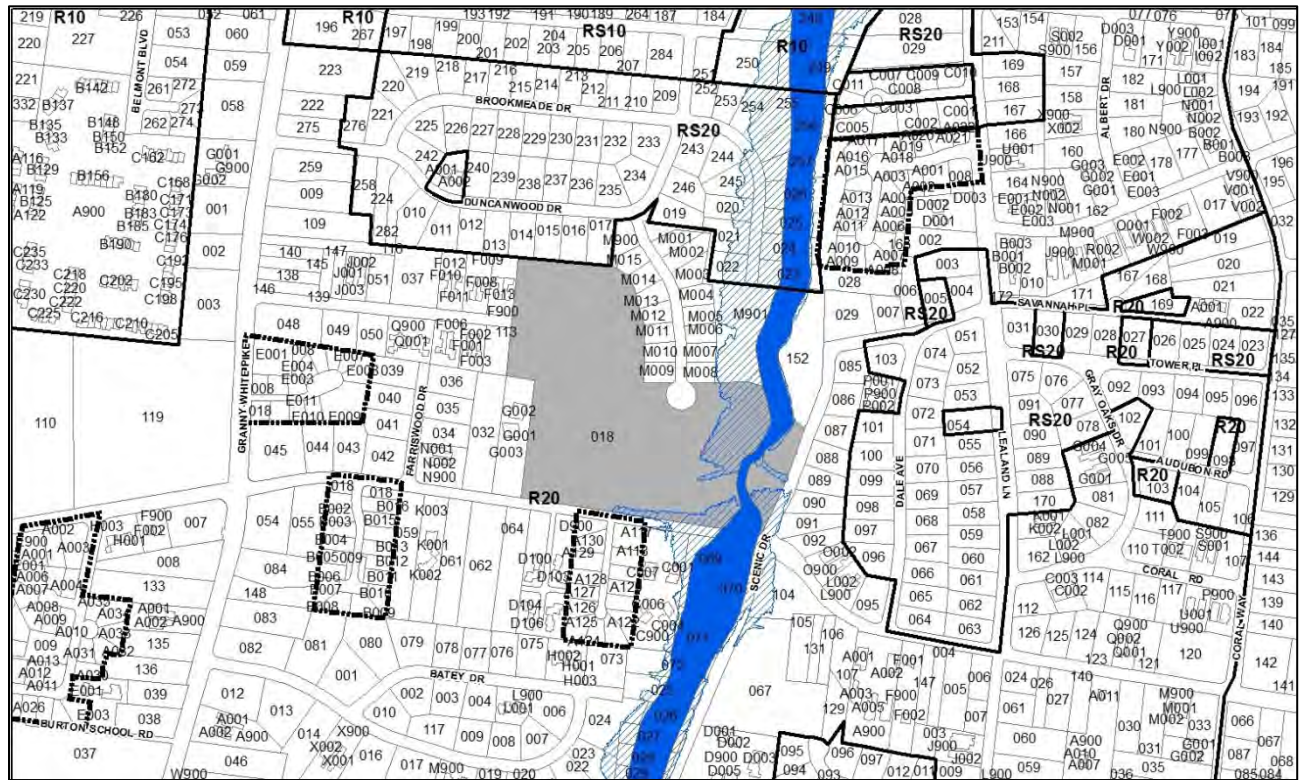
1. Permitted land uses shall be limited to 145 single-family lots.
2. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
3. All corner units shall address both street frontages by including a wrapped porch or other architectural element that addresses each frontage, or a minimum of 15 percent glazing on the side of the unit.
4. Maximum height shall be measured to the highest point of the roof.
5. Comply with all conditions and requirements of Metro agencies.
6. All lots shall have a minimum lot area of 4,000 square feet.
7. Sidewalks and grass strips consistent with the Major and Collector Street plan shall be provided along Pettus Road property frontage.
8. The use category in the development summary shall be corrected to 145 single-family lots.
9. 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 RS5 zoning district.
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. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



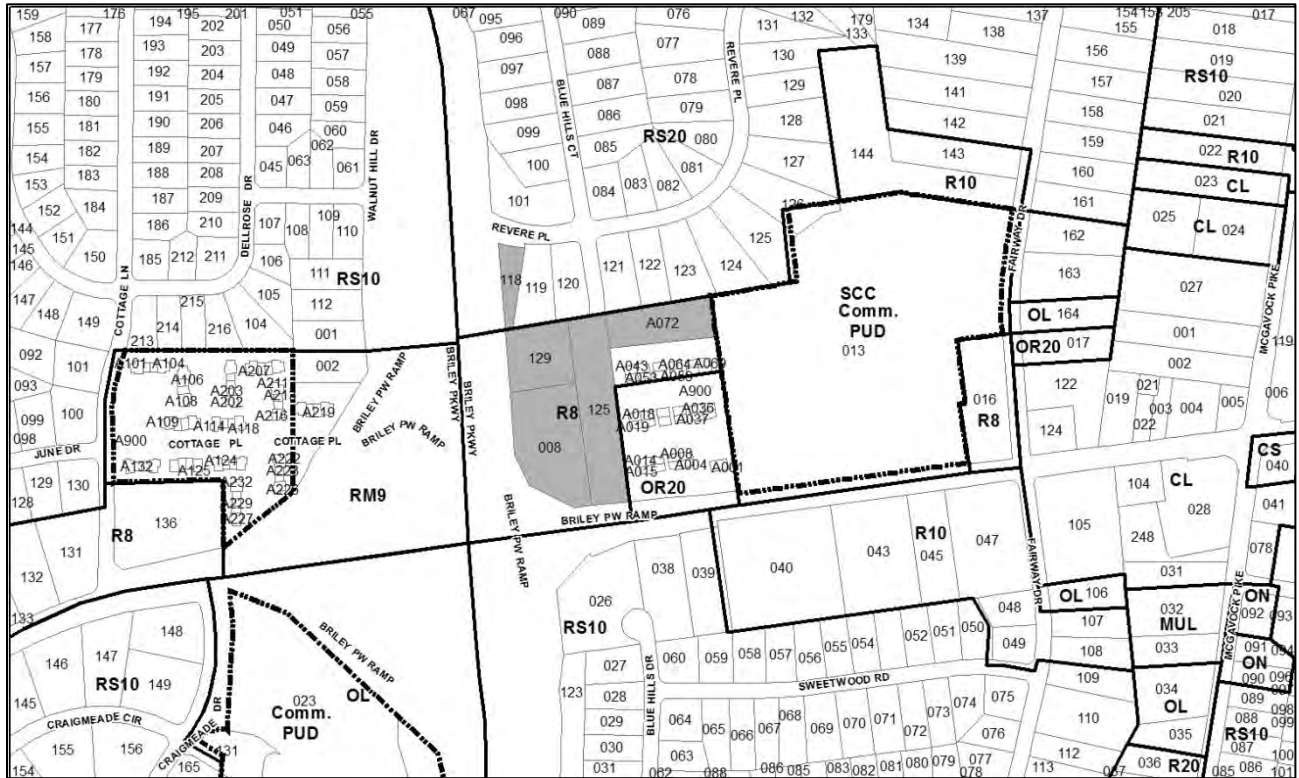
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2018SP-017-001
GLENDALE AND SCENIC SP
Map 131-08, Parcel(s) 018
10, Green Hills - Midtown
25 (Russ Pulley)



Metro Planning Commission Meeting of 5/10/18



2017NHL-002-002

BELAIR MANSION NEIGHBORHOOD LANDMARK DEVELOPMENT PLAN

Map 094-15, Parcel(s) 118

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

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

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



Project No.
Project Name

Neighborhood Landmark 2017NHL-002-002
Belair Mansion Neighborhood Landmark
Development Plan

Council District
School District
Requested by

15 - Syracuse
4- Shepherd
Lewis and Connie James, applicants and owners.

Deferrals

This item was deferred at the April 12, 2018, and April 26, 2018, Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Birkeland
Defer to the May 24, 2018, Planning Commission meeting.

APPLICANT REQUEST

Permit bed and breakfast use within the existing structures.

Neighborhood Landmark Final Site Plan

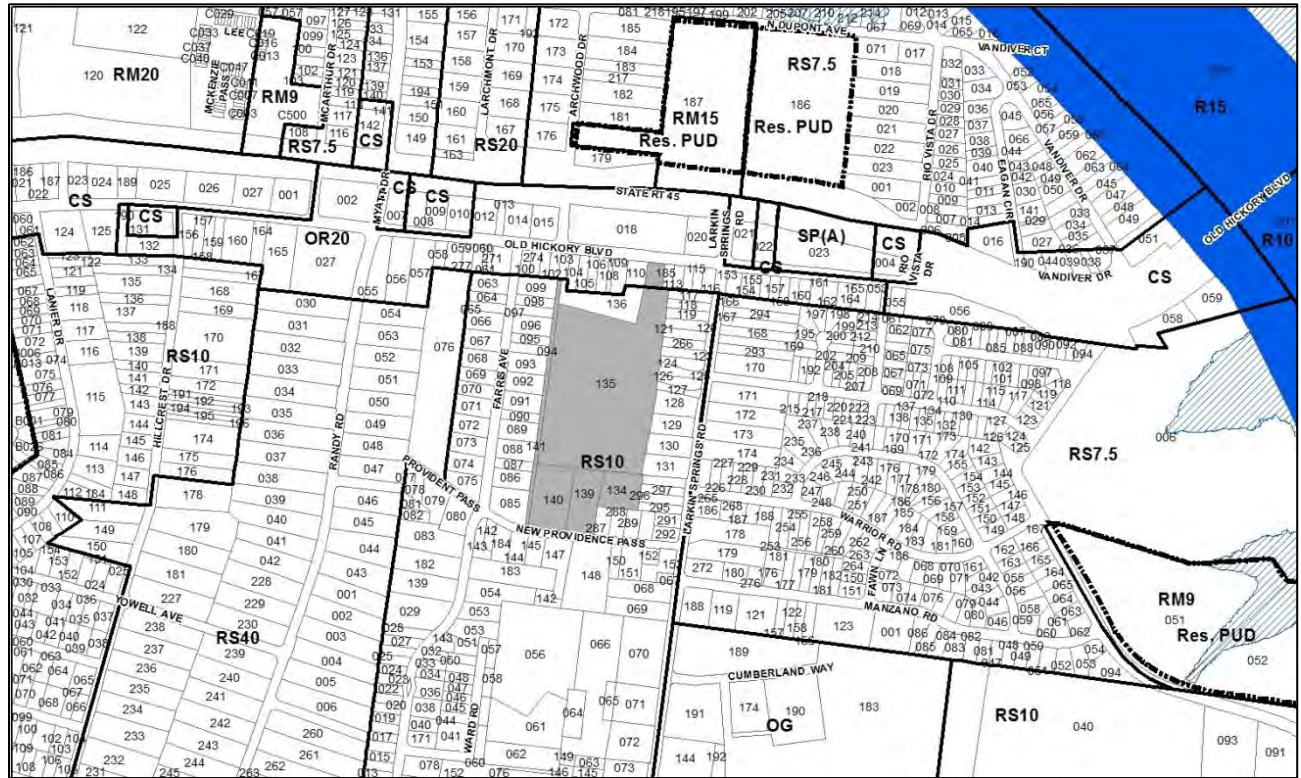
A request to approve a Neighborhood Landmark Development Plan to permit a bed and breakfast on properties located at 2250, 2254 Lebanon Pike and Lebanon Pike (unnumbered) and Revere Place (unnumbered), at the corner of the Briley Parkway Ramp and Lebanon Pike, zoned Single-Family Residential (RS20) and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

STAFF RECOMMENDATION

Staff recommends deferral to the May 24, 2018, Planning Commission meeting at the request of the applicant.



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2018S-059-001

1020 EAST OLD HICKORY BLVD

Map 043-15, Parcel(s) 134-135, 139-141

04, Madison

09 (Bill Pridemore)



Project No. **Concept Plan 2018S-059-001**
Project Name **1020 East Old Hickory Blvd.**
Council District 09- Pridemore
School District 3– Speering
Requested by Civil Site Design Group, PLLC, applicant; The Turning Point Church, Carolyn and William Stanley, Edward Meek, and Equity Trust Company, owners.

Deferrals This item was deferred at the April 12, 2018, and April 26, 2018, Planning Commission meetings. No public hearing was held.

Staff Reviewer Hill
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Concept plan approval to create 56 single-family lots.

Concept Plan

A request for concept plan approval to create up to 56 lots on properties located at 1009, 1021 New Providence Pass, New Providence Pass (unnumbered), 1020 C Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 200 feet east of Farris Avenue, zoned Office / Residential (OR20) and Single-Family Residential (RS10) (15.22 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 56 units based on the cluster lot provisions.*

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 5 units.*

MADISON 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.

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the



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corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. The property is approximately 15.22 acres and is located between Old Hickory Boulevard and New Providence Pass, approximately 400 feet east of Farris Avenue. The site is predominantly vacant; however, two single-family residences exist along New Providence Pass and are proposed to remain. The proposed plan is surrounded by single-family residential uses with the exception of church located immediately east of the property along Old Hickory Boulevard.

Site Plan

The site plan proposes up to 56 single-family clustered lots. Lot sizes range from 5,291 square feet to 14,320 square feet. 53 of the lots will front on to new public roads, while the remaining 3 lots will front New Providence Pass. The concept plan proposes a new public street running north and south, connecting Old Hickory Boulevard to New Providence Pass. A second new public street is proposed to provide additional internal circulation within the site. New streets will include a five foot wide sidewalk and a four foot wide grass strip, consistent with local street standards. A five foot wide sidewalk and a four foot wide grass strip will be provided along New Providence Pass while an eight foot sidewalk and six foot grass strip will be provided along Old Hickory Boulevard, consistent with local and collector street standards, respectively.

A 20 foot C-3 landscape buffer is proposed along all property lines that abut existing lots. Three open space areas totaling 3.86 acres, or 25% of the total area, with amenities including a pavilion are provided in the development, meeting the requirements of the Zoning Code for the cluster lot option.

ANALYSIS

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space and the preservation of natural features in Single-Family (RS) and One and Two-Family (R) zoning districts. To promote creative designs, single family lots are allowed to contain less land area than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. With this plan, the applicant is proposing to cluster the parcels to 5,000 square foot lot sizes. The cluster lot option does not allow more density than what would be allowed under RS10 zoning. The cluster lot option allows a reduction in lot sizes to work with exiting topography, protect natural features, and create more useable open space.

In cluster lot subdivisions, a minimum of 15 percent of the development must be open space. Of the total 15.22 acres, 3.86 acres will remain as open space, or 25% of total area. Recreational facilities are required within a portion of the open space, and this proposal includes a pavilion located at the central open space.



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The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision. The plan enhances connectivity for the area by connecting Old Hickory Boulevard to New Providence Pass.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with TAS findings, developer shall construct the following roadway improvements.

- Each of the project accesses should be constructed to include a minimum of one entering lane and one exiting lane.
- The analyses conducted for the purposes of this study indicate that dedicated turn lanes are not warranted for construction on E. Old Hickory Boulevard at the main project access. Specifically, the eastbound and westbound through volumes on E. Old Hickory Boulevard do not exceed the thresholds that have been established in order to identify when dedicated turn lanes are warranted on two-lane roadways.
- Provide adequate sight distance at access points. For a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on E. Old Hickory Boulevard will need to come to a stop if a vehicle turning from the project site creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 445 feet. This is the distance that a motorist on the project access will need to safely complete a turn onto E. Old Hickory Boulevard. Initial field observations and measurements indicate that the minimum distances are available.
- Adequate sight distance shall also be provided at access off New Providence Pass.

WATER SERVICES

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.



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2. Comply with all conditions and requirements of Metro agencies.
3. Dimension and label the required pedestrian and bicycle facilities along Old Hickory Boulevard consistent with the Major and Collector Street Plan.



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2018Z-044PR-001

Map 070-07, Parcel(s) 013, 017, 022, 034.01-034.04, 034, 039 03, Bordeaux – Whites Creek – Haynes Trinity 02 (DeCosta Hastings)



Project No.
Council District
School District
Requested by

Zone Change 2018Z-044PR-001
02 - Hastings
1 – Gentry
Civil Site Design Group, PLLC, applicant; D&M Development, LLC, John Denton, Charlie and Michael Larue, owners.

Deferrals

This item was deferred at the April 26, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Hill
Defer Indefinitely.

APPLICANT REQUEST

Zone change from R8 to RM20-A, RM20, and MUL.

Zone Change

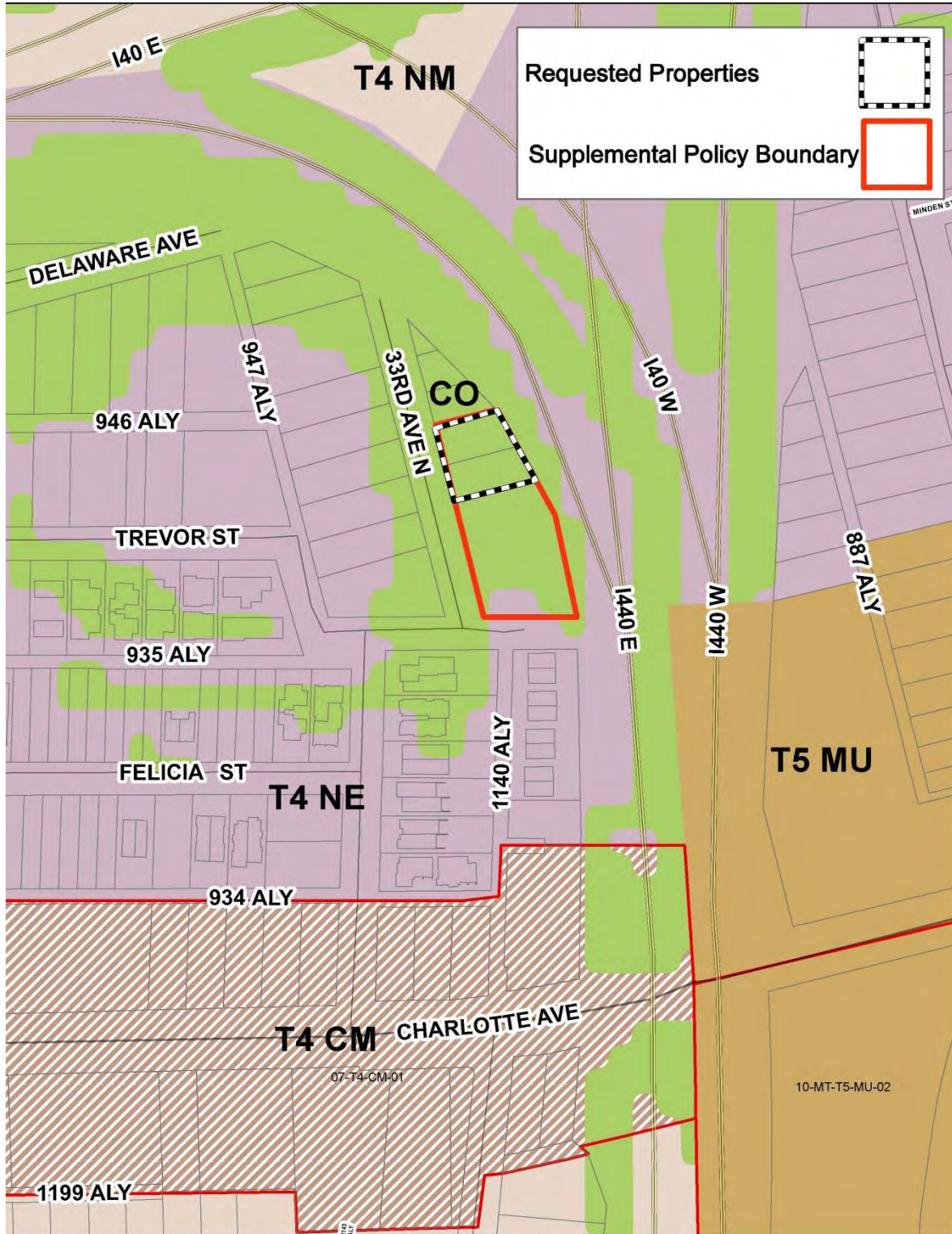
A request to rezone from One and Two-Family Residential (R8) to Multi-Family Residential (RM20-A) zoning on property located at 1014 B West Trinity Lane, from One and Two-family Residential (R8) to Mixed Use Limited (MUL) zoning on property located at 1018 West Trinity Lane and from One and Two-Family Residential (R8) to Multi-Family (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).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 5/10/18



2018CP-007-001

WEST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 092-09, Parcel(s) 299, 301-302

7, West Nashville

21 (Ed Kindall)



Project No.	Minor Plan Amendment 2018CP-007-001
Project Name	West Nashville Community Plan Amendment
Associated Case	2018Z-043PR-001
Council District	21 – Kindall
School District	5 – Buggs
Requested by	Tune, Entrekin & White, Pc applicant; Mid Atlantic Products, owner.
Staff Reviewer	Grider
Staff Recommendation	<i>Approve.</i>

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.



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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.



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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.

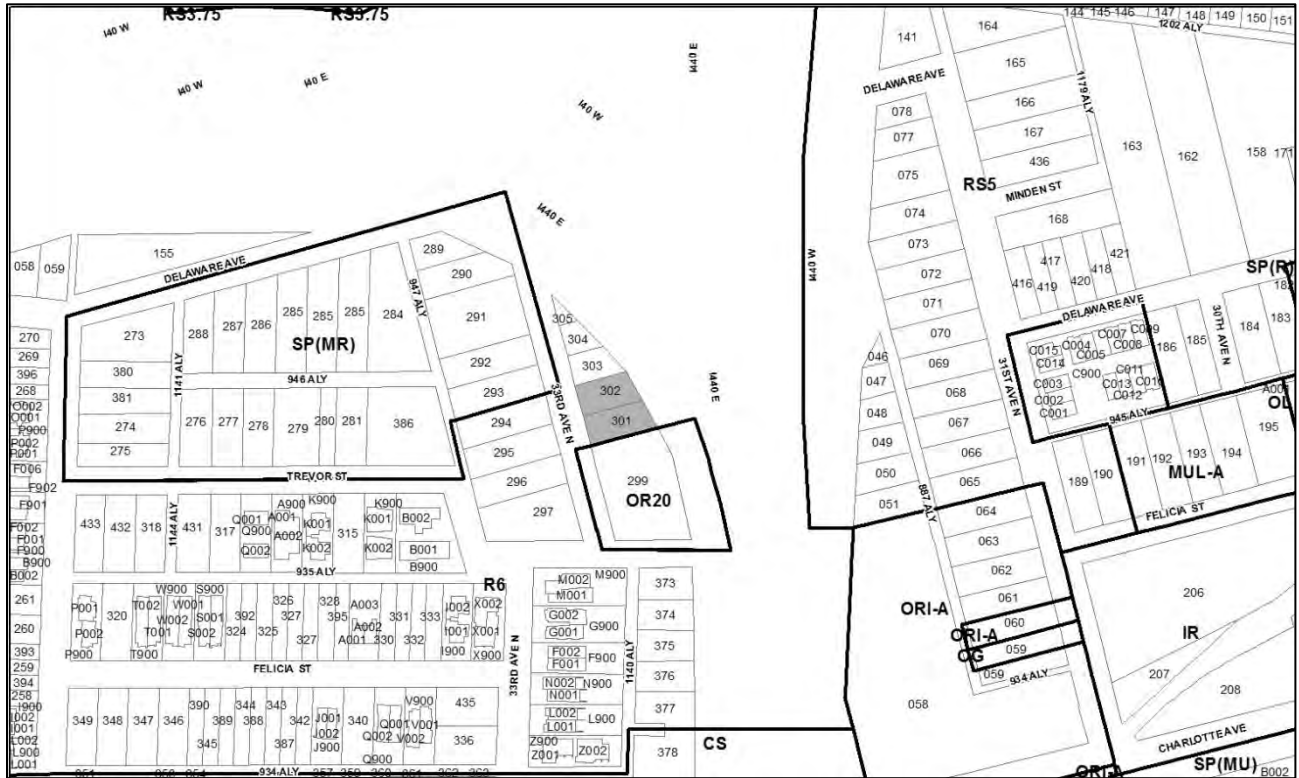
The application of a Supplemental Policy to allow residential uses and limited office uses is appropriate, given the unique characteristics of the requested properties and the adjacent OR20 property.

STAFF RECOMMENDATION

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



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2018Z-043PR-001

Map 092-09, Parcel(s) 301-302

07, West Nashville

21 (Ed Kindall)



Project No.	Zone Change 2018Z-043PR-001
Associated Case	2018CP-007-001
Council District	21 - Kindall
School District	5 - Buggs
Requested by	Tune Entrekin and White, P.C., applicant; Mid Atlantic Products, owner.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.</i>

APPLICANT REQUEST

Zone change from 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



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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



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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.



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2018CP-008-001

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 081-02, Parcel(s) 112-114, 117, 118, 211

8, North Nashville

2 (Hastings)



Project No.	Minor Plan Amendment 2018CP-008-001
Project Name	North Nashville Community Plan Amendment
Council District	02 – Hastings
School District	1 – Gentry
Requested by	DBS and Associates Engineering, Inc., applicant; various owners.
Staff Reviewer	Wallace
Staff Recommendation	<i>Approve.</i>

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.



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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 One 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



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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



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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

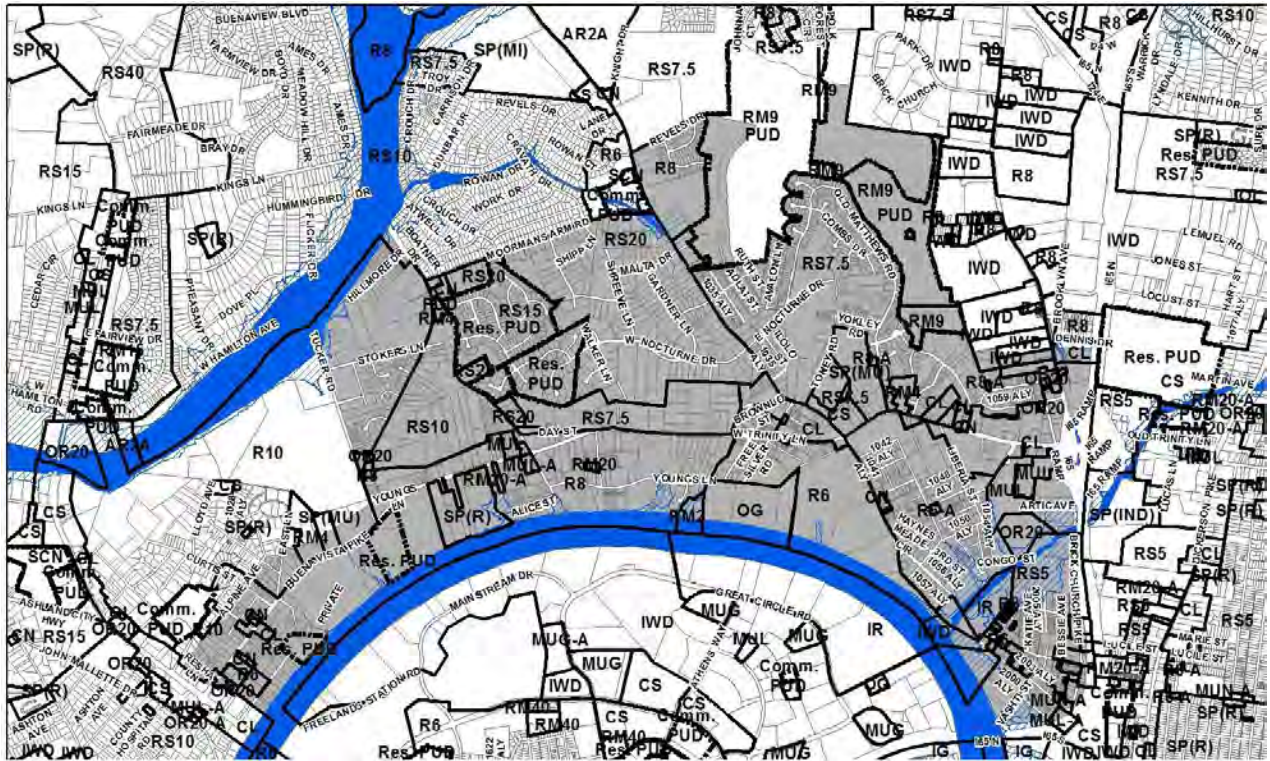
Staff recommends approval.



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2018CP-003-002

**MAJOR AND COLLECTOR STREET PLAN AMENDMENT – BORDEAUX-
WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN**

Various Parcels

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



Project No.	Minor Amendment 2018CP-003-002
Project Name	Major and Collector Street Plan Amendment – Bordeaux-Whites Creek-Haynes Trinity Community Plan
Council District	02 – Hastings
School District	1 – Gentry
Requested by	Metropolitan Planning Department, applicant.
Staff Reviewer	Gonzalez
Staff Recommendation	<i>Approve.</i>

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.



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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 Iloilo 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.



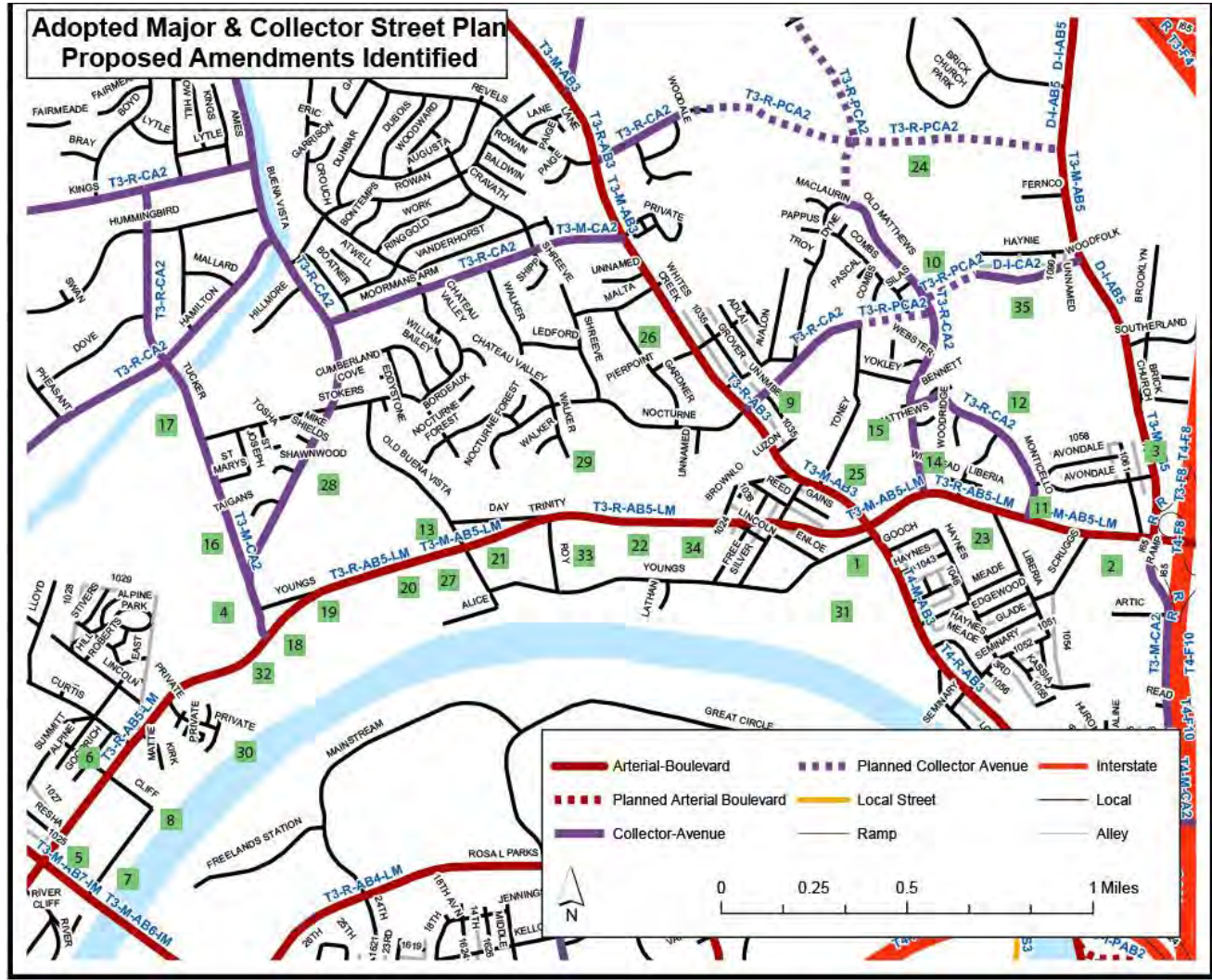
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22. Amend the designation of West Trinity Lane from approximately 450' east of Old Buena Vista Pike to Brownlow Street from T3-R-AB5-LM to T4-R-AB5-LM.
23. Amend the designation of West Trinity Lane from Brownlow Street to Interstate 24/65 from T3-M-AB5-LM 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 Iloilo Street from T3-R-AB3 to T4-M-AB3.
26. Amend the designation of Whites Creek Pike from approximately 225' north of Iloilo 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.

The following maps depict the changes.

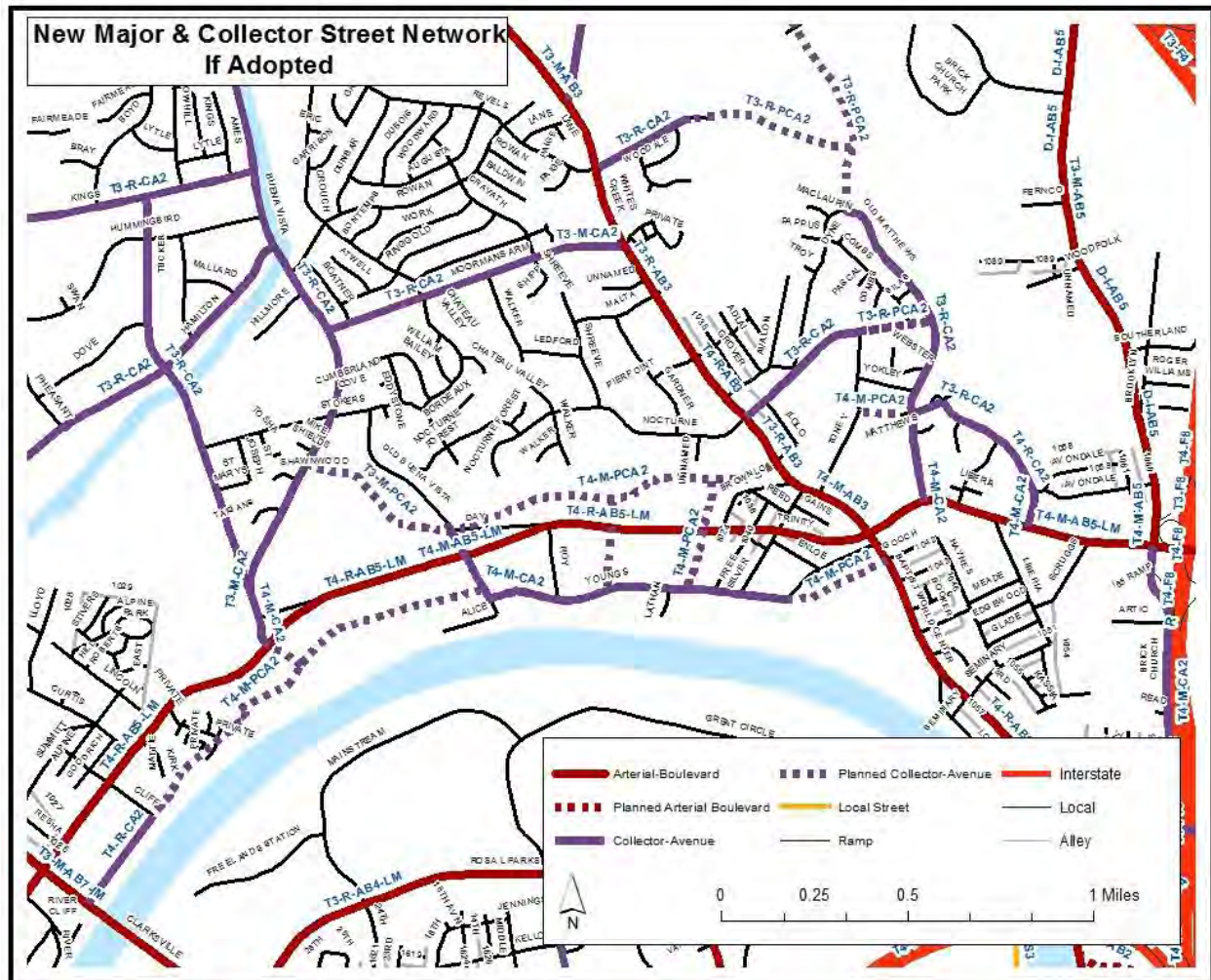


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COMMUNITY PARTICIPATION

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.



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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

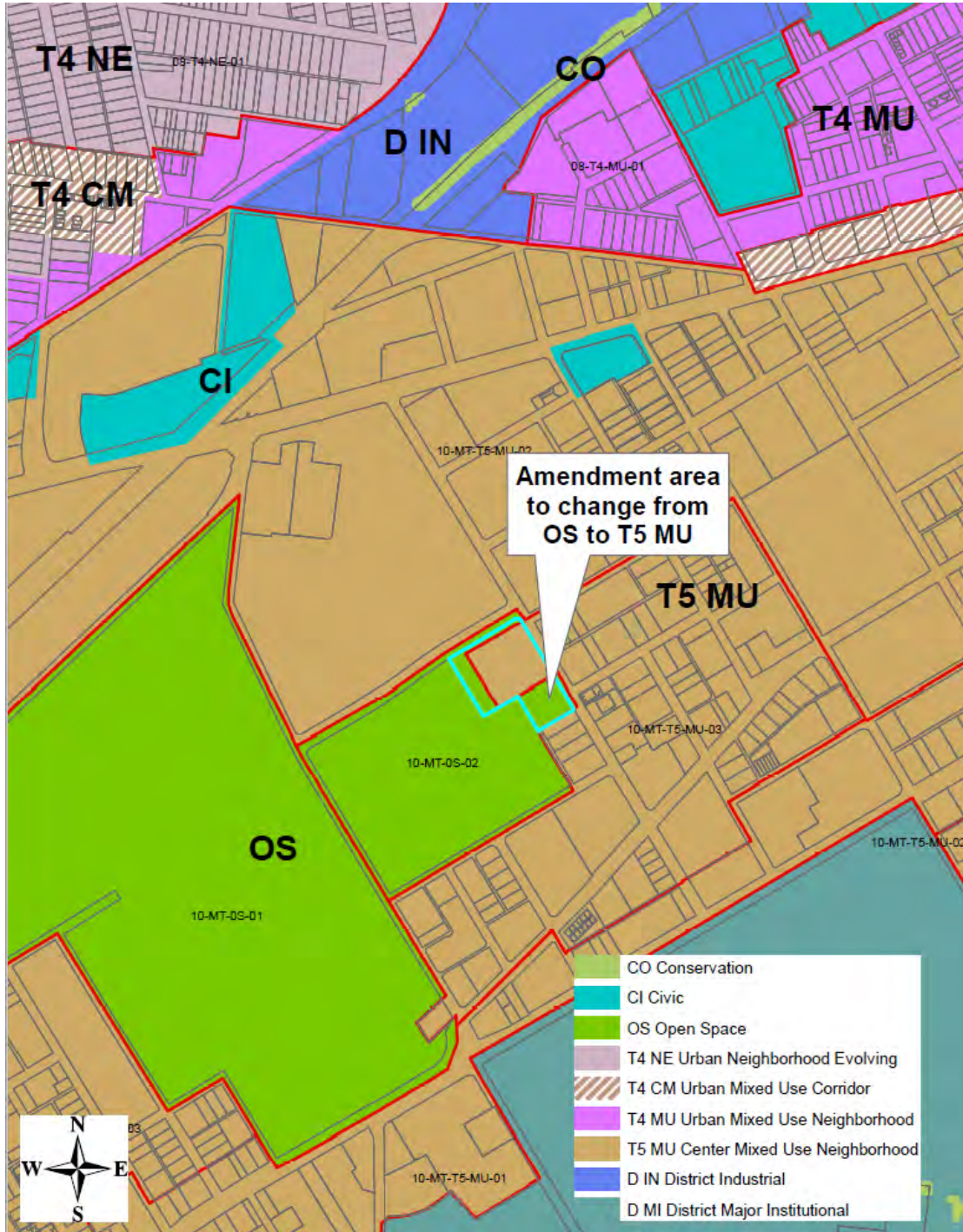
Staff recommends approval.



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2018CP-010-002

GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

Map 092-15, Parcel 034

10, Green Hills-Midtown

21 (Ed Kindall)



Project No.	Housekeeping Amendment 2018CP-010-002
Project Name	Green Hills-Midtown Community Plan Amendment
Associated Case	2018SP-032-001
Council District	21 – Kindall
School District	5 – Buggs
Requested by	Metro Planning Department, applicant; Metro Government, owner.
Staff Reviewer	Grider
Staff Recommendation	<i>Approve.</i>

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.



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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

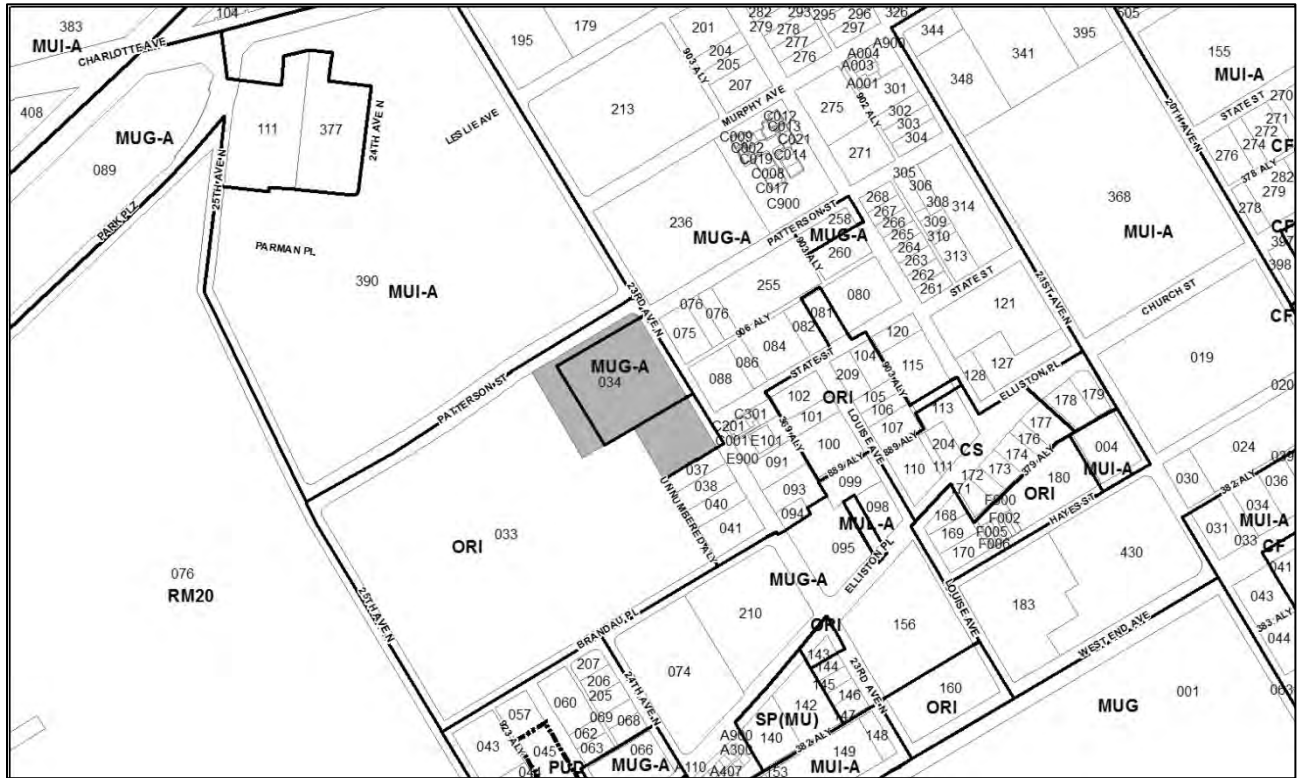
Staff recommends approval of the amendment request.



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2018SP-032-001

CENTENNIAL GARAGE SP

Map 092-15, Parcel(s) 034

10, Green Hills – Midtown

21 (Ed Kindall)



Project No. Specific Plan 2018SP-032-001
Project Name Centennial Garage SP
Associated Case 2018CP-010-002
Council District 21 – Kindall
School District 5 – Buggs
Requested by Catalyst Design Group, applicant; Metro Government, owner.

Staff Reviewer Shepard
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

Rezone 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.



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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.

Proposed Regulatory SP end



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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.



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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.



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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



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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

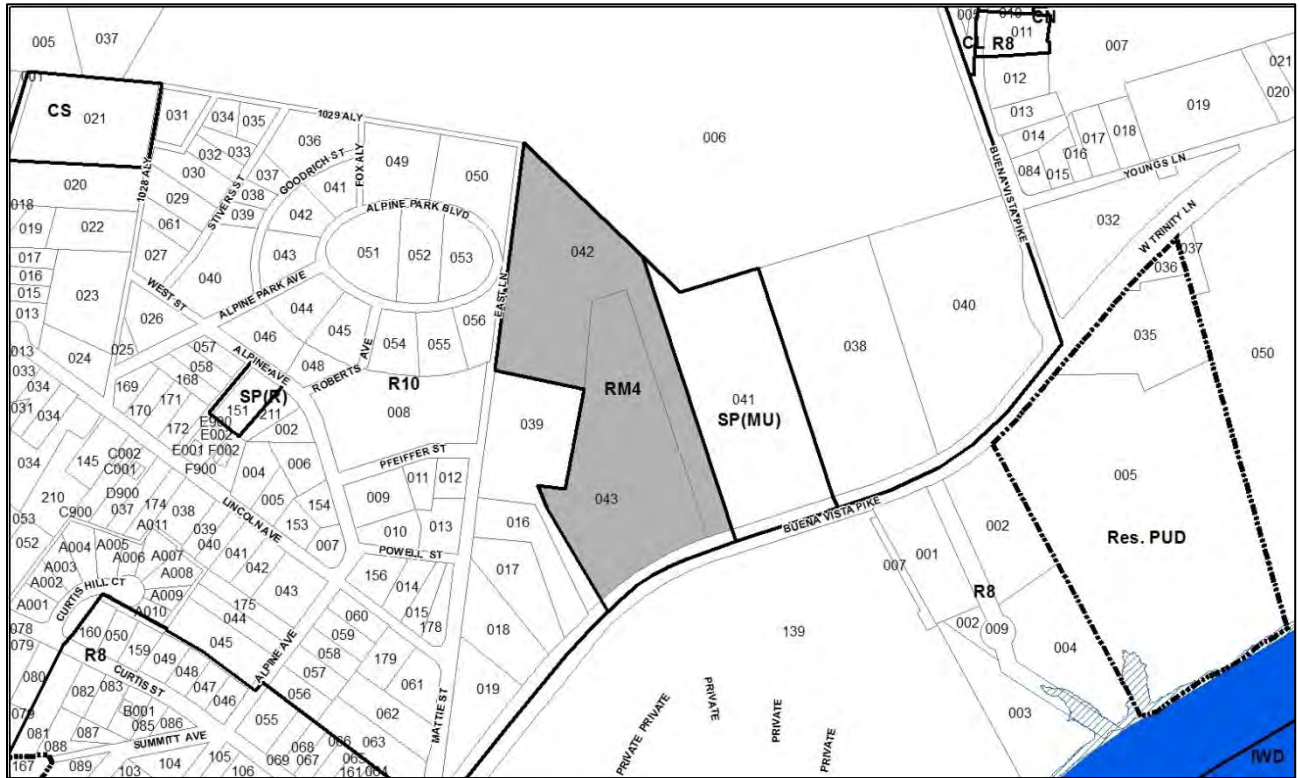
1. Uses within this SP shall be limited to all uses permitted by the Mixed Use Intensive – Alternative (MUI-A) zoning district.
2. The maximum height of structures shall be limited to eight stories.
3. Sidewalks shall be provided per the requirements of the Metro Zoning Ordinance.
4. If a development 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 5/10/18



2018SP-033-001

2423 BUENA VISTA SP

Map 070, Parcel(s) 042-043

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



Project No.	Specific Plan 2018SP-033-001
Project Name	2423 Buena Vista SP
Council District	02 – Hastings
School District	1 – Gentry
Requested by	Dale and Associates, applicant; Judith and Salem Forsythe, owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Defer to the May 24, 2018, Planning Commission meeting.</i>

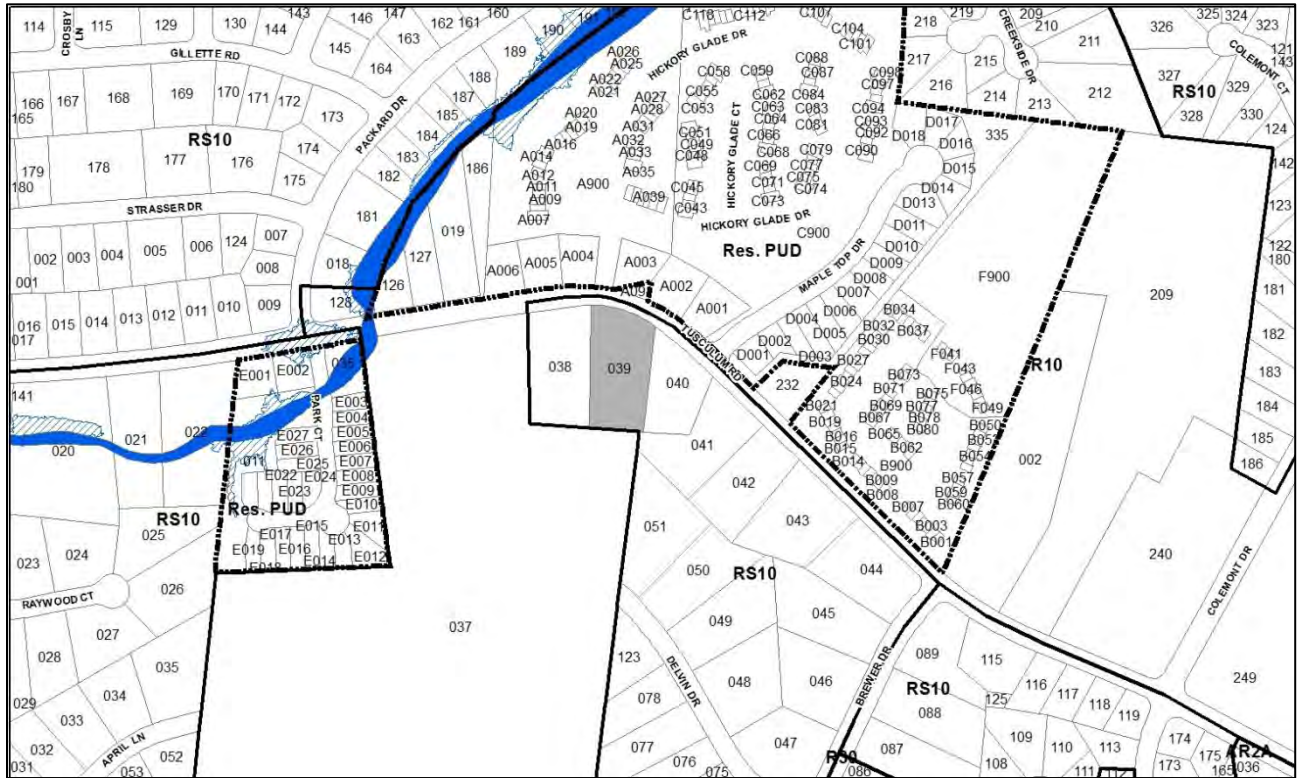
APPLICANT REQUEST
Zone change from R20 to SP-R.

Preliminary SP
 A request to rezone from Multi-Family Residential (RM4) to Specific Plan-Residential(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.

STAFF RECOMMENDATION
 Staff recommends deferral to the May 24, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 5/10/18



2018SP-034-001
291 TUSCULUM ROAD SP
Map 162-01, Parcel(s) 039
12, Southeast
27 (Davette Blalock)



Project No. Specific Plan 2018SP-034-001
Project Name 291 Tusculum Road SP
Council District 27 - Blalock
School District 2 - Brannon
Requested by Dale and Associates, applicant; Flavio Martinez and Rosalia Ramirez, owners.

Staff Reviewer Napier
Staff Recommendation *Defer to the May 24, 2018, Planning Commission meeting.*

APPLICANT REQUEST
Zone change to permit two dwelling units.

Preliminary SP
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (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.

STAFF RECOMMENDATION
Staff recommends deferral to the May 24, 2018, Planning Commission meeting at the request of the applicant.



Project No.	Specific Plan 2018SP-036-001
Project Name	The Brian Paul SP
Associated Case	55-85P-004
Council District	04 – Swope
School District	8- Pierce
Requested by	ASA Engineering & Consulting, Inc., applicant; Advent Partners, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

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.

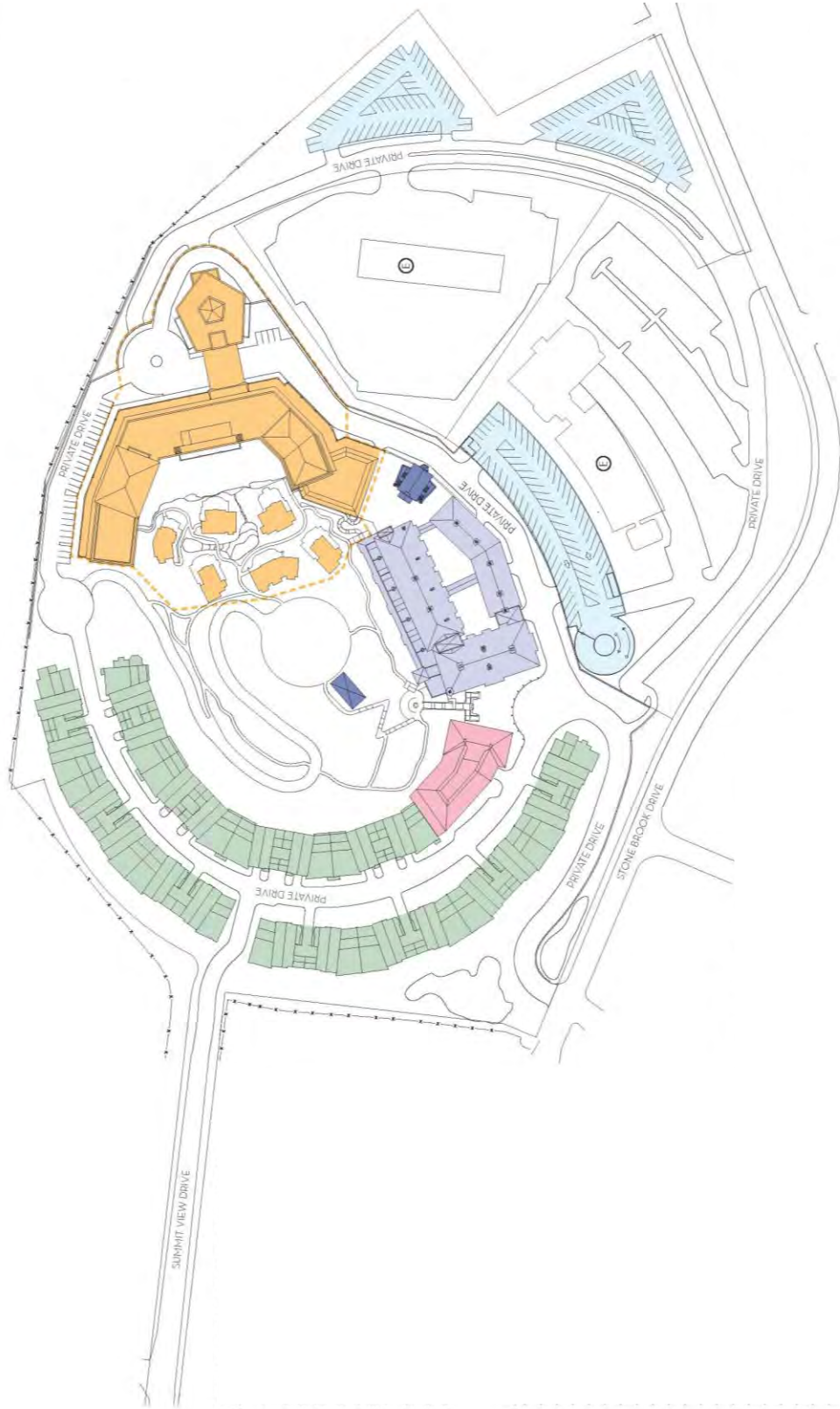
Office Limited (OL) is intended for moderate intensity office uses.

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.



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Proposed Site Plan



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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



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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



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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 polices 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.



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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 Pl 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



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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



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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.

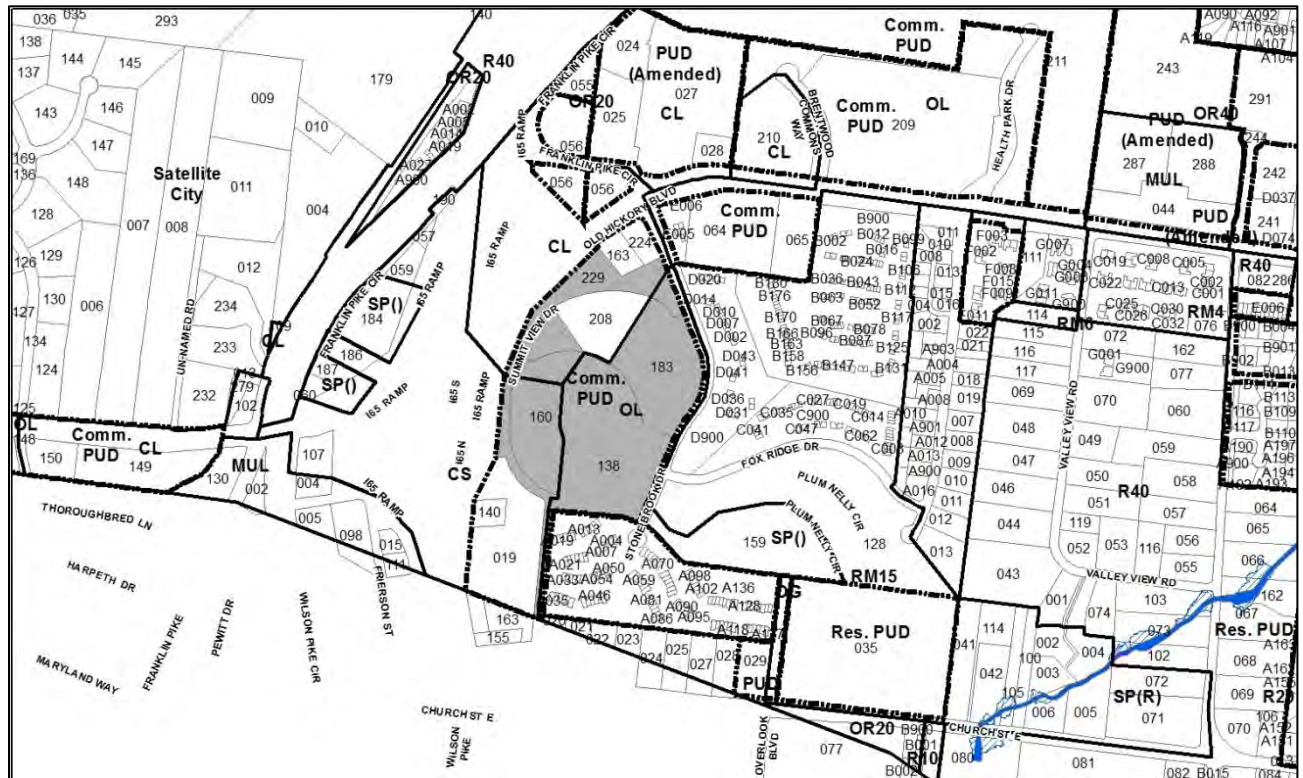


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9. Comply with all conditions of Public Works and Traffic and Parking.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, 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.



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55-85P-004
SUMMIT COMMERCIAL PUD (CANCELLATION)
Map 160, Parcel(s) 183, 229
Map 171, Parcel(s) 138, 160
12, Southeast
04 (Robert Swope)



Project No.	Planned Unit Development 55-85P-004
Project Name	Summit Commercial PUD (Cancellation)
Associated Case	2018SP-036-001
Council District	04- Swope
School District	8- Pierce
Requested by	Advent Partners, LLC, applicant; Advent Properties, Inc., owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve if the associated zone change is approved and disapprove if the associated zone change is not approved.</i>

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



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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

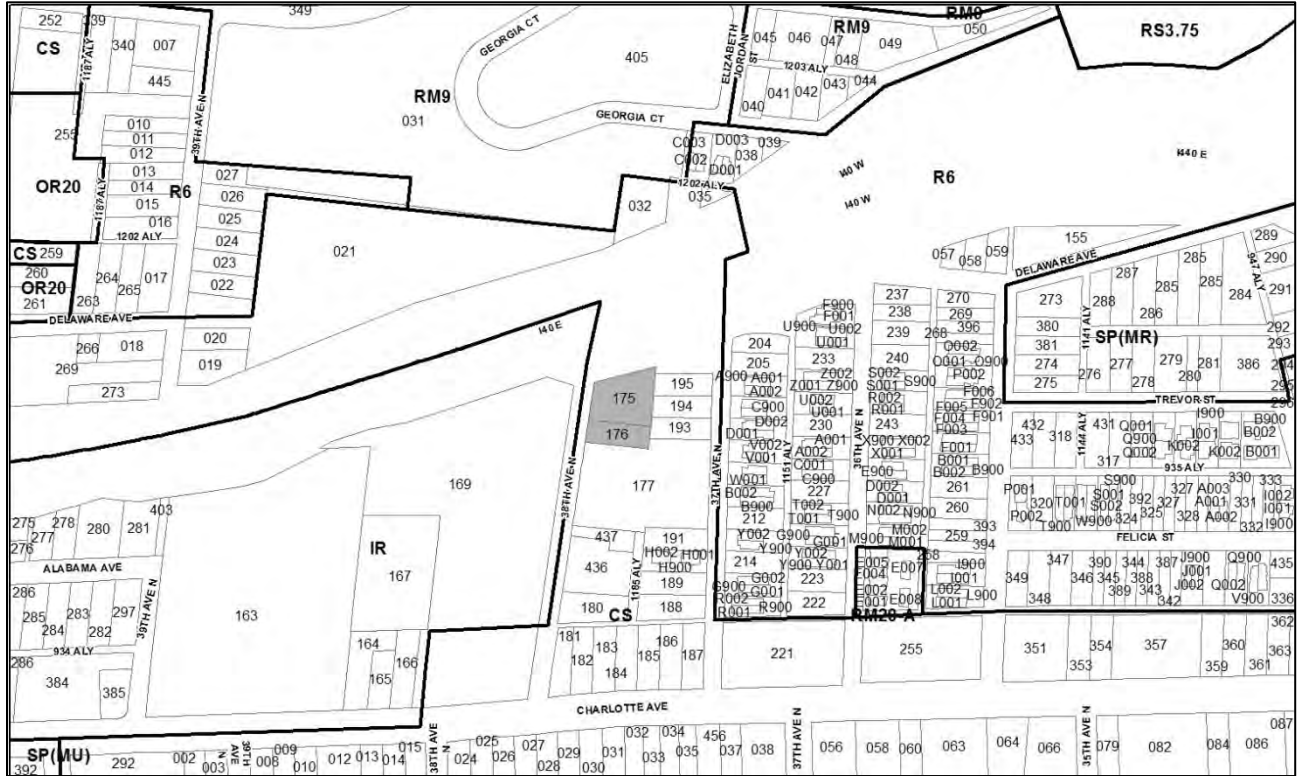
Staff recommends approval of the PUD cancellation if the associated zone change is approved and disapproval if the associated zone change is not approved.



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2018SP-037-001

38TH AVENUE NORTH SP

Map 092-09, Parcel(s) 175-176

07, West Nashville

24 (Kathleen Murphy)



Project No. Specific Plan 2018SP-037-001
Project Name 38th Avenue North SP
Council District 24 – Murphy
School District 5 - Buggs
Requested by Dale & Associates, applicant; 422 38th Avenue North Partners, owner.

Staff Reviewer Rickoff
Staff Recommendation *Defer to the May 24, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval 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.



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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



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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

Returned for corrections

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate 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'
- Indicate solid waste and recycling plan
- Submit copy of ROW dedications prior to bldg. permit sign off.
- With the Final SP, the sidewalk grade is to follow the centerline 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



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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 deferral to the May 24, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

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.



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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.



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2018SP-039-001

FAIRVIEW MEADOWS SP

Map 069-04, Parcel(s) 027

03, Bordeaux-Whites Creek-Haynes Trinity

1 (John Cooper)



Project No.	Specific Plan 2018SP-039-001
Project Name	Fairview Meadows
Council District	01 - Cooper
School District	1 - Gentry
Requested by	DBS and Associates Engineering, applicant; Yohance and Patricia Price, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

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.



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Proposed Site Plan



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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 west 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 trip 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.



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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



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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

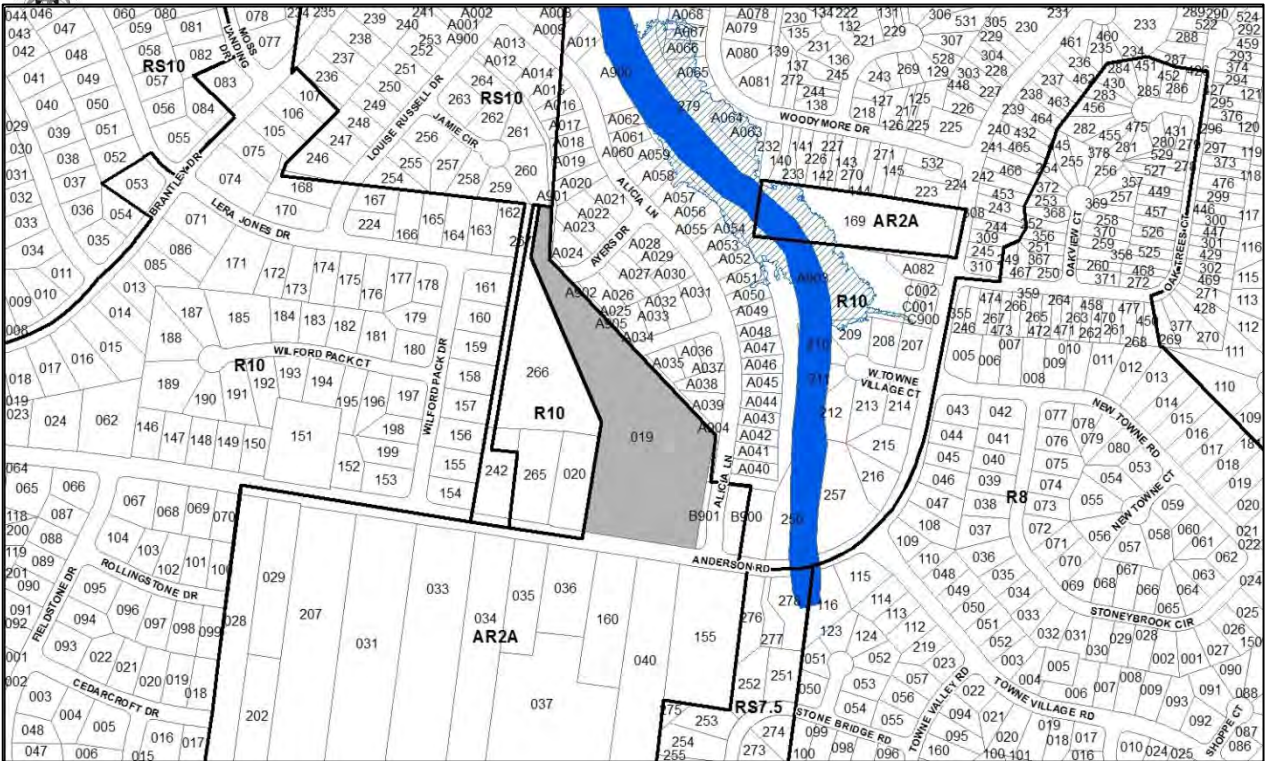
Approve with conditions and disapprove with all conditions.

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.



Metro Planning Commission Meeting of 5/10/18



2018SP-040-001
3156 ANDERSON ROAD SP
Map 150, Parcel 019
13, Antioch-Priest Lake
29 (Karen Johnson)



Project No.	Specific Plan 2018SP-040-001
Project Name	3156 Anderson Road SP
Council District	29- Johnson
School District	6 – Hunter
Requested by	Dale and Associates, applicant; John E. Coleman Jr., owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Defer to the June 14, 2018, Planning Commission meeting.</i>

APPLICANT REQUEST

Rezone to SP to permit 22 multi-family residential units.

Preliminary SP

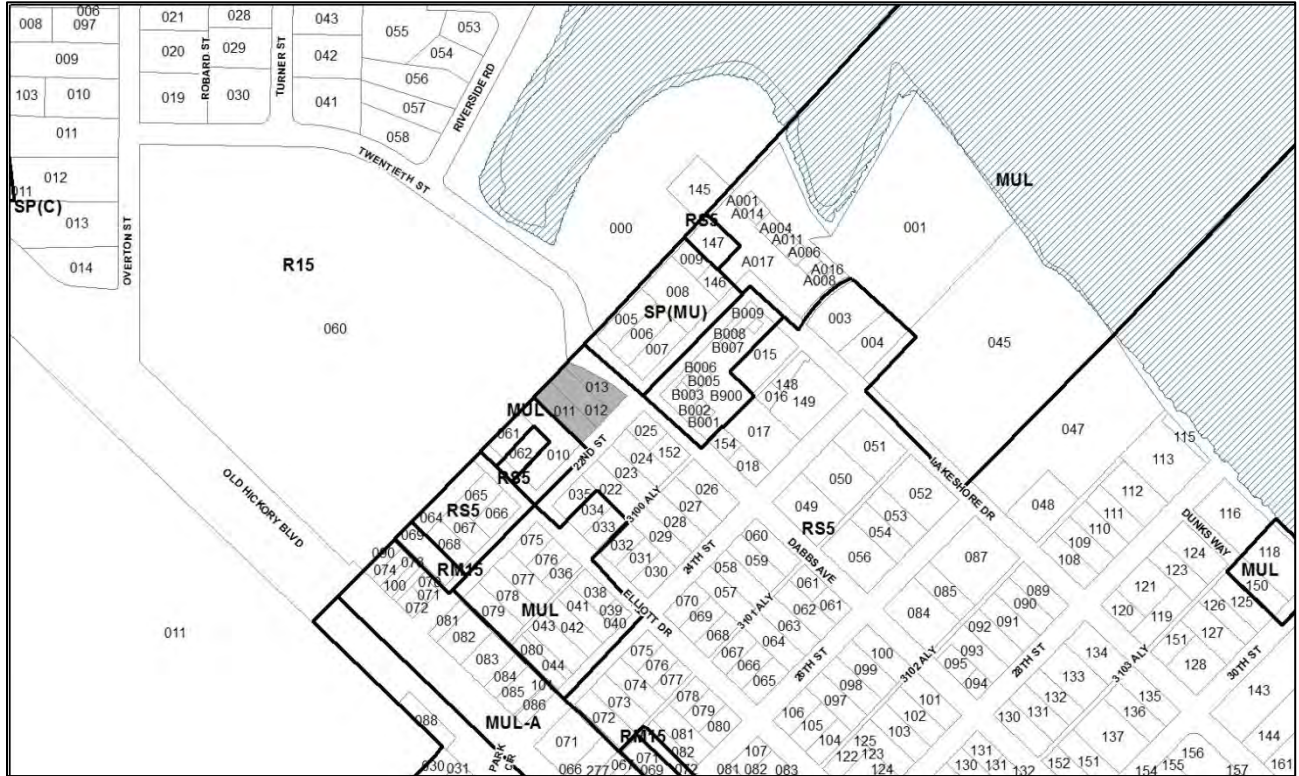
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan- Residential (SP-R) zoning on property located at 3156 Anderson Road, approximately 480 feet east of Wilford Pack Drive (4.88 acres), to permit 22 multi-family residential units

STAFF RECOMMENDATION

Staff recommends deferral to the June 14, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 5/10/18



2018SP-041-001

22ND STREET SP

Map 053-08, Parcel(s) 011-013

14, Donelson-Hermitage-Old Hickory

11 (Larry Hagar)



Project No.	Specific Plan 2018SP-041-001
Project Name	22nd Street SP
Council District	11 – Hagar
School District	4 - Shepherd
Requested by	Jason Bockman, applicant and owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

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



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Proposed Regulatory SP

22nd Street Specific Plan (SP)

Development Summary		Site Data Table	
SP Name	22 nd Street Specific Plan	Site Data	0.47 acres
SP Number	2018SP-041-001	Existing Zoning	RS5
Council District	Hagar	Proposed Zoning	SP-MU
Map & Parcel	Map 053-08; Parcels 011-013	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.

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



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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



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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.



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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.



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2018NHL-002-001
IVY HALL
Map 072-04, Parcel(s) 033
05, East Nashville
07 (Anthony Davis)



Project No.	Neighborhood Landmark Overlay 2018NHL-002-001
Project Name	Ivy Hall
Council District	07- A. Davis
School District	3- Speering
Requested by	Smith Gee Studio, applicant; Rachel E. McCann and Joshua O. Gray, owners.
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

To apply a Neighborhood Landmark Overlay District.

Neighborhood Landmark Overlay

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 Single-Family Residential (RS7.5) (1.37 acres).

Existing Zoning

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

Inglewood Place Neighborhood Conservation District (NHC) Neighborhood Conservation Districts are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development.

Proposed Zoning

Neighborhood Landmark Overlay District (NHL) is intended to preserve and protect neighborhood features that are important to maintain and enhance the neighborhood character. Neighborhood features are defined as buildings, structures, objects, sites, and areas of historic, cultural, civic, neighborhood, or architectural value and/or importance to Metropolitan Nashville and Davidson County.

CRITICAL PLANNING GOALS

- Preserves Historic Resources

The proposed Neighborhood Landmark Overlay District would assist in preserving the existing house by allowing it to be adaptively reused.

HISTORY

This property is located at 1431 Shelton Avenue in the Inglewood neighborhood of East Nashville. The house on the property was originally known as the Miller House and is now known as Ivy Hall, and was constructed between 1934 and 1936. The house was designed by renowned Nashville



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architect Edwin Keeble, who was also responsible for design of the L&C Tower in downtown Nashville, and was originally owned and occupied by Cleo Miller, a prominent doctor and community member. The home and outbuilding are listed in the National Register of Historic Places as the property embodies the distinctive characteristics of the Tudor Revival architectural style and the work of Edwin Keeble and it influenced the architectural character of many future homes built on the eastern end of Shelton Avenue.

ANALYSIS

Section 17.36.420 of the Zoning Code defines a neighborhood landmark as a feature that has historic, cultural, architectural, civic, neighborhood or archeological value and/or importance; whose demolition or destruction would constitute an irreplaceable loss to the quality and character of a neighborhood.

To be eligible for this designation a property must meet one or more of the following criteria:

1. It is recognized as a significant element in the neighborhood and/or community;
2. It embodies characteristics that distinguish it from other features in the neighborhood and/or community;
3. Rezoning the property on which the feature exists to a general zoning district inconsistent with surrounding or adjacent properties such as, office, commercial, mixed-use, shopping center, or industrial zoning district would significantly impact the neighborhood and/or community;
4. Retaining the feature is important in maintaining the cohesive and traditional neighborhood fabric;
5. Retaining the feature will help to preserve the variety of buildings and structures historically present within the neighborhood recognizing such features may be differentiated by age, function and architectural style in the neighborhood and/or community; and
6. Retaining the feature will help to reinforce the neighborhood and/or community's traditional and unique character.

The historic structure on this property is important for the Inglewood neighborhood, Davidson County, and the State of Tennessee due to its significance in the region's cultural and architectural history. Retaining this feature would reinforce the neighborhood's traditional and unique character.

Per section 17.40.160 of the Metro Zoning Code, in recommending approval of a neighborhood landmark district, the planning commission shall find that:

- a) The feature is a critical component of the neighborhood context and structure;
- b) Retention of the feature is necessary to preserve and enhance the character of the neighborhood;
- c) The only reason to consider the application of the neighborhood landmark district is to protect and preserve the identified feature;
- d) It is in the community's and neighborhood's best interest to allow the consideration of an appropriate neighborhood landmark development plan as a means of preserving the designated feature; and
- e) All other provisions of this section have been followed.



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Staff finds that this application meets these criteria. The site is a critical to this neighborhood, as the design of this home influenced many of the surrounding residences. The site is also critical to the region and state because of its connection to a renowned architect and prominent community member. Retaining the buildings on the site preserves an important landmark in local history. Applying a Neighborhood Landmark Overlay District to this property requires the preservation of the existing historic buildings and grounds while also allowing a development plan to be prepared that would allow uses other than those permitted under the existing base zoning. The Neighborhood Landmark District Overlay also allows for adaptive reuse of the property in a way that is compatible with the existing neighborhood.

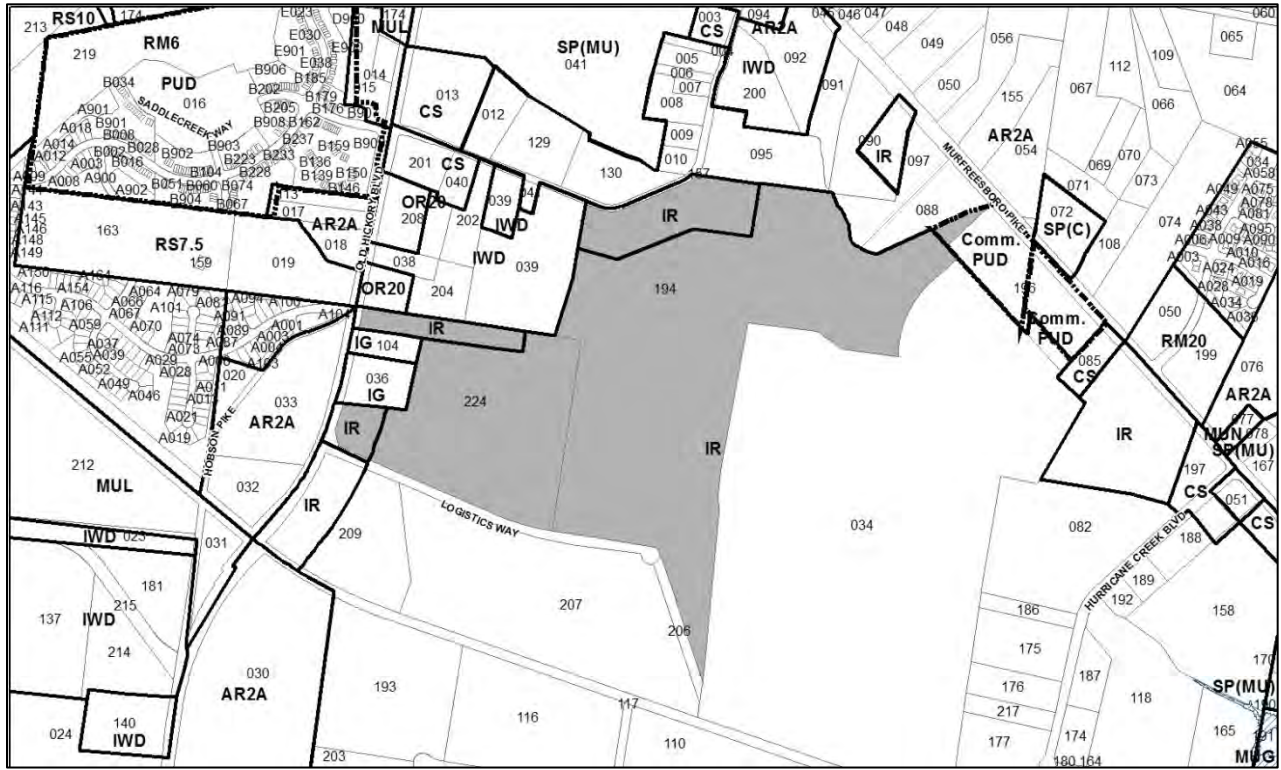
The Neighborhood Landmark District Overlay involves a two-step process. No development plan is approved through this current application, which is a preliminary step that designates the property as a Neighborhood Landmark. Following establishment of the Neighborhood Landmark district, the applicant must submit a final development plan detailing the adaptive reuse of existing structures and any proposed development for approval by the Planning Commission. Per Section 17.40.160.B.3 of the Metro Zoning Ordinance, the final development plan must be considered by the Planning Commission at a public hearing and no zoning permits, building permits or other land development permits of any kind shall be issued prior to approval of a final development plan.

STAFF RECOMMENDATION

Staff recommends approval.



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2018S-021-001

DRG INTERCHANGE CENTER

Map 175, Parcel(s) 194, 224

13, Antioch – Priest Lake

33 (Antoinette Lee)



Project No. Final Plat 2018S-021-001
Project Name DRG Interchange Center
Council District 33 – Lee
School District 6 – Hunter
Requested by Barge Design Solutions, applicant; CH Realty VII-DRG Nashville Interchange Center, LLC, and CH Realty VII-DRG Nashville Interchange Center PH 1, LLC owners.

Staff Reviewer Hill
Staff Recommendation *Defer to the May 24, 2018, Metro Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions.*

APPLICANT REQUEST

Request for final plat approval to create six lots.

Final Plat

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 Agricultural/Residential (AR2a), Industrial Restrictive (IR), and partially within a Planned Unit Development, and within the Murfreesboro Pike Urban Design Overlay District (118.19 acres).

Existing Zoning

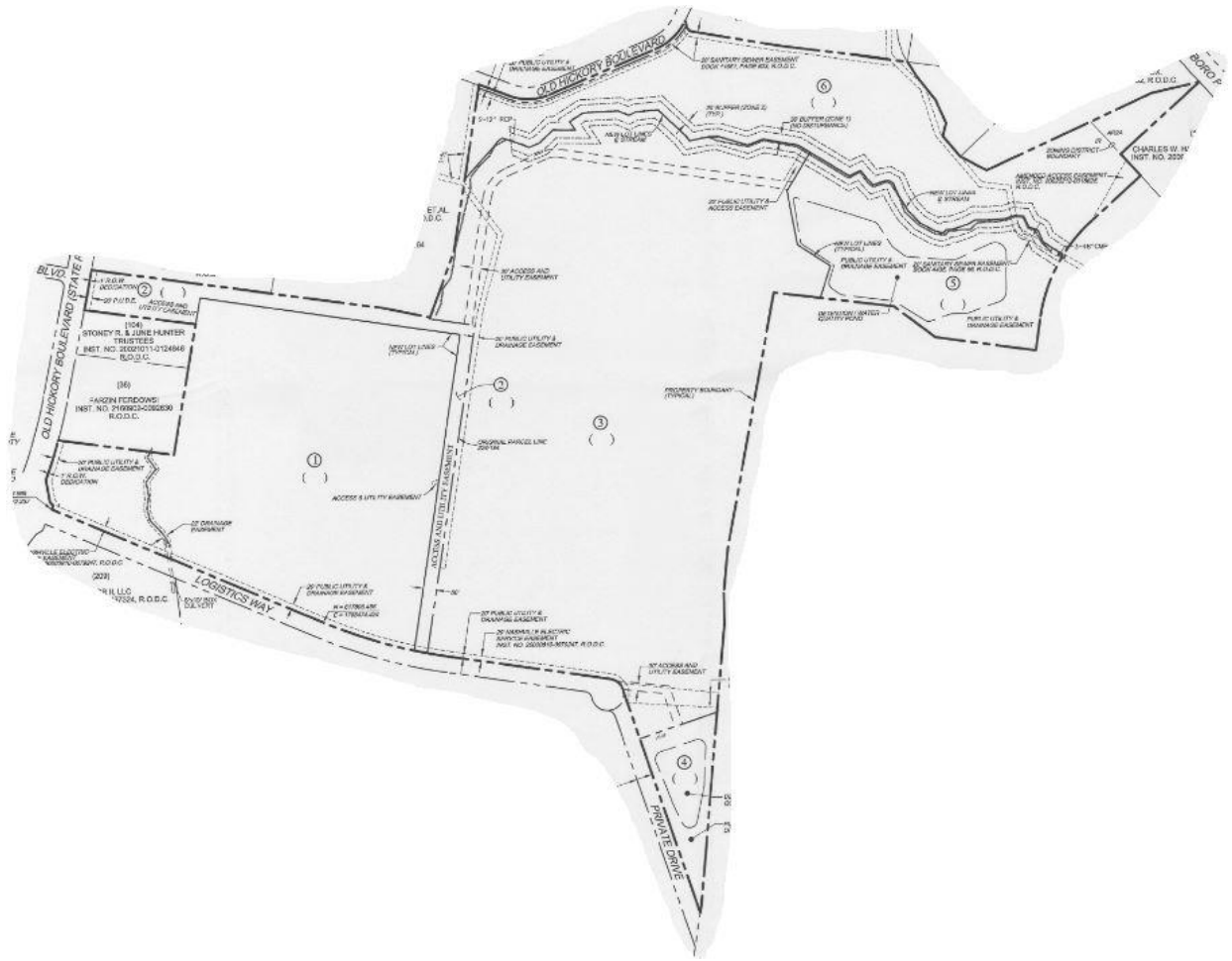
Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

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.

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.



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Proposed Subdivision



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ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

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.

PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. This request is for final plat approval to create six lots on approximately 118.19 acres at the corner of Logistics Way and Old Hickory Boulevard. The site is currently vacant. Three of the proposed lots will be for industrial uses while two of the proposed lots (Lot 4 and Lot 5) are designated as stormwater detention areas and drainage easements. The remaining lot (Lot 2) is identified as an access and utility easement. The lots range from 2.45 acres to 55.15 acres. Access to the site is provided from Old Hickory Boulevard, Logistics Way and a proposed access easement. Right of way dedications are proposed along both Old Hickory Boulevard frontages, consistent with the Major and Collector Street Plan.

ANALYSIS

The land use policy for the subject property is District Industrial (D IN), which is not subject to the compatibility criteria in Section 3-5.2 of the Subdivision Regulations. The conservation policy present on the site is in response to multiple streams on the property. Stormwater regulations would ensure minimal disturbance to the sites environmentally sensitive features as the property develops.

The lots meet the minimum standards of the Zoning Code and all lots have street frontage or access provided through an easement, consistent with the requirements of the Subdivision Regulations.

STORMWATER RECOMMENDATION

Returned for corrections

- Show Public Utility (& Drainage) Easement on Comment # 8.
- Site the maintenance agreement number. #:20180111-0003747.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve



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METRO WATER SERVICES RECOMMENDATION

Returned for corrections

- Update plat to reflect approved construction plans.
- Lots 4 and 5 must be Open Space, as marked.
- Address existing public utilities and easements, as marked.
- Please clarify the purpose of Lot 2. Further comments may be issued, depending on the answer to this question.
- Add/replace notes, as marked.
- Approval will be contingent on construction and completion of MWS Project #'s 17-SL-223 and 17-WL-220. A bond amount of \$75,000 is assigned to 17-SL-223, and an amount of 170,000 is assigned to 17-WL-220.

STAFF RECOMMENDATION

Staff recommends deferral to the May 24, 2018, Metro Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions.

CONDITIONS (if approved)

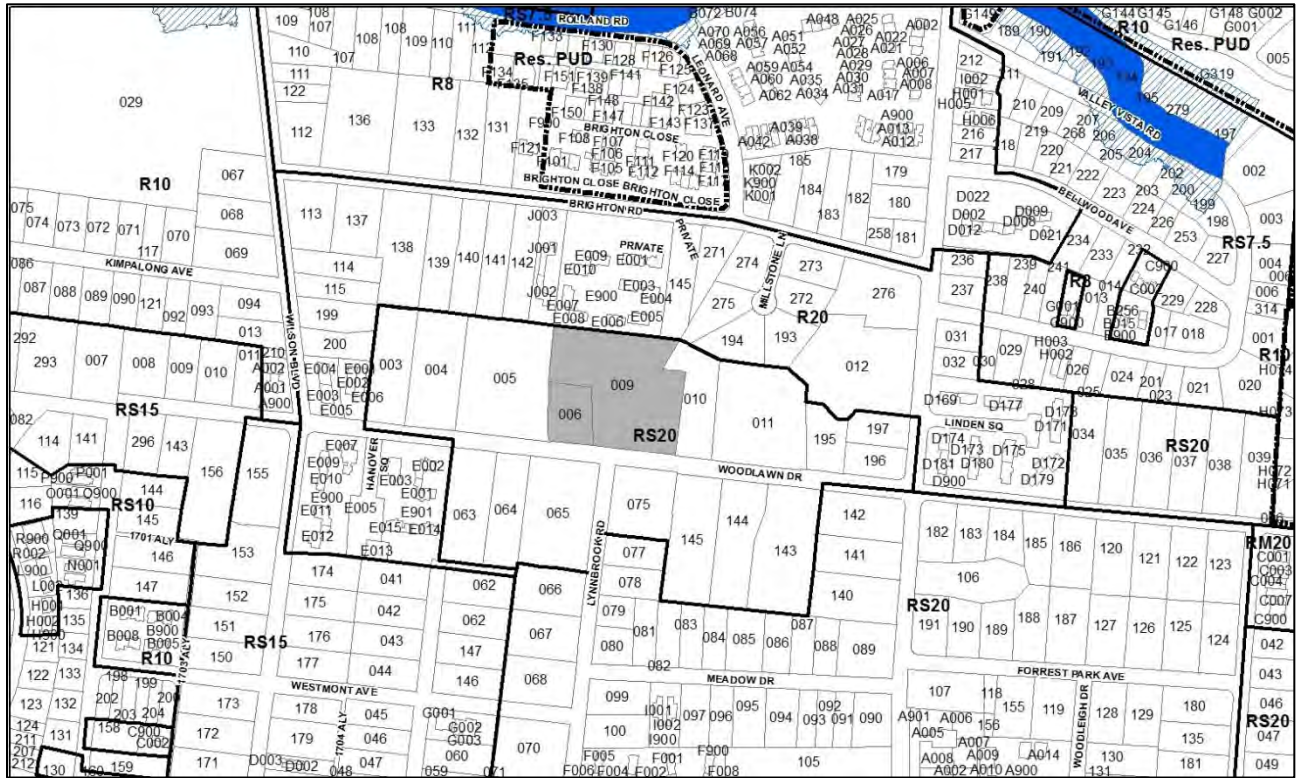
1. Label proposed lots with the following map and parcel numbers. Include this information in a note as well:
 - Lot 1 – parcel 225 of map 175
 - Lot 2 – parcel 226 of map 175
 - Lot 3 – parcel 227 of map 175
 - Lot 4 – parcel 228 of map 175
 - Lot 5 – parcel 239 of map 175
 - Lot 6 – parcel 230 of map 175
2. The building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
3. If you plan to record the final plat without constructing the required public infrastructure improvements (roads, water and sewer line extensions), then you must request a bond for those improvements. Submit a completed bond application with a check in the amount of \$400 made payable to the "Metropolitan Government" at least three weeks prior to when you plan to record the plat with the Metro Register of Deeds. The bond review and approval process is subject to receiving estimates from Metro departments and outside utilities for the amount that is required to be bonded. Amounts are calculated after all plat revisions have been made and approved by the reviewing Metro agencies. Contact: the Bond Desk at 862-7202, bond.desk@nashville.gov.



SEE NEXT PAGE



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2018S-046-001

WHITLAND REALTY COMPANY REVISION ONE

Map 117-01, Parcel(s) 006, 009

10, Green Hills-Midtown

24 (Kathleen Murphy)



Project No. **Concept Plan 2018S-046-001**
Project Name **Whitland Realty Company Revision One**
Council District 24 – Murphy
School District 8 - Pierce
Requested by Smith Gee Studio, LLC, applicant; Phyllis and Thomas Guv Pennington, Et Ux, owners.

Deferrals This application was deferred at the April 12, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Rickoff
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:



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- 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



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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.



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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



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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

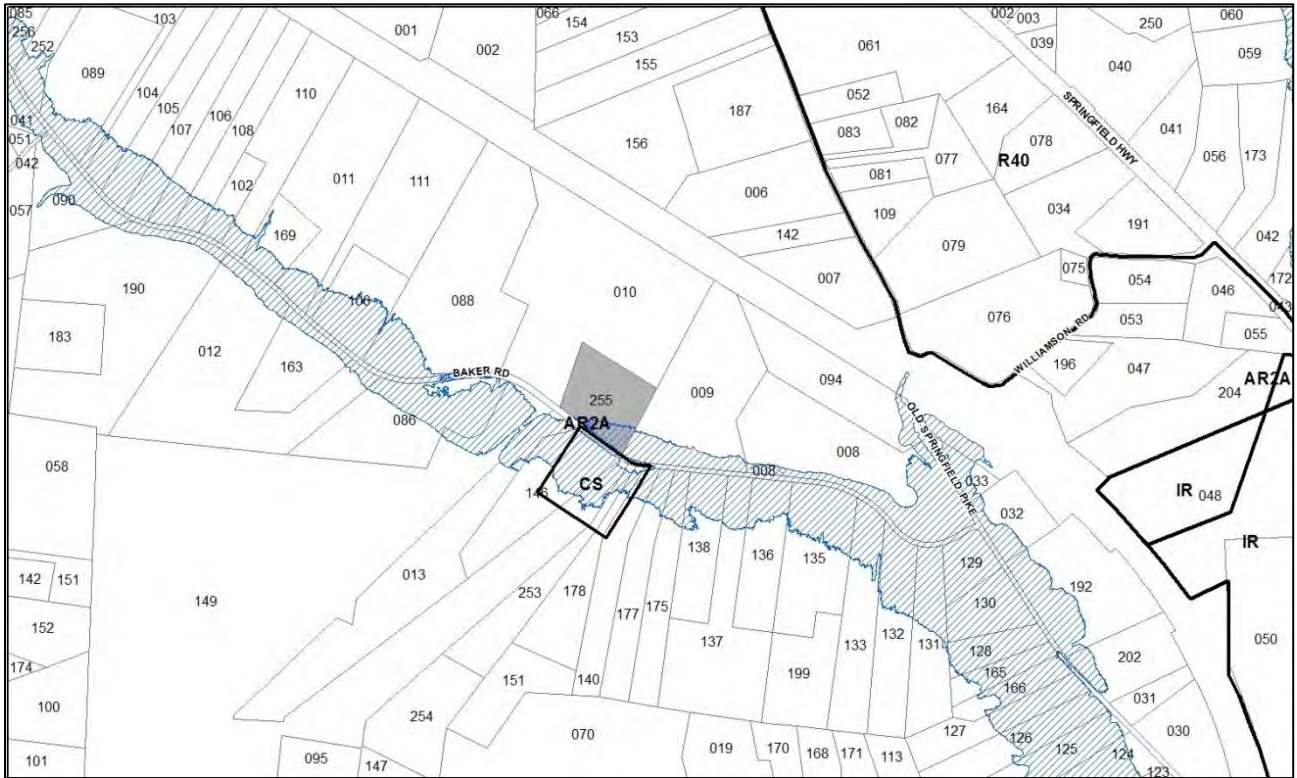
Staff recommends disapproval as the proposed subdivision does not meet the compatibility criteria for infill subdivisions as required by the Subdivision Regulations and not all agencies have recommended approval.



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2018S-071-001

CARL EDWARD PILKINGTON PROPERTY

Map 012, Parcel(s) 255

02, Parkwood - Union Hill

10 (Doug Pardue)



Project No.	Final Plat 2018S-071-001
Project Name	Carl Edward Pilkington Property
Council District	10 - Pardue
School District	1 - Gentry
Requested by	J. Bruce Rainey, applicant; Carl Edward Pilkington III, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 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.



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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



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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



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PUBLIC WORKS RECOMMENDATION

Approve

HEALTH DEPARTMENT

Not approval received

TRAFFIC AND PARKING RECOMMENDATION

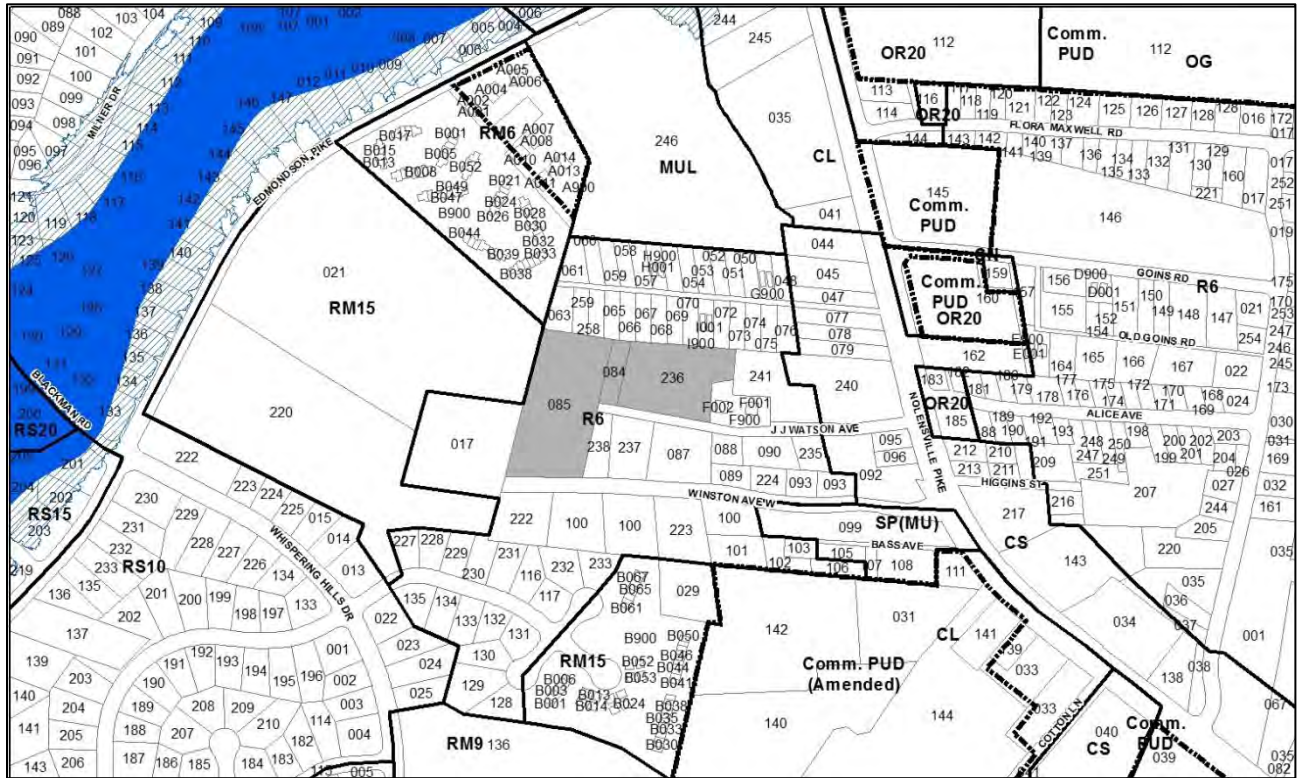
Approve

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.



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2018Z-046PR-001

Map 147, Parcel(s) 084-085, 236

12, Southeast

27 (Davette Blalock)



Project No.	Zone Change 2018Z-046PR-001
Council District	27 – Blalock
School District	02 – Brannon
Requested by	Dale and Associates, applicant; Salahadeen Osman, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from R6 to RM20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential-Alternative (RM20-A) zoning on properties located at Winston Avenue West (unnumbered) and JJ Watson Avenue (unnumbered), west of the terminus of JJ Watson Avenue (4.57 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 28 lots with 7 duplex lots for a total of 35 units based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

Multi-Family Residential – Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 91 units.*

SOUTHEAST 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.

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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Consistent with Policy?

No, not at this location. The properties requested to be rezoned are located at a dead-end of a predominantly single-family street within a broader neighborhood west of Nolensville Pike. JJ Watson Avenue, the dead end street, is not built to Metro Public Works standards for a local road. This area is located approximately 650 feet west of Nolensville Pike, a major corridor characterized by commercial and some residential uses. Additional residential density is important to support these corridors; however, higher density should be placed closer to the corridors, not leap frogging a single-family residential area on a dead-end street. If this area were to redevelop with multi-family, it should work its way from the corridors with appropriate supporting infrastructure, such as sidewalks, and not start further away from the corridors.

ANALYSIS

The site consists of 4.57 acres and is located along JJ Watson Avenue and Winston Avenue West, approximately 650 feet west of Nolensville Pike. The site is currently vacant. The adjacent property to the north, south and east are vacant or developed with single family residences. The adjacent property to the west is developed with multi-family residences and open space for a cemetery. The existing zoning allows single and two-family residential uses with a 6,000 square foot minimum lot size.

The RM20-A district would permit up to 78 units. This intensity and type of development permitted by RM20-A, which includes a maximum height of 45 feet, is out of character with the surrounding area, which consists mostly of one story single-family homes. This proposal, which could add intense multi-family development, is premature and inappropriate without associated infrastructure to support it, and is inconsistent with the surrounding development pattern.

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)	4.57	7.26 D	41 U	458	39	49

*Based on two-family residential

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.57		91 U	676	49	68

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+50 U	+218	+10	+19



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METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 3 Elementary 2 Middle 2 High

Projected student generation proposed RM20-A district: 59 Elementary 38 Middle 31 High

The proposed RM20-A zoning district would generate 55 additional students than what is typically generated under the existing R6 zoning district. Students would attend Norman Binkley Elementary, Croft Middle School and Overton High School. Overton High School has been identified as over capacity. There is capacity within the cluster for elementary and middle school students. There is no capacity for high school students within the Antioch High School cluster; however, there is capacity within an adjacent cluster for high school students. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends disapproval as the proposed zoning is not appropriate given the site's location and the request is inconsistent with the T3 NE land use policy.