

# Metropolitan Planning Commission



## Staff Reports

**May 24, 2018**



## Metro Planning Commission Meeting of 5/24/18

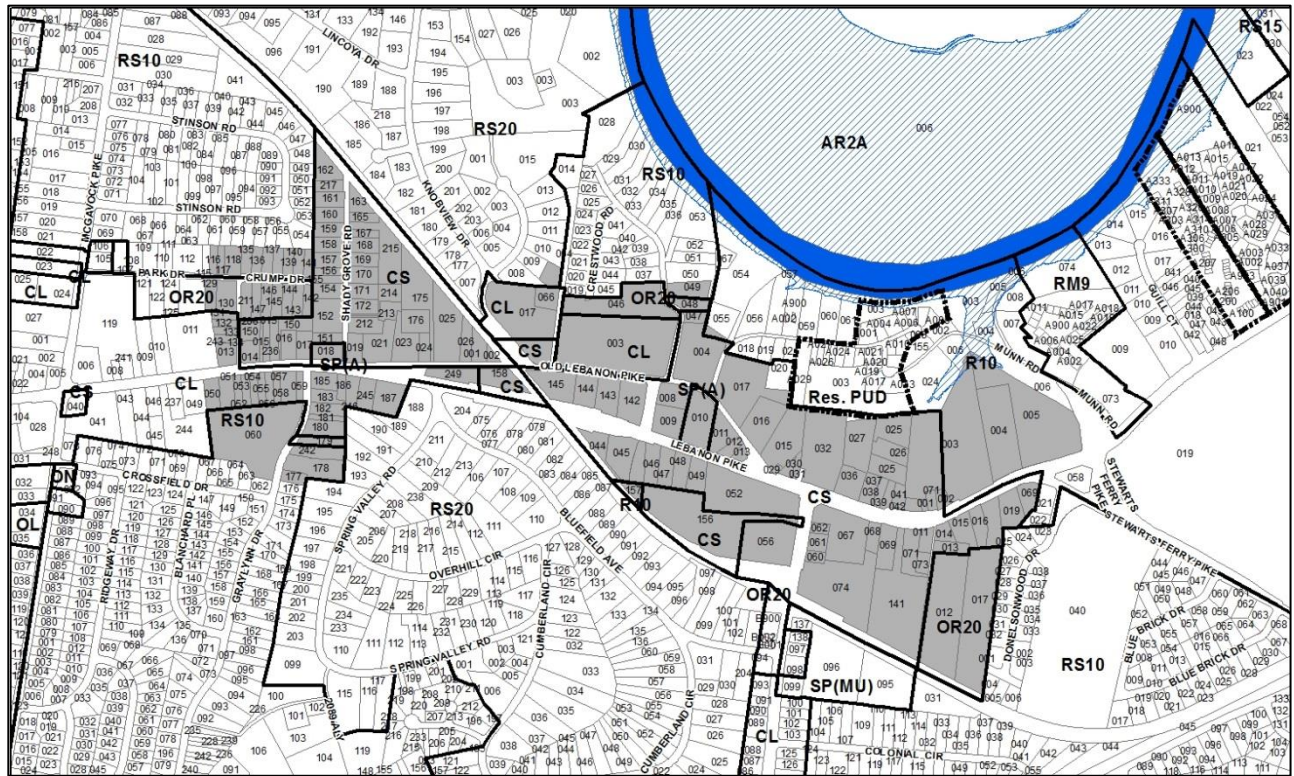
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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# Metro Planning Commission Meeting of 5/24/18



## 2018M-001OT-001

### DONELSON TRANSIT-ORIENTED REDEVELOPMENT PLAN

Various Map(s), Various Parcel(s)

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



**Project No.** 2018M-001OT-001  
**Project Name** Donelson Transit-Oriented Redevelopment Plan  
**Council Bill** 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, April 26, 2018, and May 10, 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.



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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.

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.



## **Metro Planning Commission Meeting of 5/24/18**

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

### 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).





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The intent of this sub-district is to create Transit Oriented Development (TOD); development that is within a 5 minute walk or ¼ mile in distance to the Donelson Music City Star Station. This sub-district is intended to include a mixture of commercial, residential, and office land uses, and coordinates with other modes of transportation (bike, pedestrian and vehicular). The Plan includes additional standards for off-street parking, buffering, signage, temporary structures, and vehicular service areas.

### Process

Since property in the proposed 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 staffs continue to discuss ways to improve the process. Planning believes it will be important to have a Design Review Committee (DRC) with a diverse makeup in order to provide a thoughtful review process. This DRC makeup could include MDHA staff, Planning Staff, a design professional, a property owner, and a neighborhood representative.

Planning and MDHA will sign and agree to a Memorandum of Agreement (MOA) prior to the May 24<sup>th</sup>, 2018, Planning Commission meeting. This MOA will outline a process whereby a third party consultant will study the current redevelopment district review process within Nashville as well as redevelopment district review processes throughout the United States and make a recommendation as to any necessary changes to achieve best practices. Planning and MDHA agree that this process shall be completed within one year of the effective date of the redevelopment district.

### Modifications

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

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

### Additional Provisions of the Plan

- Duration of Land Use Controls. The provisions of the Plan shall continue in effect until December 31, 2048.
- Land Acquisition. Land Acquisition may be used to install infrastructure such as streets, utilities, parks, public open spaces, public playgrounds, pedestrian ways, parking structures, and to construct privately-owned affordable housing or workforce housing.
- Relocation Assistance. The MDHA has established plans and procedures, and shall provide assistance to individuals and businesses permanently or temporarily displaced by its actions in acquiring land for implementation of this Plan.



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- 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 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.



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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), 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.



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- The Plan will provide additional financing for infrastructure such as roads, bike and pedestrian improvements, parks, streetscape improvements, structured parking, and utilities, all of which are critical elements in creating walkable centers with meaningful transportation choices.
- The infrastructure improvements and the development they facilitate will benefit the environment, the economy, and public health by making it easy for people to walk, bicycle, or take transit.
- The Plan includes a significant percentage of the financing generated to be applied to affordable housing within the district. This requirement offers the benefits of living in a mixed-use, pedestrian-oriented environment with access to transit to lower-income households who need these benefits most, as transportation expenses can be a significant proportion of household expenditures. The Plan will make TOD development more likely in this location, which will provide access to more affordable transportation options to those living within and surrounding the district.

In the near future, Planning staff will convene a stakeholder group to look into what amendments may be needed to the UDO document to further achieve the policy and community's goals.

### 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.

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### **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



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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

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

WHEREAS, the Metropolitan Development and Housing Agency desires to utilize the tax increment funding provision pursuant to Tennessee Code Annotated 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,



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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;

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.



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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.

### 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.



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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.

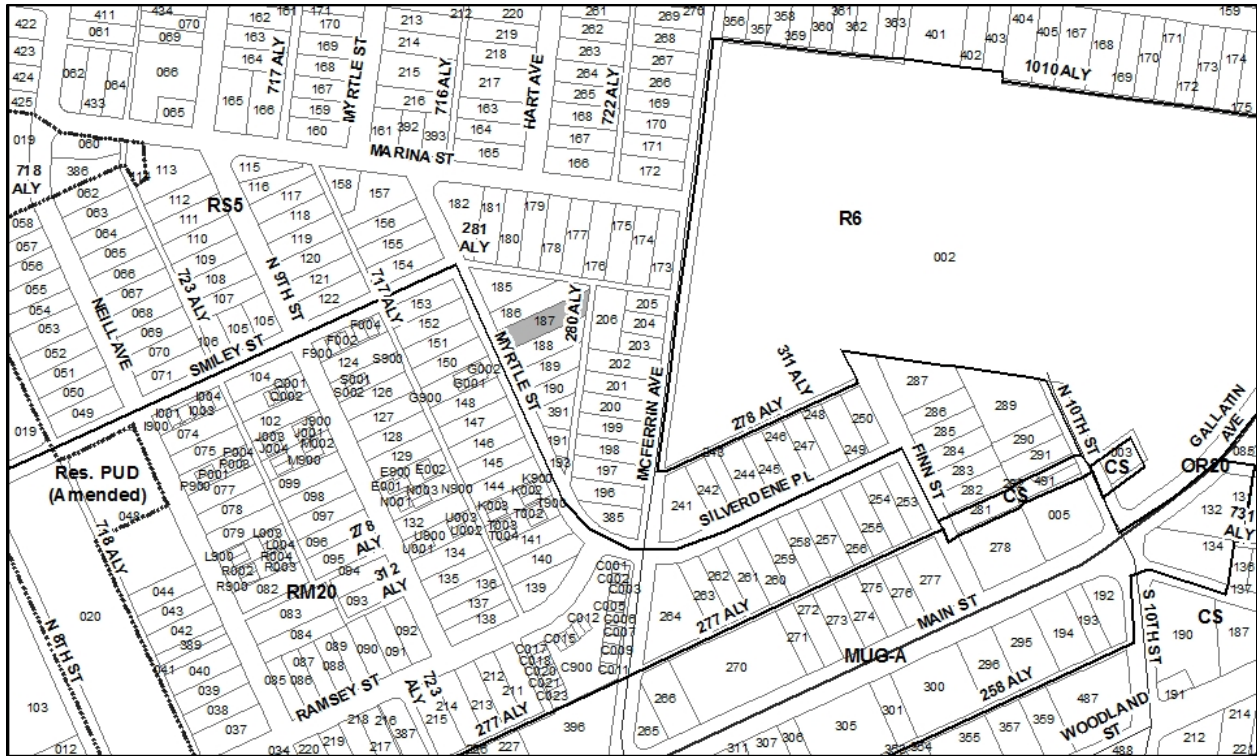




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# Metro Planning Commission Meeting of 5/24/18



**2017SP-097-001**  
207 MYRTLE STREET SP  
Map 082-12, Parcel 187  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Specific Plan 2017SP-097-001</b>
<b>Project Name</b>	<b>207 Myrtle Street SP</b>
<b>Council Bill No.</b>	BL2018-1099
<b>Council District</b>	05 - Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Dale & Associates, applicant; Michael H. Moghadam & Emily Johnson, owners.
<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit one detached two-family residential unit.**

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan – Residential (SP-R) zoning on property located at 207 Myrtle Street, approximately 165 feet south of Smiley Street (0.27 acres), to permit one detached two-family residential unit.

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of two lots, based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

**Proposed Zoning**

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

**Background**

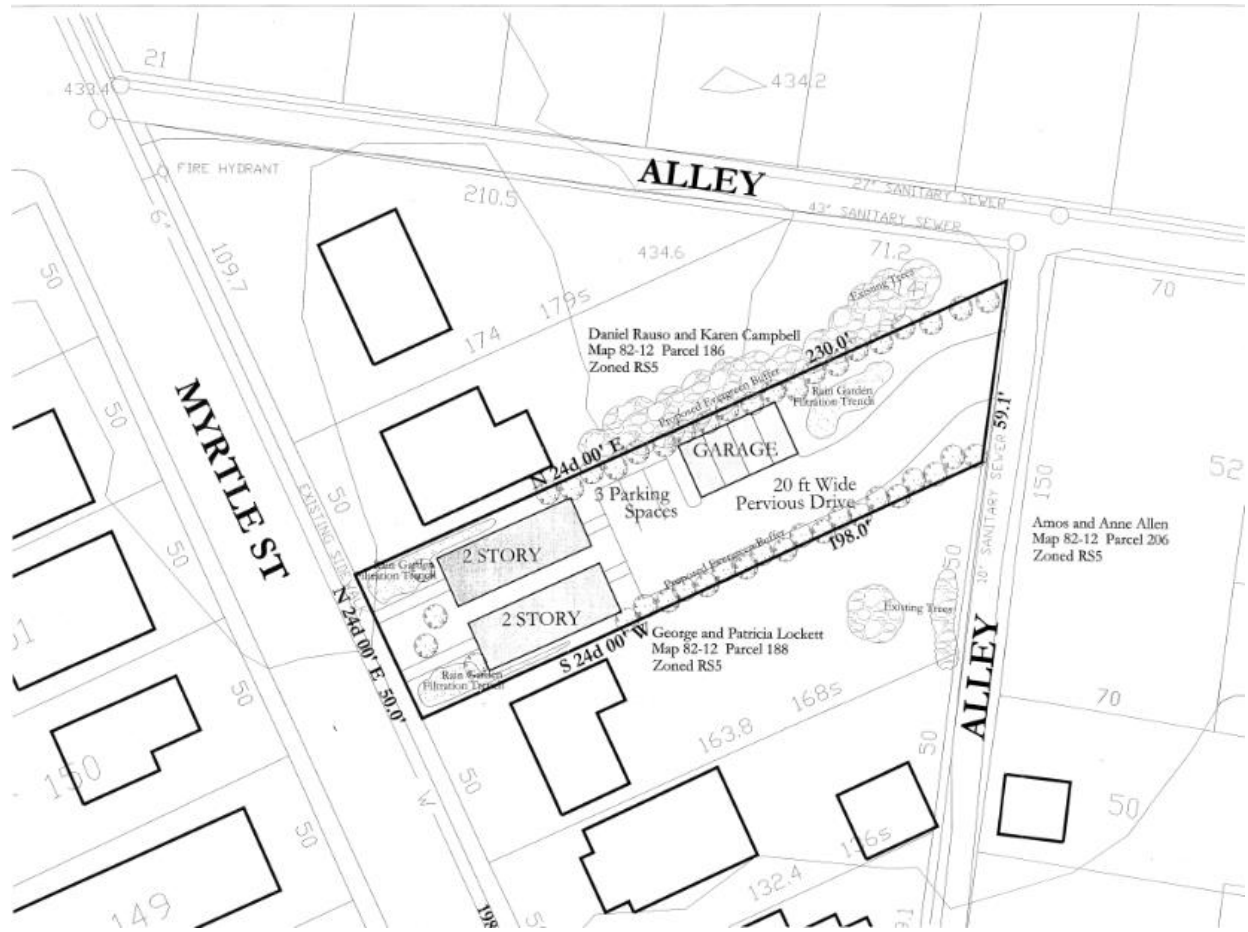
This item was heard at the December 14<sup>th</sup>, 2017 Planning Commission and received a recommendation of disapproval. At that time, the proposal was to permit up to four residential units which is not consistent with the T4 Neighborhood Maintenance policy at this location. The item has been re-referred to the Planning Commission from Metro Council. A revised plan has been submitted to permit one detached two-family residential unit.

**EAST NASHVILLE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 5/24/18



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/24/18

### Consistent with Policy?

Yes, the proposed SP-R zoning is consistent with the T4 Urban Neighborhood Maintenance (T4 NM) policy, which is intended to maintain the general character of the existing urban neighborhood. The neighborhood primarily consists of single-family homes with some scattered two-family homes. The property is located on the edge of a T4 NM policy area, directly across the street from T4 Neighborhood Evolving (T4 NE) policy. The T4 NE policy area is developed predominantly with one and two-family dwellings. The property requested to be rezoned contains a single family residential unit. The proposed zone change would allow one two-family residential unit on this lot. The proposed plan of two residential units is consistent with the existing character of the area and is supported by the T4 Neighborhood Maintenance policy.

### **PLAN DETAILS**

The site consists of one parcel totaling 0.27 acres located on the east side of Myrtle Street, approximately 165 feet south of Smiley Street. A single-family home exists on this lot. The existing zoning district allows for single-family residential uses. The neighborhood maintenance area contains single-family and scattered two-family homes.

### Site Plan

The plan proposes one detached two-family residential unit. Both of the units front Myrtle Street and are proposed to have a height of 2 stories within 30 feet. The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths, and prohibited materials.

Vehicular access is via an existing alley. Seven parking spaces are provided in the rear and accessed from the alley.

There is an existing sidewalk on Myrtle Street consisting of a five-foot sidewalk and two-foot planting strip.

### **ANALYSIS**

The proposed zone change is consistent with T4 Neighborhood Maintenance policy at this location and is context sensitive to the neighborhood.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.



## Metro Planning Commission Meeting of 5/24/18

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- MWS policy does not allow shared private sewer lines, unless a variance is approved, and a Letter of Responsibility is filed with MWS. Before the Final SP is approved, these items must be addressed, if this development wishes to employ a shared private sewer design.
- The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### STORMWATER RECOMMENDATION

#### Approve

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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)	0.27	8.71 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	0.27		2 U	20	2	3

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

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

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning could generate one more student than what is typically generated under the existing RS5 zoning district. Students would attend Glenn Enhanced Option Elementary, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2016.

### STAFF RECOMMENDATION

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



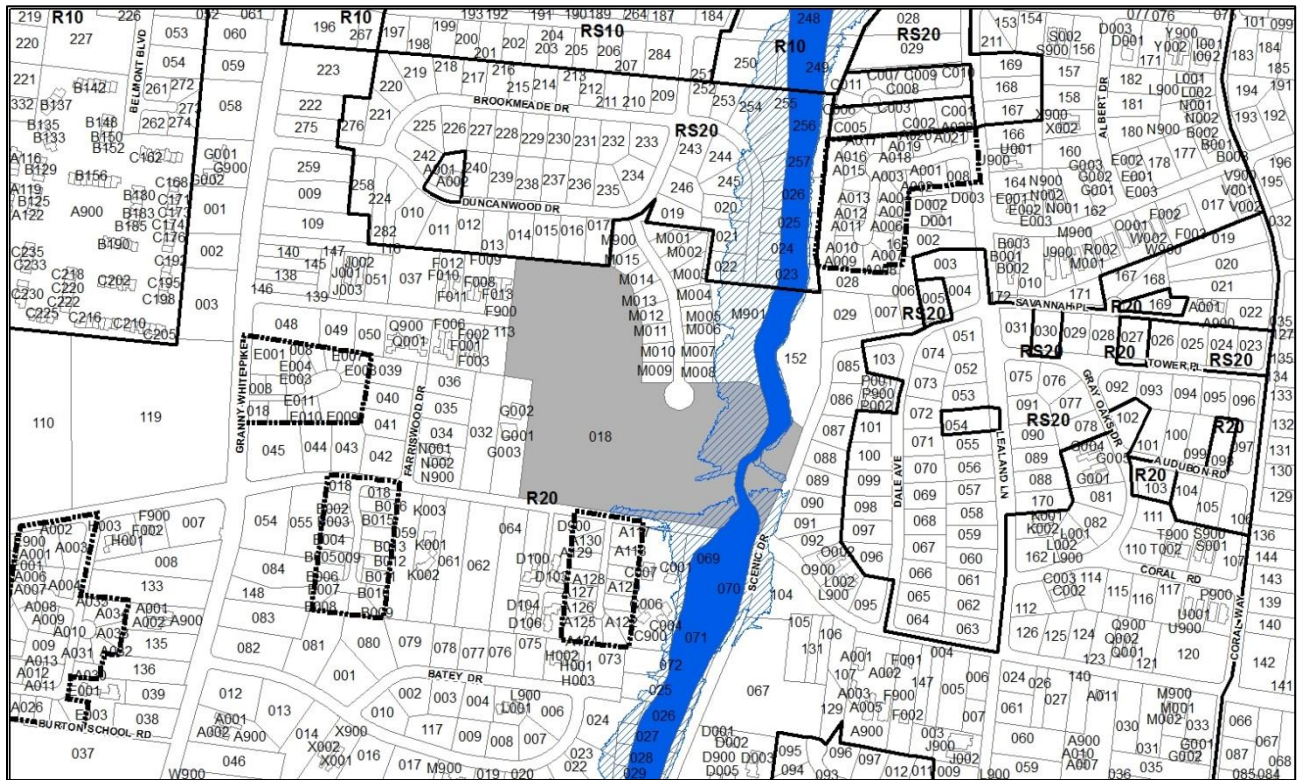
## Metro Planning Commission Meeting of 5/24/18

### CONDITIONS

1. Permitted land uses shall be limited to one detached two-family residential unit.
2. On the corrected set, revise SP Development Summary Use to Two-Family from Single family.
3. On the corrected set, revise SP Development Summary Lot Access to Alley only, remove shared access Myrtle.
4. On the corrected set, add the following note: Maximum height shall be measured to the highest point of the roof.
5. Contribution in-lieu of sidewalk construction shall be made. Sidewalks are required by the MCSP to be a five-foot sidewalk and four foot grass strip. A variance is appropriate given the existence of a complete sidewalk network on this block. Applicant must apply for a variance through the Board of Zoning Appeals.
6. 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 R6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. 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.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 5/24/18



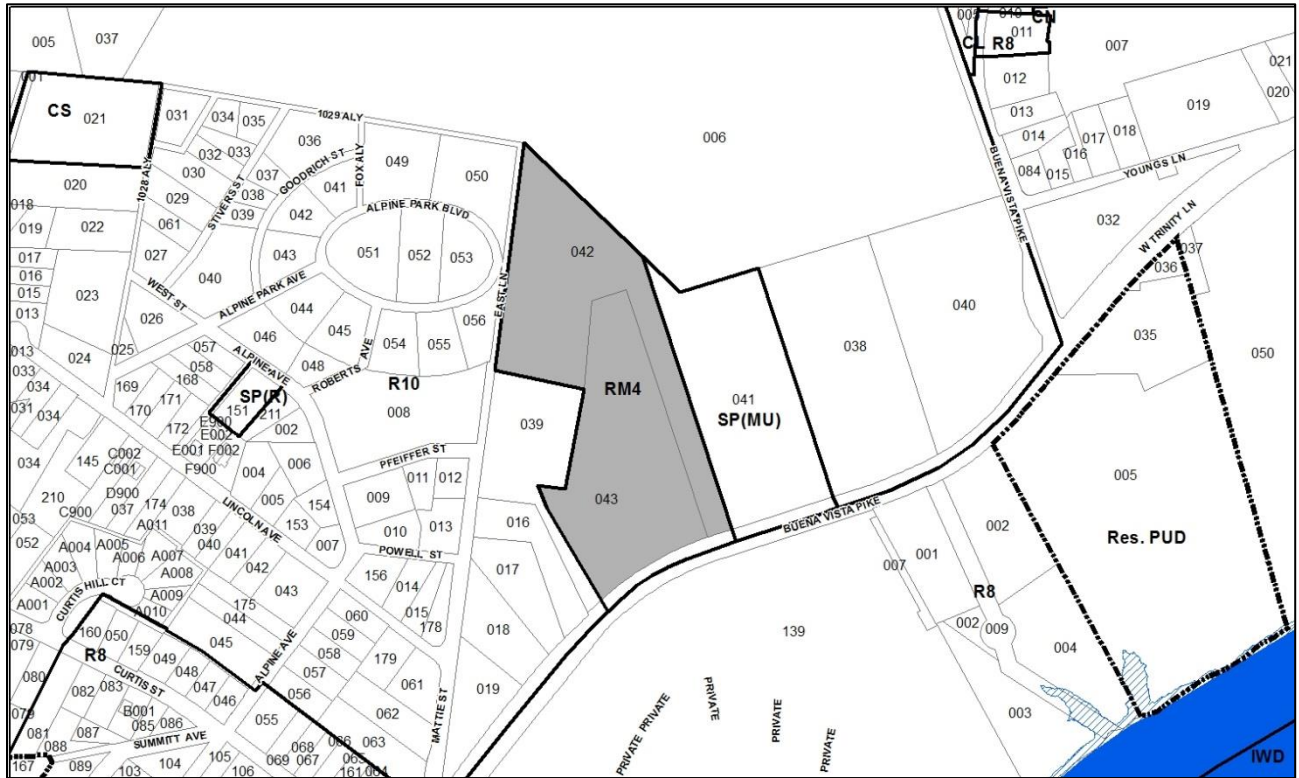
**2018SP-017-001**  
**GLENDALE AND SCENIC SP**  
Map 131-08, Parcel(s) 018  
10, Green Hills - Midtown  
25 (Russ Pulley)







# Metro Planning Commission Meeting of 5/24/18



**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.

**Deferrals** This item was deferred at the May 10, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the June 14, 2018, Planning Commission meeting.*

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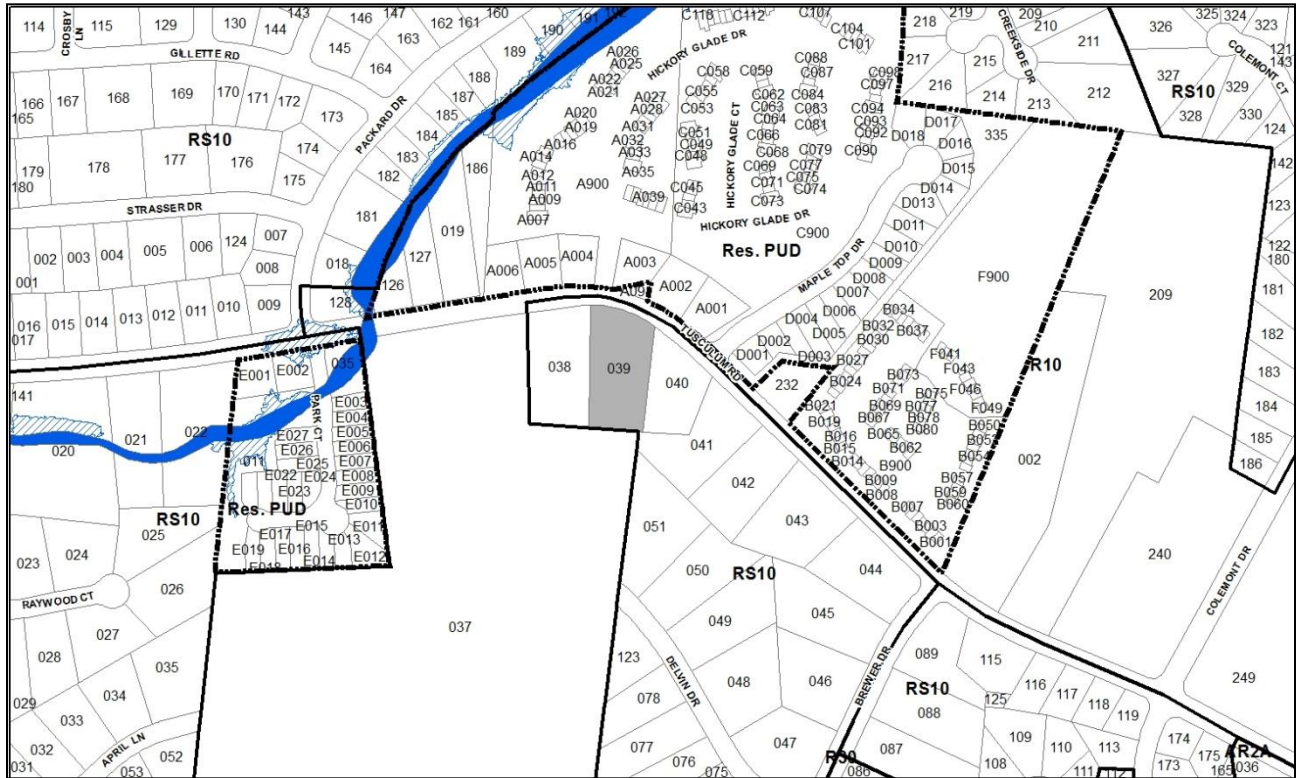
**APPLICANT REQUEST**  
**Zone change from R20 to SP-R.**

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 June 14, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/24/18



**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.

**Deferrals** This item was deferred at the May 10, 2018, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

**Zone change to permit one detached two-family residential unit.**

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 one detached two-family residential unit.

**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 5 lots, based on the acreage only. However, application of the Subdivision Regulations may result in fewer lots on this property.*

**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.

**SOUTHEAST COMMUNITY PLAN**

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





## Metro Planning Commission Meeting of 5/24/18

### Consistent with Policy?

The proposed SP is consistent with the T3 NM policy and is appropriate given the site's location in a suburban area. The T3 NM policy is intended to retain the existing character of the neighborhood. There are several existing two-family uses within the surrounding neighborhood as well as a large town home development directly to the north of this site. This mixture of single, two-family and multifamily housing types create a diverse character within the existing neighborhood. Therefore, the proposed two-family use will further maintain the existing character of the surrounding neighborhood.

### **PLAN DETAILS**

The site consists of one parcel at 291 Tusculum Road, approximately 150 feet southwest of Maple Top Drive. The site contains 1.28 acres and is currently vacant. Tusculum Road is identified as an arterial street in the Major and Collector Street Plan.

The proposed SP includes a detached two-family residential unit. Each unit will front Tusculum Road and provide a minimum 40 foot setback, consistent with the setbacks of the adjacent structures along Tusculum Road. This setback distance will help to achieve a consistent character and transition to the surrounding single family structures. The site will contain a driveway connection for each unit, utilizing the two existing curb cuts from the previous structure. Each unit will contain two-car garages and will be rear loaded.

The proposed residential units shall have a maximum height limitation of 2 stories in 30 feet. Conceptual building elevation drawings were not provided within the SP; however, architectural standards have been included on the plan and are required through architectural elevations submitted with final permit.

Sidewalks will be constructed along Tusculum Road which exceed the requirements of the Major and Collector Street Plan. A 7 foot wide sidewalk and 8 foot wide grass strip will be installed along the entire frontage of the site.

### **ANALYSIS**

The proposed plan is consistent with the T3 Suburban Neighborhood Maintenance Policy. This development would provide an additional housing choice within the neighborhood and provides appropriate bulk given the surrounding land use pattern and existing structures.

### **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 required capacity fees must be paid prior to Final Site Plan/SP approval. A private sewer easement may need to be acquired before Final SP approval, dependent on the proposed lot layout and actual utility field locations.



# Metro Planning Commission Meeting of 5/24/18

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to Final SP, submit sight distance analysis for each driveway. May require modification to the driveway layout on the Prelim SP
- Prior to Final SP, indicate driveway ramps are to be per MPW standard ST-322

## TRAFFIC AND PARKING RECOMMENDATION

### Approve

Maximum Uses in Existing Zoning District: **RS10**

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)	1.28	4.35 D	5 U	48	4	6

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
Two-Family Residential (210)	1.28		2 U	20	2	3

Traffic changes between maximum: **RS10 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 U	-28	-2	-3

## METRO SCHOOL BOARD REPORT

Projected student generation existing **RS10** district: 0 Elementary 0 Middle 0 High

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

The proposed SP zoning is not expected to generate any additional students beyond the existing RS10 zoning. Students would attend Cole Elementary School, Antioch Middle School and Cane Ridge High School. Cole Elementary School has been identified as full with no additional capacity. Antioch Middle School and Cane Ridge High School have been identified as having additional capacity. This information is based upon data from the school board last updated November 2017.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted land uses shall be limited to a maximum of one detached two-family residential unit.



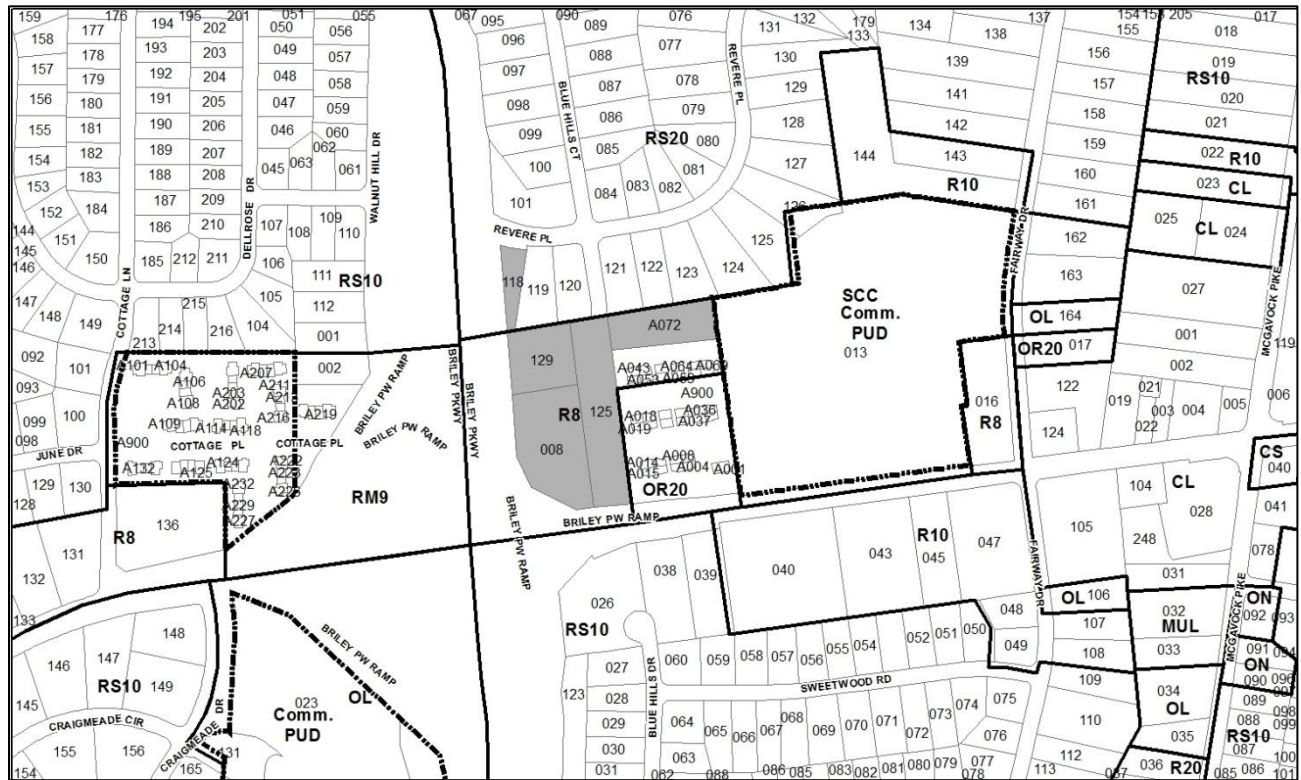


## Metro Planning Commission Meeting of 5/24/18

2. Maximum height shall be measured to the highest point of the roof.
3. 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.
4. With the submittal of the permit, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R40 zoning district as of the date of the applicable request or 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.



# Metro Planning Commission Meeting of 5/24/18



## 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.** Neighborhood Landmark 2017NHL-002-002  
**Project Name** Belair Mansion Neighborhood Landmark Development Plan

**Council District** 15 - Syracuse  
**School District** 4- Shepherd  
**Requested by** Lewis and Connie James, applicants and owners.

**Deferrals** This item was deferred at the April 12, 2018, April 26, 2018, and May 10, 2018, Planning Commission meetings. No public hearing was held.

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

**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).

**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. *RS20 would permit a maximum of 0 units, based on 0.33 acres.*

One and Two-Family Residential Districts (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 30 lots with 7 duplex lots for a total of 37 units, based on acreage 5.59 acres.*

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

**HISTORY**

In 2017, Metro Council approved BL2017-773, which created a Neighborhood Landmark Overlay District for property located at 2250, 2254, and Lebanon Pike (unnumbered) and Revere Place (unnumbered). This designation recognizes the unique characteristics that a structure contributes to the community and identifies the feature as a critical component of the neighborhood context and structure.



# Metro Planning Commission Meeting of 5/24/18



Proposed Site Plan



## **Metro Planning Commission Meeting of 5/24/18**

The Belair Mansion was completed in 1832 by John Harding of Belle Meade for his daughter, Elizabeth, who married Joseph Clay of Kentucky. The property was acquired by a new owner with the intent of preserving the existing structure.

### **PLAN DETAILS**

This request proposes to allow for bed and breakfast use with mansion tours within the existing 9,106 square foot structure. The applicant also proposes to allow for a bed and breakfast use within another existing structure on the property totaling 2,060 square feet. Currently, the mansion structure is located along the western portion of the property. The other existing structure is located along the eastern portion of the property.

There is currently one vehicular access point from Lebanon Pike. No additional access points are proposed. The applicant is exceeding the parking standards of the Zoning Code and parking would be generally located to the south of the existing structures. This redevelopment of existing buildings does not require a sidewalk and grass strip to be installed along Lebanon Pike. In the future, a final site plan that expands the use or includes additional uses will likely require the installation of a sidewalk and grass strip along Lebanon Pike.

The applicant has also provided an appropriate landscape buffer on the eastern property line to screen the adjacent multi-family residential property. Additional landscaping is provided throughout the site.

### **ANALYSIS**

A Neighborhood Landmark Development Plan requires approval by the Planning Commission and must include design standards to ensure the compatibility of the proposed plan with surrounding uses.

The Metro Historic Zoning Commission has approved minor alterations to the structures. The applicant is requesting approval of 15 bed and breakfast units within two existing structures. This request is proposing a maximum of 11,166 square feet of bed and breakfast use. An existing building on-site will be converted to the innkeeper's apartment.

In NL districts, the Zoning Code allows land uses not permitted under the underlying zoning district, which in this instance are R8 and RS20, provided that the Commission determines that they are compatible and sensitive to abutting properties. This property is located at the northeast corner of Briley Parkway and Lebanon Pike. Lebanon Pike is an active arterial-boulevard that includes various residential and commercial uses. Staff finds the proposed bed and breakfast use is compatible within this Neighborhood Landmark due to its location, the proposed buffer between the property and adjacent residential areas, the location of the parking, and the overall mixture of uses along this corridor.

Signage standards shall meet the CN zoning requirements and be limited to 24 square feet; no pole or monument signs are permitted.

This proposal continues to identify the feature as a critical component of the neighborhood and allows the structure to contribute to the surrounding community.



## Metro Planning Commission Meeting of 5/24/18

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

A Technical Review was performed for the above referenced project. The following items were noted:

#### Plan Information and Fees:

- Provide a response letter stating how the comments were addressed and where they were addressed.
- Provide an executed Declaration of Restrictions and Covenants and long term maintenance plan with the next submission. The recording fee must be provided and the documents recorded prior to issuance of the grading permit.
- A copy of the Tennessee Construction General Permit Notice of Coverage must be provided for all sites that disturb one or more acres of land before a grading permit will be issued.
- Plan review and grading permit fees need to be paid.

#### Erosion Protection & Sediment Control (EPSC) Measures:

- Provide outlet protection for all concentrated discharge locations include calculations/sizing chart.

#### Storm Structures and Pipes/Detention:

- The drainage report indicates that post-development flows to Area B are being increased. Post-development flows from each basin should be equal to or less than pre-development for the 2-year through 100-year storm events.
- The portion of the outfall pipe from the bioretention area that is within the right-of-way should be RCP.
- Confirm that the right-of-way culvert under the driveway is adequately sized and in good condition or include replacement in plans.

#### Water Quality/LID:

- The LID Map should have a consistent and identifiable project boundary for both pre and post conditions for Rv calculation. This should include disturbed area and any existing buildings that will undergo significant redevelopment. Please update LID maps and calculations accordingly. A meeting will be scheduled to clarify.
- Utilize underdrains within bioretention area and incorporate an outlet structure to convey larger storm events. Ensure no portion of the GIP is within the right-of-way.
- Use the latest version of the spreadsheet – Version 9 or later and confirm LID calculations comply with SWMM Volume 5.
- Refer to Table 1.9 of GIP-01 for bioretention planting requirements.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the



## Metro Planning Commission Meeting of 5/24/18

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

- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
- Resubmitted plans need to be sealed by the EOR.
- Comply with the Traffic Engineer conditions of approval.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve**

- Per use based on 15 bed and breakfast units and home tours.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.
- Applicant must consolidate all the parcels contained within this SP, into one parcel, immediately after this Final Site Plan is approved. A 'Hard Hold' Flag will be placed on all these parcels, denying any further permits to this development, until this condition has been met. Provide proof this consolidation has been recorded at the Register of Deeds to Metro Water, to have this flag removed.

### **STAFF RECOMMENDATION**

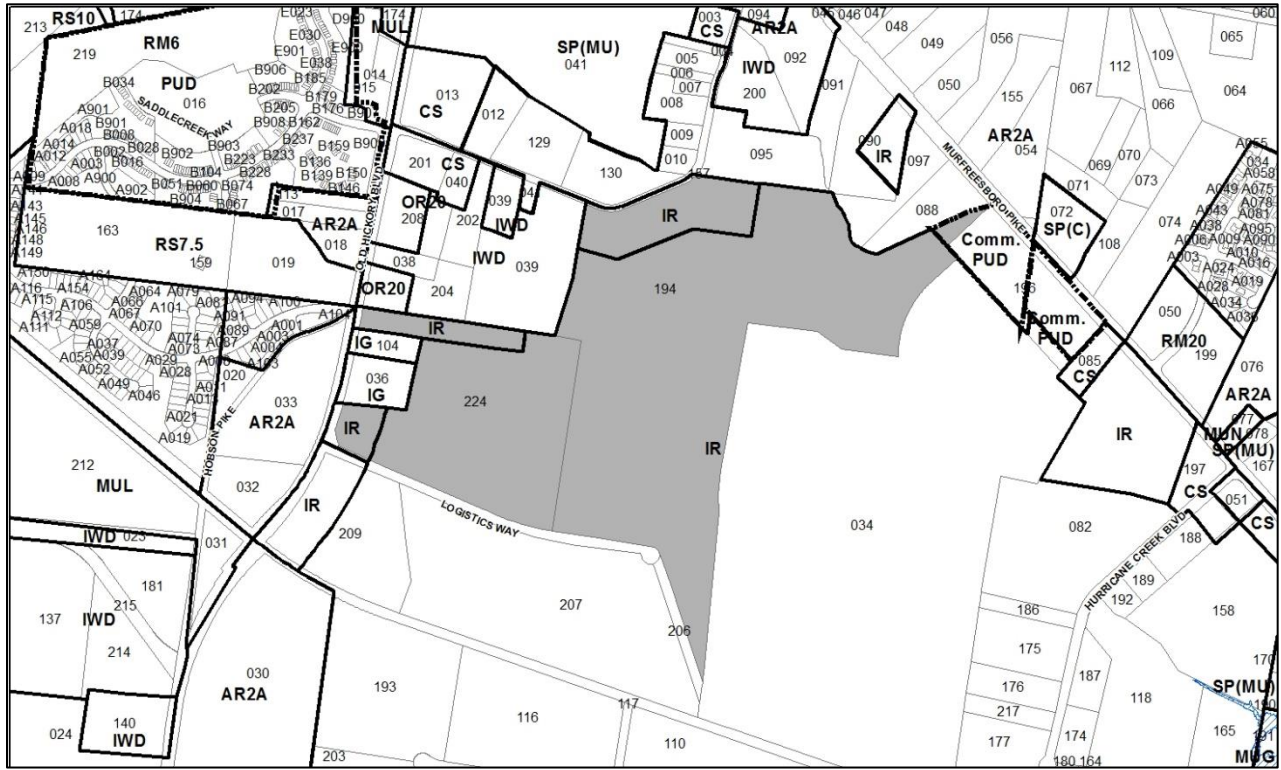
Staff recommends approval with conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to a maximum of 15 Bed and Breakfast units up to a maximum of 11,166 square feet within two existing buildings, mansion tours and an innkeeper's cottage.
2. Vehicular access along Lebanon Pike shall be limited to the one existing curb cut shown on the site plan.
3. There shall be no pole or monument signs and all signs shall meet the CN zoning requirements and be limited to 24 square feet.
4. The building permit 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.



# Metro Planning Commission Meeting of 5/24/18



**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.

**Deferrals** This item was deferred at the May 10, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the June 14, 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), within a Planned Unit Development, and within the Murfreesboro Pike Urban Design Overlay District (118.19 acres).

**Existing Zoning**

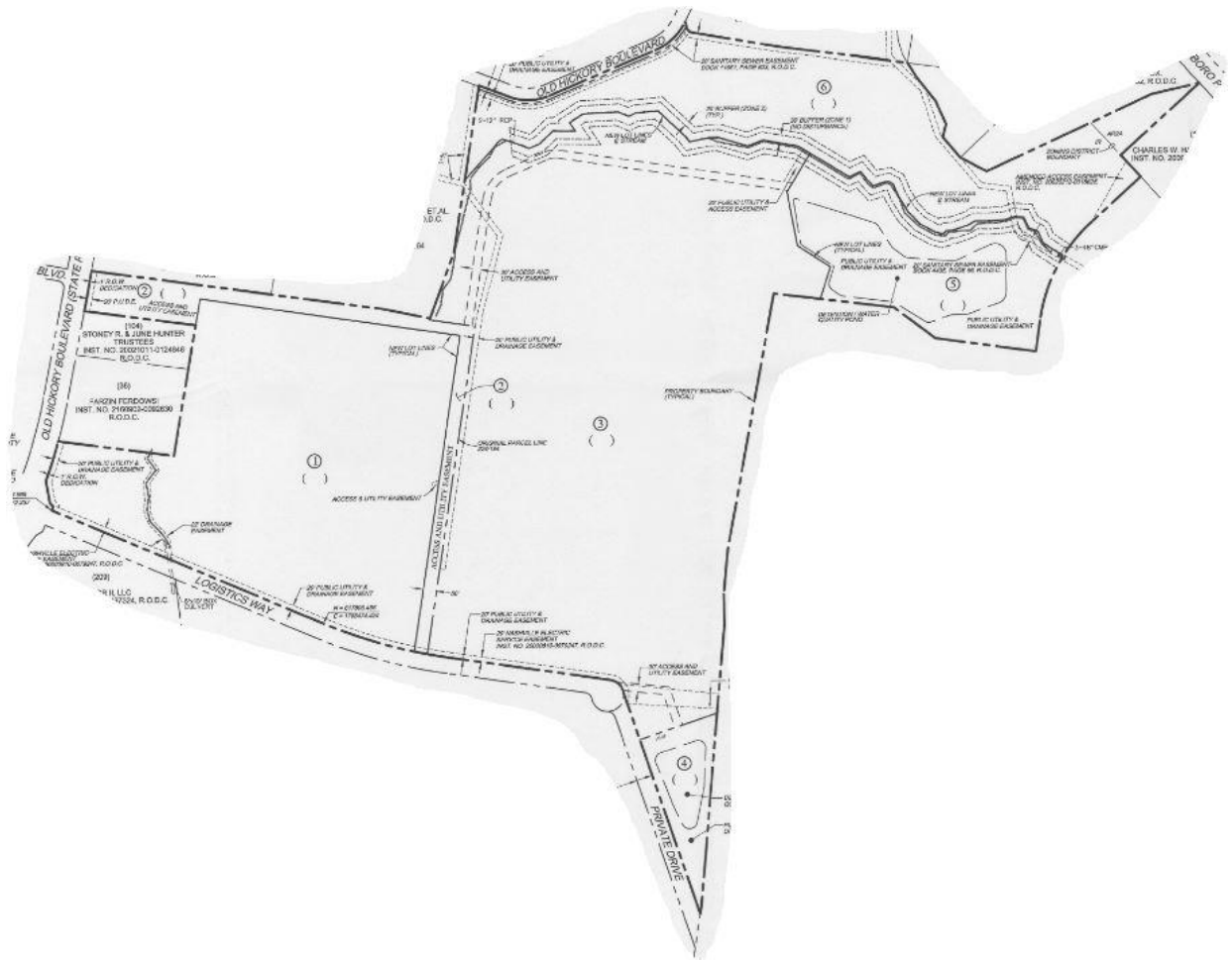
Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

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.



# Metro Planning Commission Meeting of 5/24/18



**Proposed Subdivision**



## Metro Planning Commission Meeting of 5/24/18

### **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.

#### Zoning Code

Proposed lots meet the minimum standards of the IR and AR2a zoning districts.

#### Street Frontage

Proposed lots have frontage on a public street or access provided by easement.

#### Agency Review

All review agencies have not recommended approval.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Correct Maintenance Agreement Number from : 20180111-\_003747 to 20180111-0003747.



## **Metro Planning Commission Meeting of 5/24/18**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **METRO WATER SERVICES RECOMMENDATION**

#### **Returned for corrections**

- Update plat to reflect approved construction plans.
- Address existing public utilities and easements, 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.
- It is also noted, that some layers were left off of this re-plat, particularly layers showing easements. Please show these layers and delineations on the next re-plat.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the June 14, 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)**

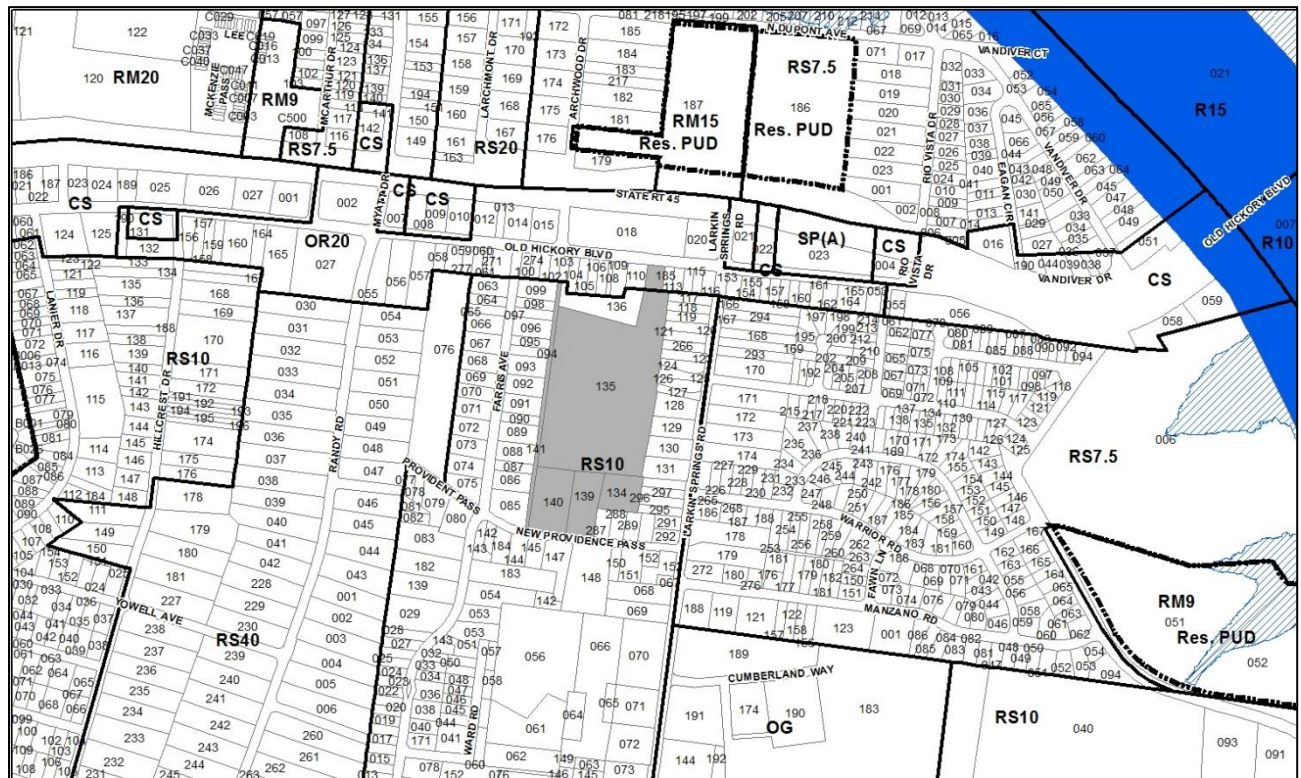
1. Label proposed lots with the following map and parcel numbers. Include this information in a note as well:
  - Lot 1 – parcel 225 of map 175
  - Lot 2 – parcel 226 of map 175
  - Lot 3 – parcel 227 of map 175
  - Lot 4 – parcel 228 of map 175
  - Lot 5 – parcel 239 of map 175
  - Lot 6 – parcel 230 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](mailto:bond.desk@nashville.gov).



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/24/18



**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, April 26, 2018, and May 10, 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.*

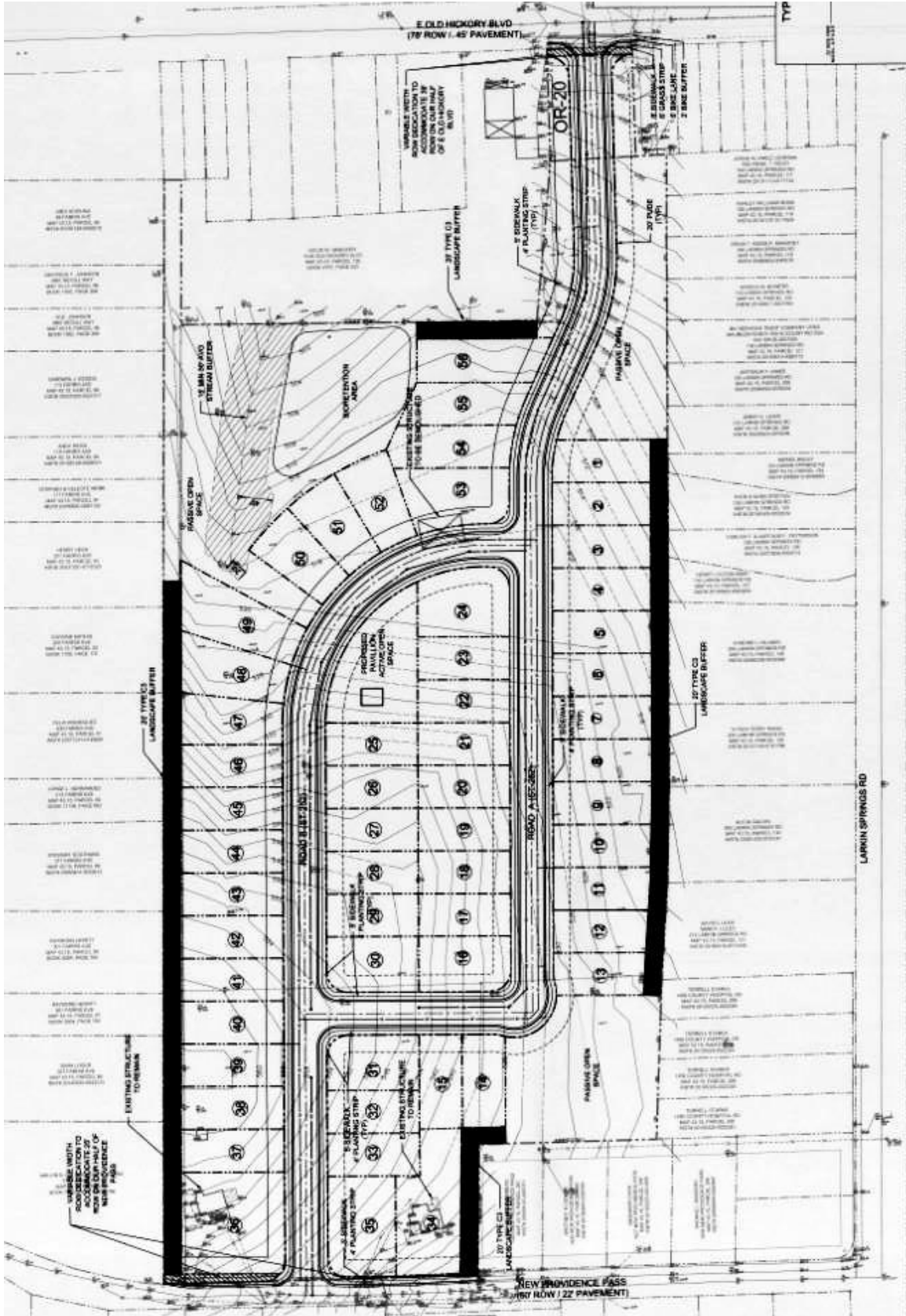
**MADISON COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 5/24/18



**Proposed Concept Plan**





## Metro Planning Commission Meeting of 5/24/18

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.



## **Metro Planning Commission Meeting of 5/24/18**

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.

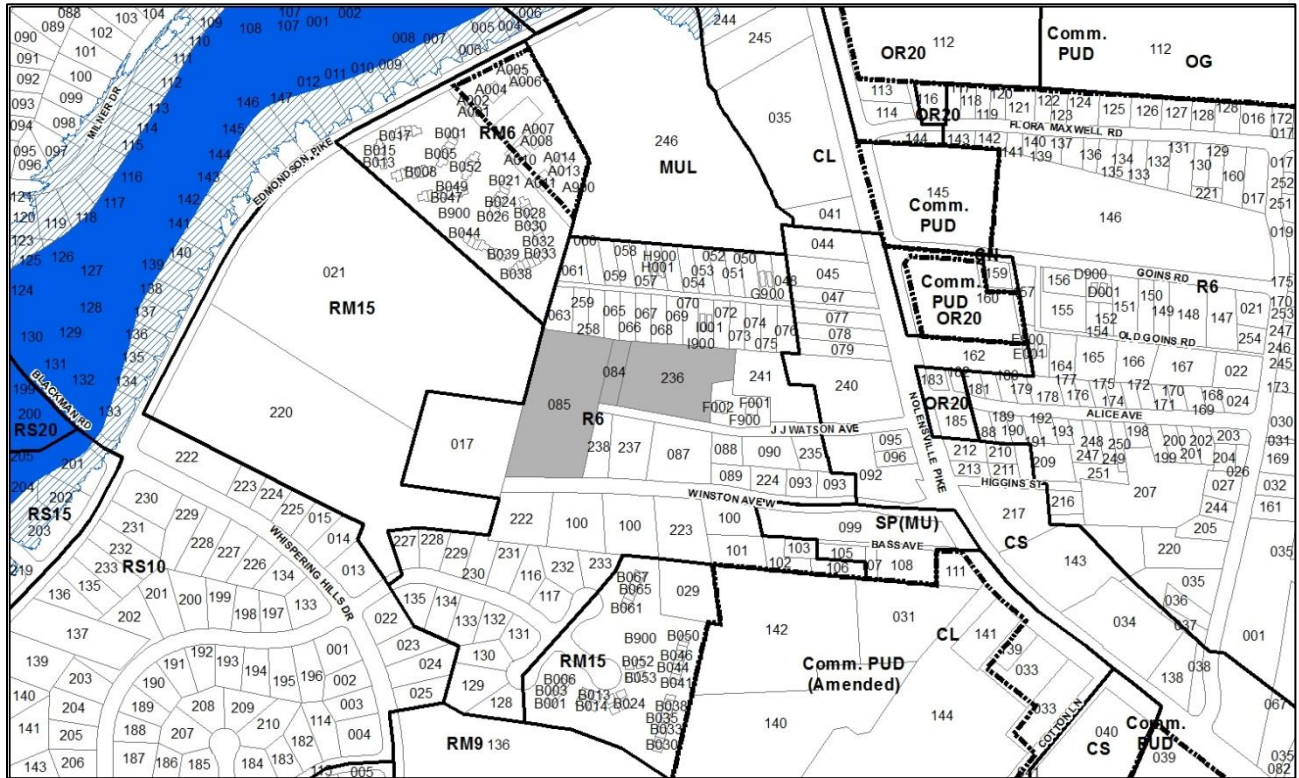


## **Metro Planning Commission Meeting of 5/24/18**

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.



# Metro Planning Commission Meeting of 5/24/18



**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** 2 – Brannon  
**Requested by** Dale and Associates, applicant; Salahadeen Osman, owner.

**Deferrals** This item was deferred at the May 10, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Disapprove.*

**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



## Metro Planning Commission Meeting of 5/24/18

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?

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



## Metro Planning Commission Meeting of 5/24/18

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

### 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**

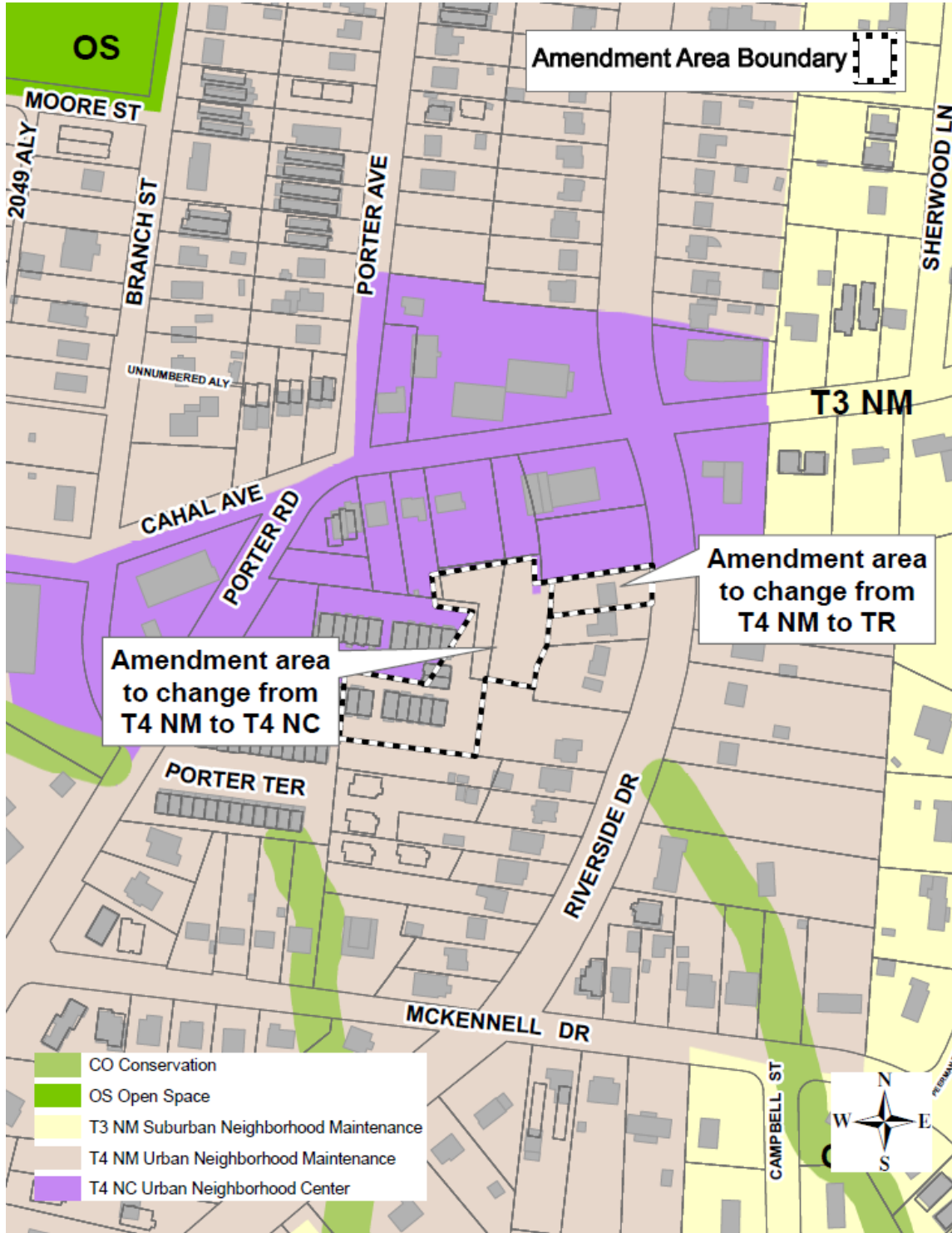
The proposed RM20-A zoning district would generate 55 additional students than what is typically generated under the existing R6 zoning district. Students would attend Norman Binkley Elementary, Croft Middle School and Overton High School. Overton High School has been identified as over capacity. There 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.



# Metro Planning Commission Meeting of 5/24/18



## 2018CP-005-001

### EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 072-15, Parcel(s) 246, 249-250

Map 072-15-0-W, Parcel(s) 011-019, Part of 900

5, East Nashville

07 (Anthony Davis)





<b>Project No.</b>	<b>Major Plan Amendment 2018CP-005-001</b>
<b>Project Name</b>	<b>East Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2018Z-045PR-001
<b>Council District</b>	07 – Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	JTS Zoning and Land Solutions, applicant; The Porter Village Partners, owner.
<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Amend East Nashville Community Plan to change the policy.**

Major Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy to change from T4 Urban Neighborhood Maintenance (T4 NM) Policy to T4 Urban Neighborhood Center (T4 NC) Policy on property located at 1528 B, 1528 C Riverside Drive and 200-222 Porter Village Circle, and to Transition (TR) Policy on 1524 Riverside Drive, approximately 195 feet south of Porter Road, zoned One and Two Family Residential (R6 and R10) and Specific Plan-Mixed Use (SP-MU) (1.23 acres).

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

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.

**BACKGROUND**

The community plan amendment was requested in conjunction with zone change application 2018Z-045PR-001, a request to change the zoning from Commercial Limited (CL), One and Two-



## **Metro Planning Commission Meeting of 5/24/18**

Family Residential (R6 and R10) to Mixed Use Limited-Alternative (MUL-A) zoning on properties located at 1528, 1528 B, 1528 C and 1530 Riverside Drive and 1609 Porter Road. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

T4 NM policy is currently applied to a majority of the subject properties, and it encompasses most of the surrounding area to the north, south, and west. Non-residential uses are not supported by the existing T4 NM policy. As a result, the applicant has proposed a policy change to T4 Urban Neighborhood Center (T4 NC), which is intended to create neighborhood centers with a mixture of uses to serve surrounding urban neighborhoods. T4 NC is applied to the intersection of Porter Road and Riverside Drive and continues to the west along Porter Road. T3 Suburban Neighborhood Maintenance (T3 NM) policy is applied to the east. There are areas of Conservation (CO) Policy south and west of the amendment area boundary denoting the location of stream buffers. Transition (TR) Policy is proposed for the property that fronts on Riverside Drive in order to buffer the higher intensity T4 NC Policy from the lower intensity T4 NM Policy area.

### **COMMUNITY PARTICIPATION**

On May 9, 2018, a community meeting was held at the South Inglewood Community Center, located at 1624 Rebecca Street, to discuss the applicant's plan amendment and zoning requests. Approximately 10 people attended, including the applicant, property owner and staff from the Planning Department.

Planning staff spoke and answered questions at the meeting regarding the plan amendment and rezoning applications. Attendees generally expressed support for the plan amendment, and sought details of the potential uses that may be introduced and the long term plan for the properties. The main concerns for attendees were related to effects of development on stormwater runoff on those homes to the south and noise associated with the addition of new offices the applicant indicated they plan to construct. Traffic and parking concerns were also raised, and these concerns were addressed by the applicant and property owners.

### **ANALYSIS SUMMARY**

Amending the Community Character Policy from T4 NM to T4 NC and TR is appropriate because of the opportunities described above for providing additional neighborhood-scale services, utilizing the connectivity of the intersection, and forming functional boundaries while buffering the established single-family neighborhood from the more intense uses allowed in the T4 NC policy area.

### **ANALYSIS OF T4 NEIGHBORHOOD CENTER POLICY**

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

#### **Policy Application**

The proposed application of the T4 NC policy is consistent with the intent of the application of this policy category. T4 NC policy should be applied to areas where there is a concentration of land that is zoned, used, or intended to be used as mixed use and commercial. These centers are situated to serve the daily needs of an urban neighborhood, and the center's intensification is supported by surrounding residential development, adequate infrastructure and access, such as the intersection of arterial and collector streets.



## **Metro Planning Commission Meeting of 5/24/18**

### **Boundaries**

T4 NC policy areas are intended to have clearly distinguishable boundaries identified by lot pattern, land uses, building types, building placement, and block structure. The current configuration of the center does not provide the circulation, parking and land area needed in order for this to develop as a functional neighborhood center to benefit the needs of the surrounding urban neighborhood. By extending the boundaries of the center to include two landlocked parcels and encompass the entirety of the townhome SP, the center becomes much more functional and better defined.

### **Connectivity**

The proposed amendment area is located at the intersection of Riverside Drive and Porter Road, an arterial and collector respectively, in the Major and Collector Street Plan. This is a suitable location for T4 NC policy given the significance of this intersection and its accessibility. There is an existing MTA bus stop adjacent to the amendment area and bike lanes along Riverside Drive increasing the connectivity of the center.

### **ANALYSIS OF TRANSITION POLICY**

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

#### **Policy Application**

The proposed application of the TR policy is consistent with the intent of the application of this policy category. TR policy areas are generally small in geographic size and serve a limited function of providing transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy categories or development. The predominant uses in TR areas are small-scale offices and moderate to high density residential in various building types.

#### **Transition**

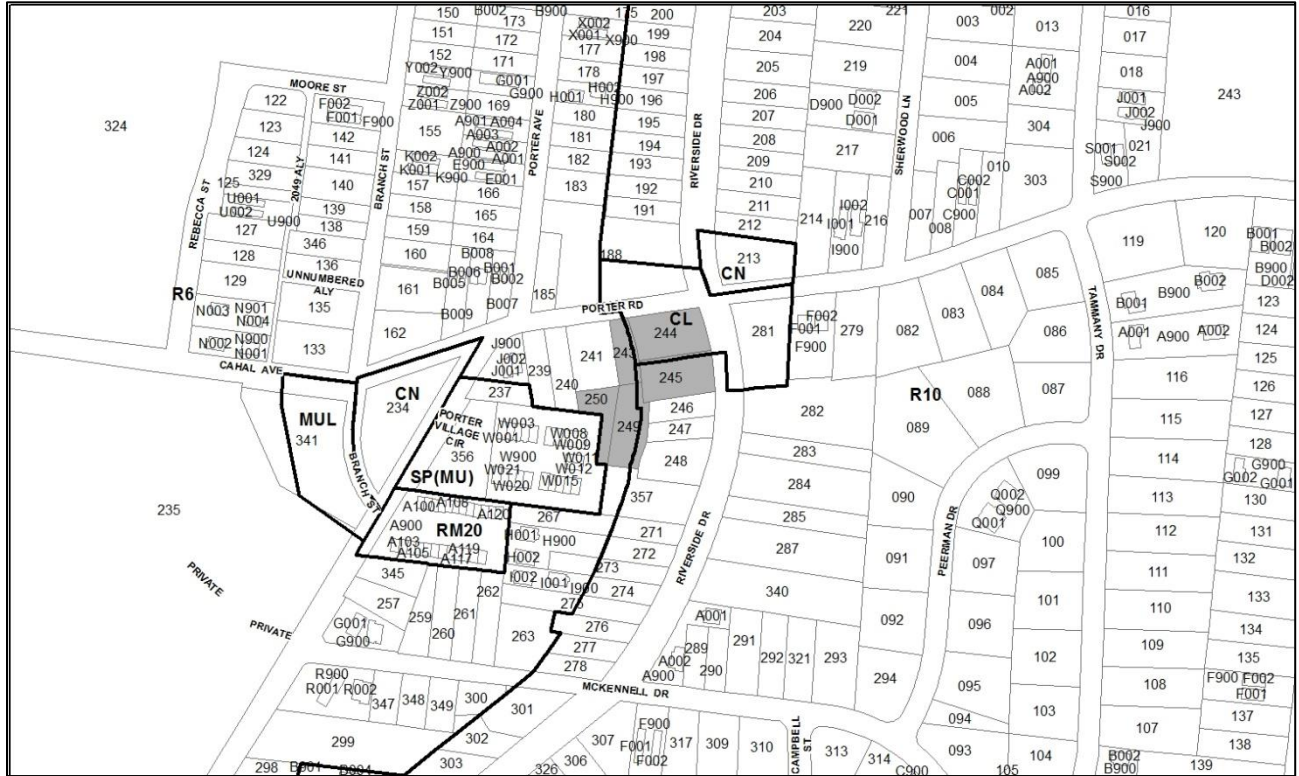
TR policy is proposed to be applied to the single-family home on Riverside Drive in order to buffer the uses and intensities allowed by the higher-intensity T4 NC policy to the established lower-intensity single family neighborhood to the south. This transition area can help minimize land use conflicts while providing an opportunity for small-scale offices and residential uses.

### **STAFF RECOMMENDATION**

Staff recommends approval of the amendment request.



# Metro Planning Commission Meeting of 5/24/18



**2018Z-045PR-001**  
Map 072-15, Parcel(s) 243-245, 249-250  
05, East Nashville  
07 (Anthony Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-045PR-001</b>
<b>Associated Case</b>	2018CP-005-001
<b>Council District</b>	07 – Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	JTS Zoning and Land Solutions, applicant; Snapshot Development, LLC, owner.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Approve if the associated policy amendment is approved and disapprove if the associated policy amendment is not approved.</i>

**APPLICANT REQUEST**

**Zone change from R6, CL, and R10 to MUL-A.**

Zone Change

A request to rezone from Commercial Limited (CL), One and Two-Family Residential (R6 and R10) to Mixed Use Limited-Alternative (MUL-A) zoning on properties located at 1528, 1528 B, 1528 C, 1530 Riverside Drive and 1609 Porter Road, at the southwest corner of Riverside Drive and Porter Road (1.38 acres).

**Existing Zoning**

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

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

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 7.71 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 1 lot with one duplex lot for a total of 2 units based on acreage only.*

Contextual Overlay provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area. *Only parcel 045 is included within the contextual overlay district. If rezoned as requested, the standards of the contextual overlay would no longer apply.*

**Proposed Zoning**

Mixed Use Limited-Alternative (MUL-A) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.



## Metro Planning Commission Meeting of 5/24/18

### EAST NASHVILLE COMMUNITY PLAN

#### Current Policy

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

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

#### Consistent with Policy?

The requested rezoning is inconsistent with the existing NM policy. The rezoning permits a mixture of uses, including residential, retail, and office, which is consistent with the proposed T4 NC policy. The site is located at the intersection of Riverside Drive and Porter Road, an arterial and collector, respectively, in the Major and Collector Street Plan. The property has moderate levels of connectivity and is immediately adjacent to an existing MTA bus stop. The requested rezoning would allow moderately intense development along the corridor while maintaining the existing development pattern south of the site. The proposed rezoning brings the property closer to the goals of the policy by allowing mixed use development that could serve the immediate neighborhood and would be located in proximity to an arterial boulevard.

#### ANALYSIS

The site consists of five parcels totaling approximately 1.38 acres and is located at the southwest corner of Riverside Drive and Porter Road. The property is currently developed with an office building and a parking lot. The site has frontage on both Riverside Drive and Porter Road which are identified in the Major and Collector Street Plan as an arterial and collector, respectively.

Surrounding property to the north is developed with a church while properties to the south are developed with single-family residences. Properties to the east are a mix of commercial uses and single-family residences. Surrounding properties to the west are developed with multi-family and single-family uses.

The requested rezoning to MUL-A is consistent with the proposed land use policy for the area. The proposed rezoning allows for redevelopment of property that has existing infrastructure in a way that enhances the neighborhood center and meets the goals of the policy. The bulk and building placement standards associated with MUL-A zoning ensure mixed-use development that addresses



## Metro Planning Commission Meeting of 5/24/18

the pedestrian realm and limits the amount of parking between the building and the street as the property redevelops. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.38	0.6 F	9,931 S.F.	463	16	46

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)	0.65	7.26 D	5 U	48	4	6

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.35	4.35	2 U	20	2	3

\*Based on two-family lots

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)	0.7	1.0 F	30 U	306	19	35

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)	0.34	1.0 F	14,810 S.F.	307	41	96

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)	0.34	1.0 F	14,810 S.F.	672	20	58



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Traffic changes between maximum: CL, R6, R10 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+754	+58	+134

### METRO SCHOOL BOARD REPORT

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

**Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High**

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

The proposed zoning is expected to generate 7 more students beyond the existing zoning. Students would attend Rosebank Elementary School and Stratford 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 if the associated policy amendment is approved and disapproval if the associated policy amendment is not approved.

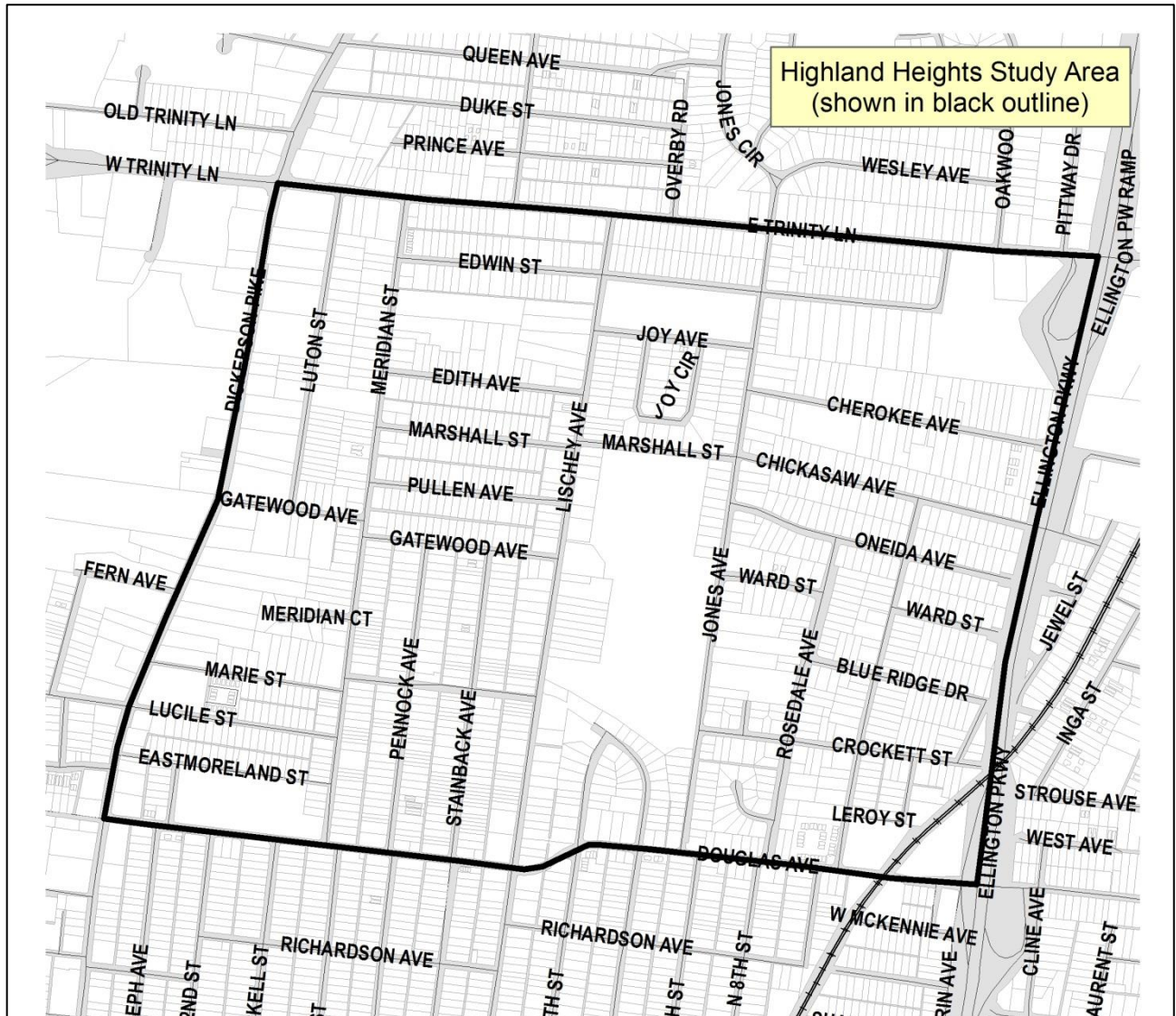




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/24/18



**2018CP-005-002**  
EAST NASHVILLE COMMUNITY PLAN AMENDMENT  
Various Properties  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-005-002</b>
<b>Project Name</b>	<b>East Nashville Community Plan Amendment</b>
<b>Council District</b>	05 – Scott Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Planning Department, applicant; various owners.

<b>Staff Reviewer</b>	Sewell
<b>Staff Recommendation</b>	<i>Defer to the June 14, 2018, Planning Commission meeting.</i>

**APPLICANT REQUEST**

**Amend East Nashville Community Plan and amend designations of the Major and Collector Street Plan**

Major Plan Amendment and Major and Collector Street Plan Amendment

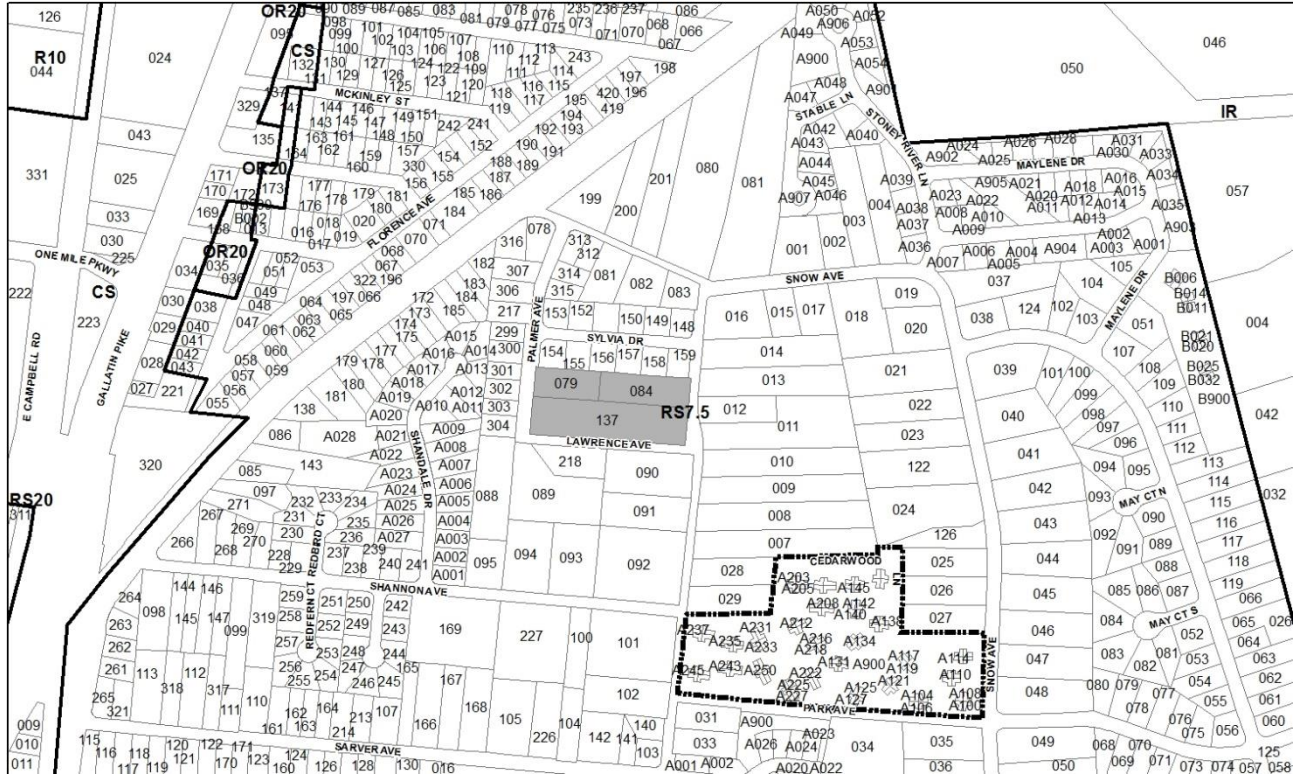
A request to amend the East Nashville Community Plan by identifying the study area for the Highland Heights Study as a distinct neighborhood planning area within the community plan area, amending the Community Character Policy, and adopting a small area plan to establish a vision and provide supplemental policy guidance for various properties bounded by Dickerson Pike, Douglas Avenue, Ellington Parkway, and East Trinity Lane (434.32 acres) and to amend the adopted Major and Collector Street Plan designations for the Highland Heights Study area.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 5/24/18



**2018SP-024-001**  
 1207 PIERCE ROAD SP  
 Map 043-01, Parcel(s) 079, 084, 137  
 04, Madison  
 09 (Bill Pridemore)



**Project No.** Specific Plan 2018SP-024-001  
**Project Name** 1207 Pierce Road SP  
**Council District** 09 – Pridemore  
**School District** 3 – Speering  
**Requested by** Dale and Associates, applicant; Ruby Lee Grant, owner.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Defer to the June 14, 2018, 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 and disapproval without all conditions.*

**APPLICANT REQUEST**

**Zone change to permit 28 multi-family residential units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan – Residential (SP-R) zoning on properties located at Palmer Avenue (unnumbered), 1207 Pierce Road and Pierce Road (unnumbered), at the northeast corner of Lawrence Avenue and Palmer Avenue (3.36 acres), to permit 28 multi-family residential units.

**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 16 units, subject to compliance with all standards of the Metro Subdivision Regulations.*

**Proposed Zoning**

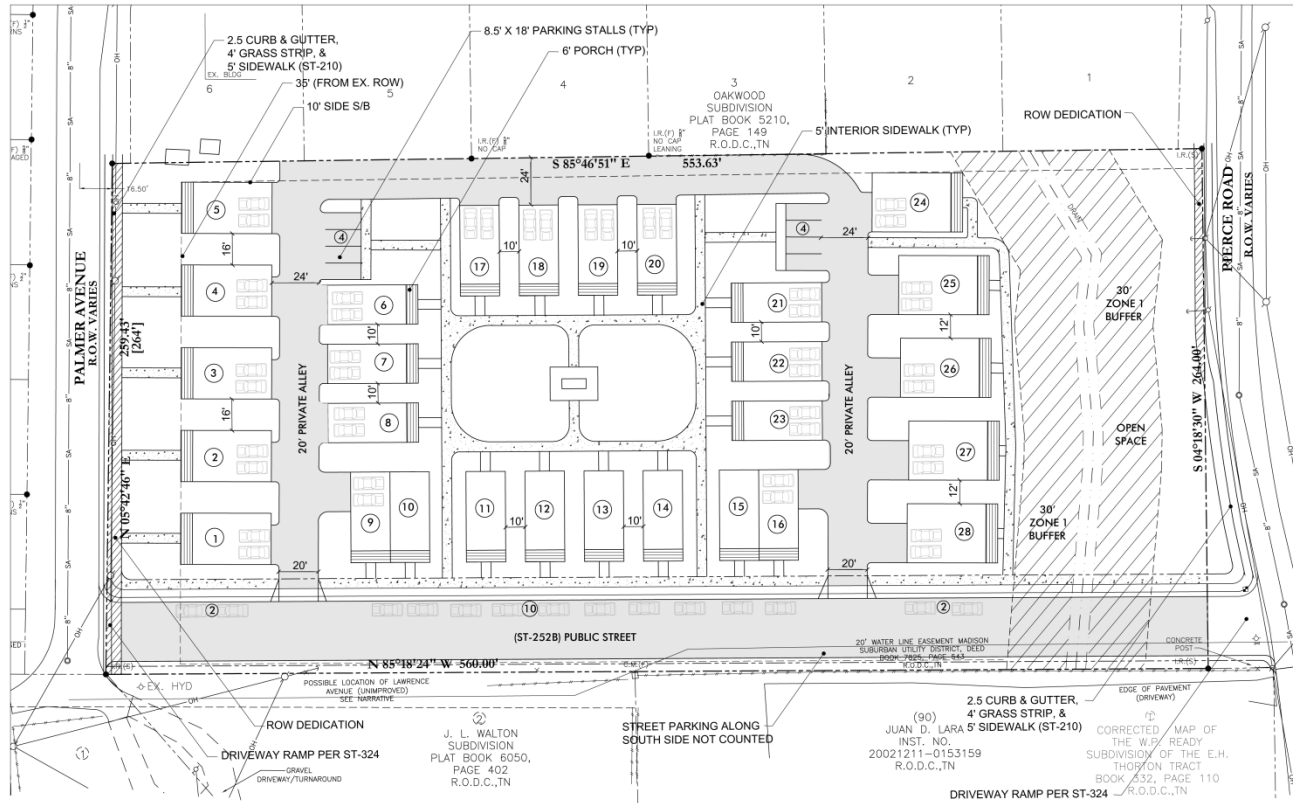
Specific Plan-Residential is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.

**MADISON COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 5/24/18



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/24/18

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 site is located near the center of a large area of T4 NE policy between Gallatin Pike and Myatt Drive in Madison. The current development pattern of the area consists of larger lots with moderately connected streets. The T4 NE policy supports infill that includes increased diversity of housing types and improved connectivity. The proposed SP includes 28 multi-family residential units. In order to introduce a diverse housing type in a manner that is sensitive to the context, the multi-family units primarily take the form of detached housing units, and the units along Palmer Avenue and Pierce road mimic the size and spacing of the existing residential units in the neighborhood. The plan enhances connectivity in the area by constructing a public street connection between Palmer Avenue and Pierce Road in roughly the same location as unbuilt Lawrence Avenue at the southern edge of the site. The plan successfully integrates a greater diversity of housing into an evolving neighborhood while remaining sensitive to the existing building form and block structure.

### **PLAN DETAILS**

The site is comprised of three parcels totaling 3.36 acres in size and is generally located east of Gallatin Pike and north of Anderson Lane in Madison. The site is bounded by Pierce Road to the east, Palmer Avenue to the west, and unbuilt right-of-way for Lawrence Avenue to the south. A drainage ditch runs north-south along the eastern side of the property, parallel to Pierce Road. The southern-most parcel in the site contains a single-family residence; the other two parcels are vacant. The existing land use pattern in the area is characterized by single-family residential with a few scattered two-family residential units.

### Site Plan

The plan proposes to a total of 28 multi-family residential units. Five detached multi-family units are oriented toward Palmer Avenue. Five detached multi-family units are oriented toward Pierce Road, but are separated from the road by a deep setback created by open space associated with the drainage ditch and associated buffers. Eight attached and detached units are oriented toward a new public street, proposed be built along the southern edge of the site in the approximate location of unbuilt Lawrence Avenue. The remaining ten units are detached multi-family units oriented toward a central green space. Vehicular access will be provided via a proposed public street located along the southern boundary of the site, connecting Palmer Avenue and Pierce Road. Twenty-two of the units will have rear or side-loaded garages accessed via the alley. The remaining units will be served by 14 on-street parking spaces provided along the proposed public street and by eight surface parking spaces accessed via the alleys. The plan includes architectural standards for raised foundations, entrances, glazing, materials, and porch depth.



## **Metro Planning Commission Meeting of 5/24/18**

### **ANALYSIS**

The proposed SP is consistent with the goals of the T4 NE policy in this location. The land use in the area is primarily single-family, but the lot pattern in the neighborhood varies. North and west of the site, the pattern includes lots of approximately 7,500 square feet, consistent with the existing zoning. To the south and west of the site, lots are larger and deeper, ranging in size from one to two acres. The proposed SP introduces a new multi-family housing type to the area, consistent with the guidance in the policy to increase housing diversity, but is respectful of the existing form and block pattern of the neighborhood. Units along Palmer Avenue are detached with a 35-foot front setback consistent with the existing units on the west side of Palmer Avenue. The units are spaced farther apart to mimic the rhythm and spacing of existing units on Palmer Avenue as well. The units oriented toward Pierce Road are also detached and are separated from the street by a drainage ditch and associated buffers which create a deep setback, consistent with existing single-family units on larger lots east of Pierce Road.

The proposed public street along the southern edge of the site replaces unbuilt right-of-way associated with Lawrence Avenue to complete the block structure and improve overall connectivity in the area. The plan includes architectural standards that ensure all units adequately address public streets and central green spaces to enhance the pedestrian environment and the overall livability of the development. The plan successfully integrates a more diverse housing type and improved connectivity into the fabric of an existing, evolving neighborhood.

### **FIRE MARSHAL RECOMMENDATION**

#### **Returned for corrections**

- With this layout, the roads are FD access roads and will be required to be 24' wide with the correct turning radius.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- This approval applies to public sewer issues only. Madison Suburban Utility District serves this site with water.
- Before Final SP stage, please update the availability study, to reflect the latest layout changes and unit count (will reduce capacity fees owed at Final SP stage). Upgrading the public alley to a public street still requires a public sewer extension.

### **MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION**

#### **Under Review**

### **STORMWATER RECOMMENDATION**

#### **Returned for corrections**

- Add the standard buffer note: "The buffer along waterways will be an area where the surface is left in a natural state and is not disturbed by construction activity. This is in accordance with the Storm Water Management Manual Volume 1 Regulations."
- Show more room for Bio-Retention.





## Metro Planning Commission Meeting of 5/24/18

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- The layout submitted would require a dumpster OR prior to building permit submit copy of HOA/ master deed establishing private hauler for solid waste.
- Indicate on the plans the installation of ground mounted “now entering private property” signage at driveway locations.
- Driveway ramps not required at terminus of the new public street.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Provide adequate sight distance at access drives off alley.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	3.36	5.8 D	19 U	182	15	20

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)	3.36		28 U	268	21	29

Traffic changes between maximum: **RS7.5 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+9 U	+86	+6	+9

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS7.5 district: 4 Elementary 3 Middle 3 High**

**Projected student generation proposed SP district: 18 Elementary 9 Middle 7 High**

The proposed SP zoning is expected to generate a total of 34 students, 24 more students than the existing RS7.5 zoning district. Students would attend Amqui Elementary School, Neely’s Bend Middle School and Hunters Lane High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.



## **Metro Planning Commission Meeting of 5/24/18**

### **STAFF RECOMMENDATION**

Staff recommends deferral to the June 14, 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.

### **CONDITIONS (if approved)**

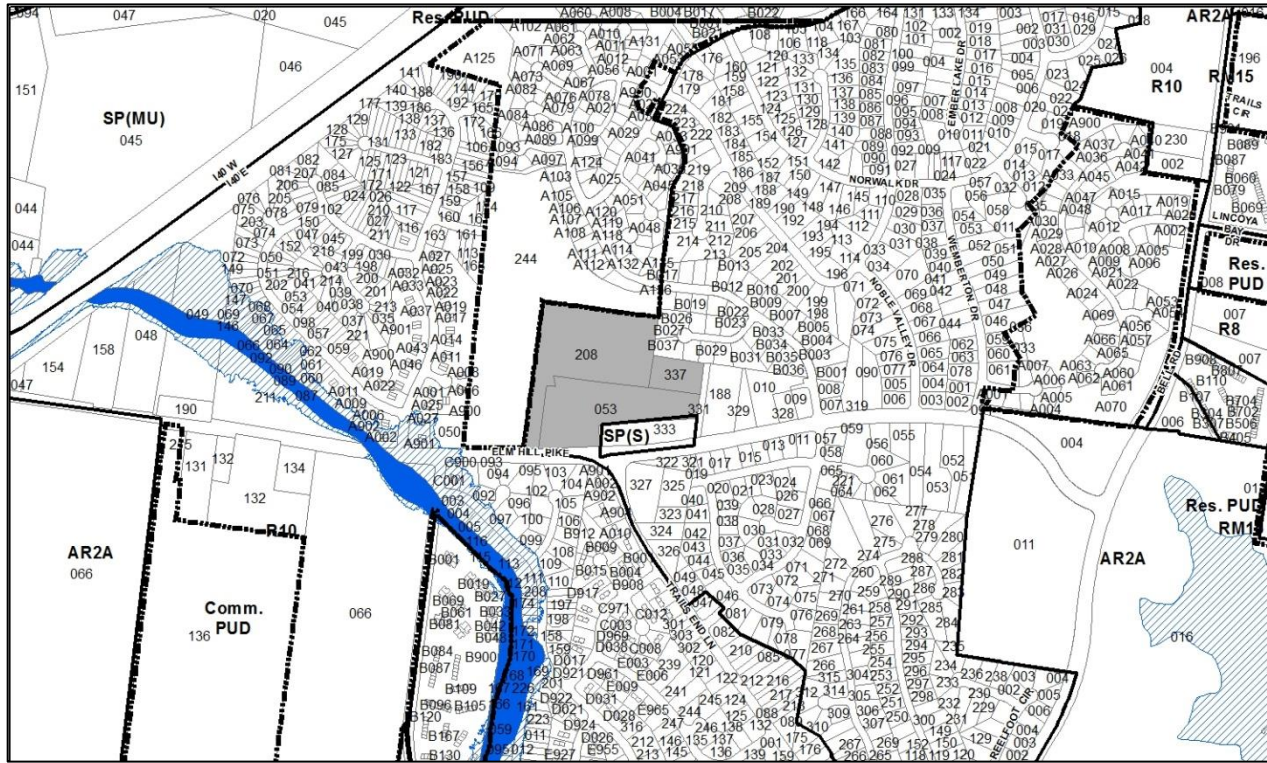
1. Permitted land uses shall be limited to a maximum of 28 multi-family residential units.
2. Comply with all conditions of Metro Public Works and Traffic and Parking.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. 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.



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# Metro Planning Commission Meeting of 5/24/18



**2018SP-035-001**  
ELM HILL PLACE SP  
Map 108, Parcel(s) 053, 208 and 337  
14, Donelson-Hermitage  
13 (Holly Huevo)



<b>Project No.</b>	<b>Specific Plan 2018SP-035-001</b>
<b>Project Name</b>	<b>Elm Hill Place SP</b>
<b>Council District</b>	13- Huevo
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Dale and Associates and Southeastern Development Enterprises, LLC, applicants; Gerre Goss White, Eatherly, Gregg H. and Susan Lyn, owners.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Defer to the June 14, 2018, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

Rezone to SP to permit 166 multi-family residential units.

Preliminary SP

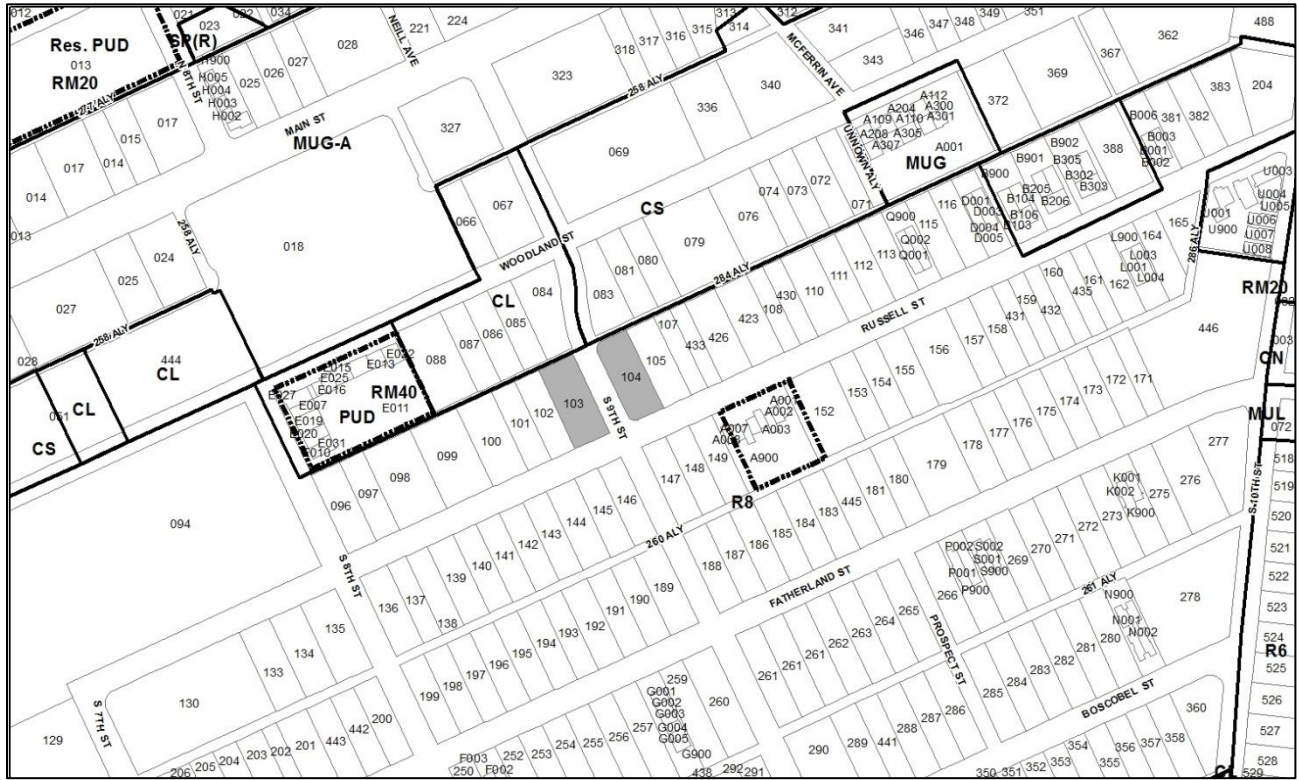
A request to rezone from Single-Family Residential (RS10) to Specific Plan- Residential (SP-R) zoning on properties located at 3112, 3128 Elm Hill Pike and Elm Hill Pike (unnumbered), approximately 415 feet east of Timber Valley Drive (13.56 acres), to permit 166 multi-family residential units.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 5/24/18



**2018NHL-003-001**  
HOTEL CHURCH NEIGHBORHOOD LANDMARK DEVELOPMENT PLAN  
Map 082-16, Parcel(s) 103-104  
05, East Nashville  
06 (Brett Withers)



<b>Project No.</b>	<b>Neighborhood Landmark 2018NHL-003-001</b>
<b>Project Name</b>	<b>Hotel Church Neighborhood Landmark Development Plan</b>
<b>Council District</b>	06 - Withers
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Powell Architecture and Building Studio, applicant; Life Church International, owner.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Permit a hotel within the existing structure.**

Neighborhood Landmark Development Plan

A request for development plan approval for a Neighborhood Landmark Overlay on properties located at 819 and 901 Russell Street, at the northwest and northeast corners of Russell Street and South 9th Street, zoned One and Two-Family Residential (R8) and within the Edgefield Historic Preservation Overlay District (0.56 acres), to permit a hotel.

**Existing Zoning**

One and Two-Family Residential Districts (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 3 duplex lots for a total of 6 units, subject to compliance with all standards of the Metro Subdivision Regulations.*

Edgefield Historic Preservation Overlay District (HPR) Historic Preservation 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.

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

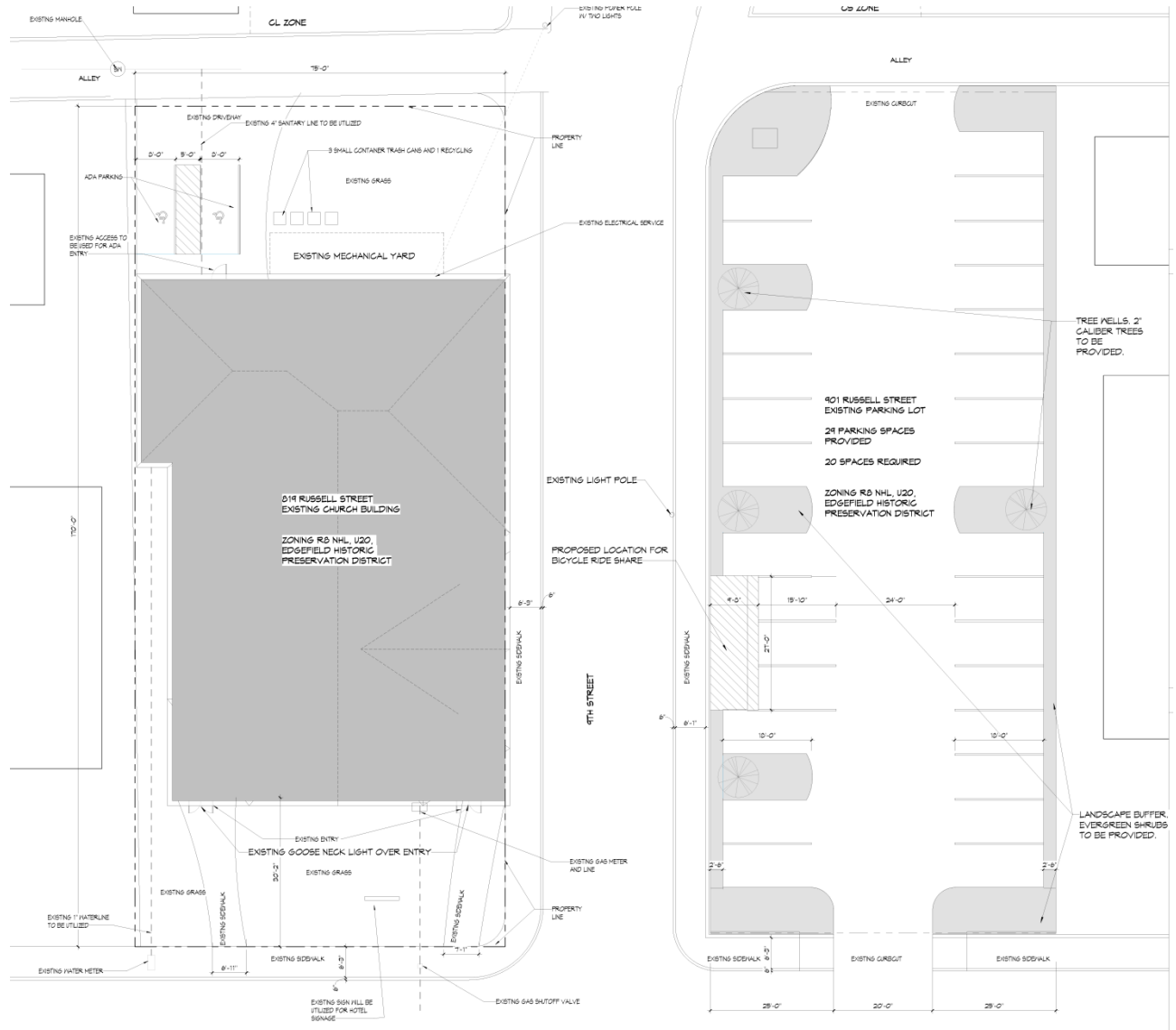
**HISTORY**

The building on the site, known as the former Russell Street Church of Christ, was completed in 1905 and is an example of the Romanesque Revival architectural style. The church building is not individually listed on the National Register of Historic Places; however, it is a contributing structure located within the Edgefield Historic Preservation Overlay District. The structure was heavily damaged during the 1998 tornado that went through East Nashville.

In 2001, Metro Council approved BL2001-789, which created a Neighborhood Landmark Overlay District for property located at 819 and 901 Russell Street. The Neighborhood Landmark designation recognizes the building’s unique characteristics and contribution to the neighborhood context and structure. The Neighborhood Landmark designation permits adaptive reuse of neighborhood features in order to protect and preserve the feature. Since 2001, a number of



# Metro Planning Commission Meeting of 5/24/18



**Proposed Site Plan**





## **Metro Planning Commission Meeting of 5/24/18**

different uses have been evaluated, but no owner or applicant has obtained Planning Commission approval of a Neighborhood Landmark Development Plan for the site.

### **PLAN DETAILS**

The development plan proposes a 17-room boutique hotel within the existing, 12,223-square-foot church building at 819 Russell Street. The plan includes a coffee bar area in the lobby, noted on the plan as for hotel patrons only. The plan also includes an apartment for an on-site manager and a requirement that hotel staff be on site at all times.

No exterior renovations to the structure are proposed other than repair of damaged windows and doors. The existing entrances to the building from Russell Street and off the alley will be maintained, as will the existing sidewalks along the Russell Street and 9<sup>th</sup> Street frontages, with primary pedestrian access to the building from Russell Street. The rear alley access will be used for the ADA accessible entrance and as the service entrance. The existing church sign will be used as signage for the hotel.

The existing parking lot serving the church, located at 901 Russell Street, will provide parking for the hotel use. The surface lot, which is accessed from Russell Street and the alley to the north, contains a total of 29 parking spaces; a total of 20 spaces are required for the use by the parking standards of the Metro Zoning Ordinance. The existing parking lot will be upgraded with tree islands and perimeter landscaping consistent with the current requirements of the Metro Zoning Ordinance for parking lots. The plan also identifies a location for a proposed bicycle sharing station in the parking lot.

### **ANALYSIS**

A Neighborhood Landmark Development Plan requires approval by the Planning Commission and must include design standards to ensure the compatibility of the proposed plan with surrounding uses. The site is located at the intersection of Russell Street and S 9<sup>th</sup> Street, approximately 225 feet southeast of Woodland Street, which is identified on the Major and Collector Street Plan as a collector, and approximately 620 feet southeast of Main Street, which is identified on the MCSP as arterial boulevard and an immediate need high capacity transit corridor. The site is on the edge of a large area of one and two-family residential zoning developed with primarily single-family homes and some scattered duplex and multi-family residential uses. The properties to the north along Woodland Street are developed with a mix of residential, office, commercial and mixed uses. The two properties just north of this site, on the opposite side of the alley located to the rear of the church and parking lot, contain existing office uses.

Neighborhood Landmark districts are intended to preserve and protect neighborhood features that are important to maintain and enhance neighborhood character by permitting . In NL districts, the Zoning Code allows land uses not permitted under the underlying zoning district provided that the Planning Commission determines that they are “compatible and sensitive to abutting properties and the overall neighborhood fabric and appropriate to preserve and maintain the district.” The site is located on a corner at the edge of a residential neighborhood, with ample on-site parking, and adjacent to a commercially zoned and developed area. This unique location and context makes the site an appropriate location for a hotel use as proposed with this plan.



## **Metro Planning Commission Meeting of 5/24/18**

The plan, as proposed, addresses each of the requirements for a Neighborhood Landmark development outlined in Section 17.40.160 of the Metro Zoning Ordinance, including parking, lighting, signage, and landscaping. No new parking, lighting, or signage is proposed, but the existing parking lot will be upgraded to meet current zoning requirements for perimeter and interior landscaping, resulting in better screening of the parking from the street. Since the existing church building will be reused without alterations, the requirements to establish building mass and scale and design standards for new construction are not applicable to this particular landmark plan.

To further ensure compatibility of the use with the surrounding neighborhood, staff recommends that several additional conditions be incorporated into the plan. First, staff recommends that the use associated with this development plan be limited to hotel. Service of coffee to hotel guests in the lobby of the hotel is considered ancillary to a hotel use and does not require a separate permit; however, restaurants, whether full-service or take-out such as a coffee stand, and bar or nightclub are separate uses under the Metro Zoning Code and are not included or permitted with this application. Staff also recommends that special events, including conferences, meetings, or receptions, be prohibited, as these types of uses often result in the attraction of visitors that are not otherwise staying at the hotel, which potentially increases traffic, noise and other impacts to the neighborhood. Secondly, although the plan provides more parking than is required by the Metro Zoning Code for a hotel use, staff recommends a condition limiting the parking for use by hotel guests and staff only. Paid public parking in the provided surface lot shall be prohibited. Finally, signage shall be limited to the existing, ground sign located at the front of the church building along Russell Street.

As there are currently no exterior alterations to the structure proposed other than repair of windows and doors and landscaping, Metro Historic Zoning Commission staff have recommended approval of the plan. Any changes to the exterior of the building or parking other than plantings will require approval by the Metro Historic Zoning Commission.

The proposal allows for adaptive reuse and restoration of a significant community feature which has long been vacant. The proposed hotel use will provide for economically viable use of this unique structure in order to support its preservation, and the conditions incorporated by the applicant and recommended by staff will ensure that the use is compatible with the surrounding neighborhood context and appropriate given the location. As the proposed development plan is consistent with the purpose and intent of the Neighborhood Landmark district and, as conditioned, is sensitive to the surrounding context, staff recommends approval.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **HISTORIC ZONING STAFF RECOMMENDATION**

#### **Approve**

- The two properties are in the Edgehill Historic Preservation zoning overlay therefore any exterior alterations, beyond plantings, of the building, the site, or parking lot, will require review by the MHZC.



## Metro Planning Commission Meeting of 5/24/18

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Update Preliminary Note to plans: Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Storm Water approval / comments only. The final lot count and details of the plan shall be governed by the appropriate Storm Water regulations at the time of final application.
- Cite the New FEMA: Panel Number (H), 47037C0242 (H) to plat.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
- MPW solid waste policy requires that businesses of this scale set up a private hauler collection. Prior to bldg permit approval by MPW submit documentation for solid waste and recycling collection via private hauler.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Apply to T&P for loading zone for check in and ride share along Russell St frontage.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.
- Approval is contingent on Metro Stormwater's approval of this Final Site Plan, which accounts for meeting Metro Water's Combined Sewer Policy.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to a hotel with a maximum of 17 rooms and one manager's apartment within the existing structure. No over the counter sales of food, beverage or merchandise to the general public is permitted.
2. Special events shall be prohibited.
3. Parking shall be limited to use by hotel guests and staff only. Public paid parking shall be prohibited.
4. Valet parking stands, ride-share dropoff areas, and loading and check-in areas shall be prohibited along Russell Street and S 9<sup>th</sup> Street. All service vehicle loading shall occur on-site accessed via the alley to the rear of the building. Hotel guest drop-off and loading shall be limited to the rear of the site accessed via the alley or to the hotel parking lot.



## **Metro Planning Commission Meeting of 5/24/18**

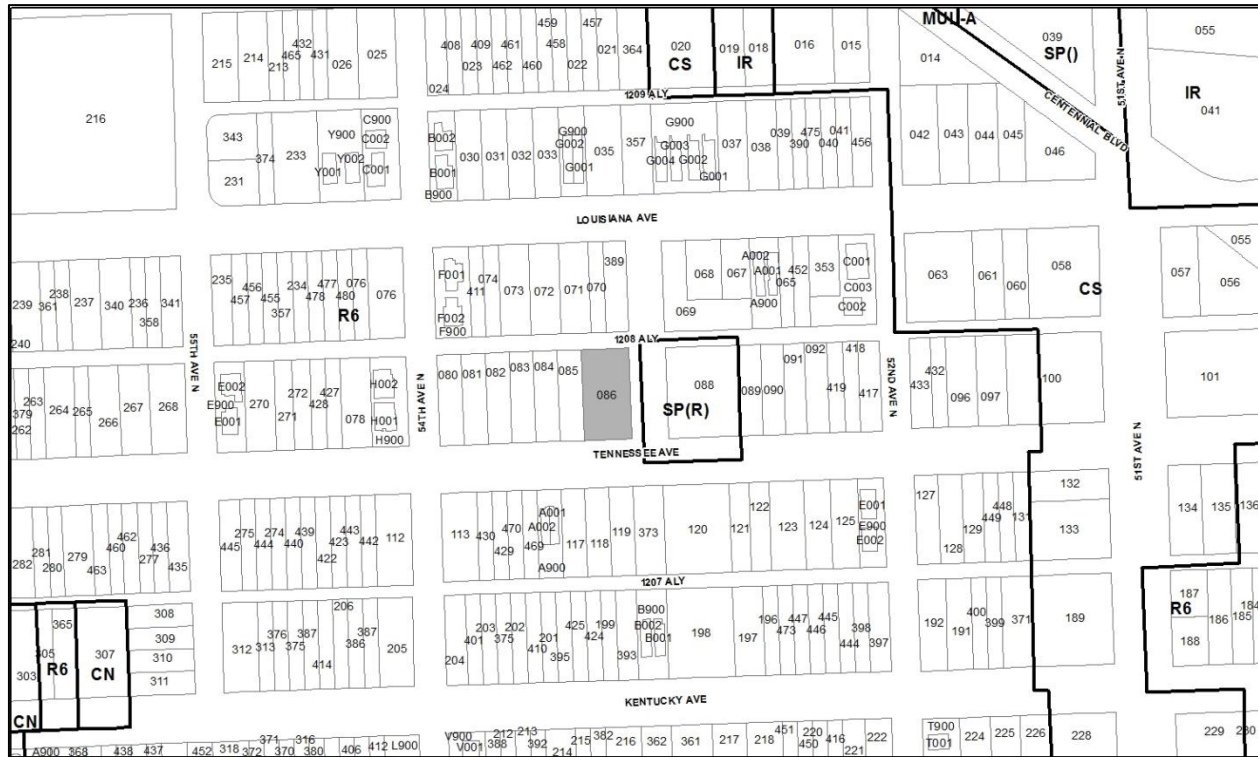
5. Signage shall be limited to the existing ground sign located at the front of the building along Russell Street. Lighting for the existing sign shall be limited to goose neck lighting installed on top of sign or ground mounted uplighting. No internal illumination is permitted.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/24/18



## 2018S-080-001

WEST NASHVILLE RESUB LOTS 1201, 1203 & A PORTION OF 1205 OF BLOCK 10

Map 091-07, Parcel(s) 086

07, West Nashville

20 (Mary Carolyn Roberts)



**Project No.**  
**Project Name**

**Final Plat 2018S-080-001**  
**West Nashville Resub Lots 1201, 1203 & A**  
**Portion of 1205 of Block 10**

**Council District**  
**School District**  
**Requested by**

20- Roberts  
1 – Gentry  
Edmonds Surveying Services and Thomas Brett,  
applicants; Tidwell, Betty J. and Vernon C., owners.

**Staff Reviewer**  
**Staff Recommendation**

Burse  
*Approve with conditions and disapprove exception request to Section 3-5.5 of the Subdivision Regulations.*

**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 5302 Tennessee Avenue, at the corner of 53rd Ave N and Tennessee Avenue, zoned One and Two-Family Residential (R6) (0.28 acres).

**Existing Zoning**

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 7.26 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 2 duplex lots based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

**WEST NASHVILLE COMMUNITY PLAN**

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

**PLAN DETAILS**

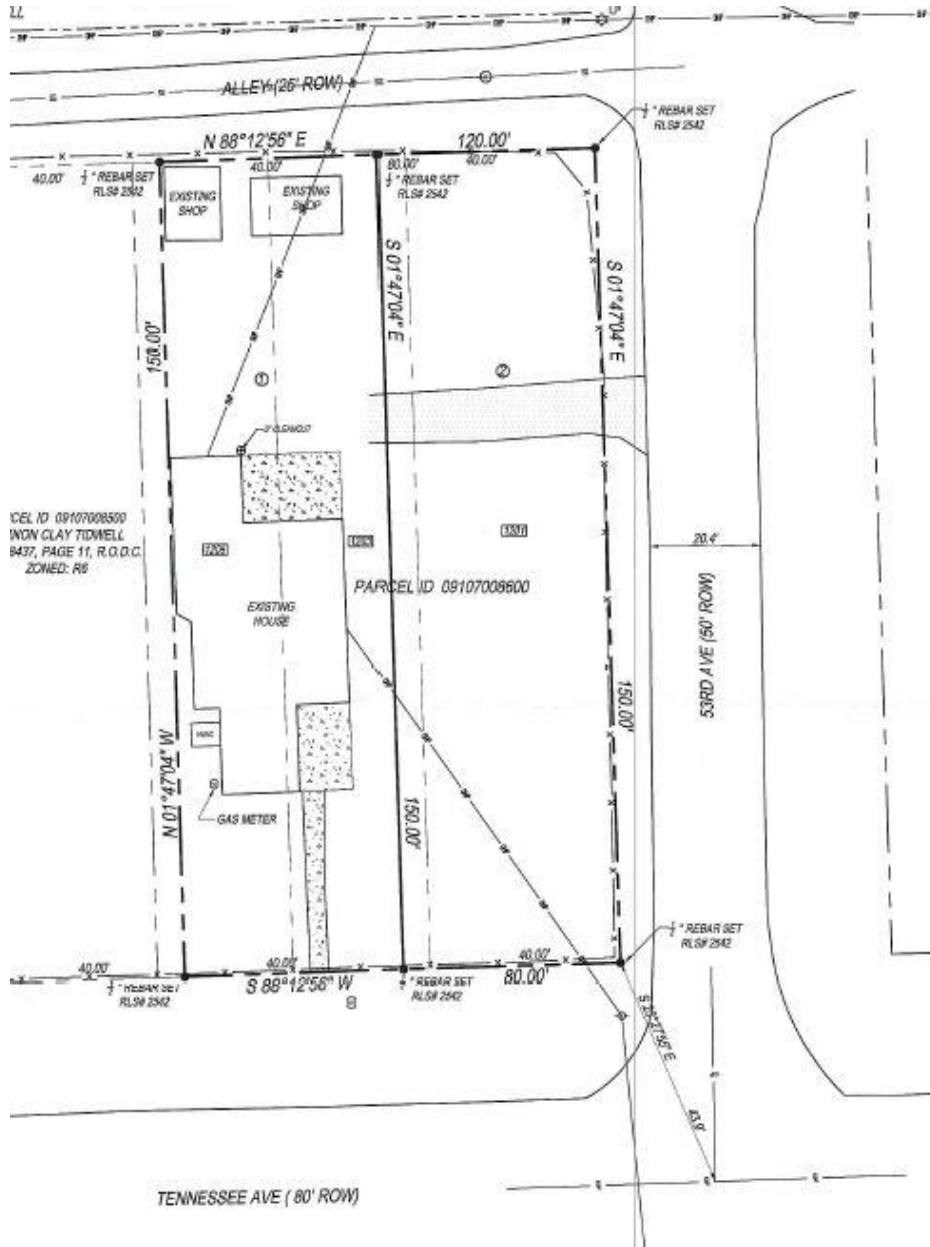
The site is located at 5302 Tennessee Avenue and consists of one lot. This proposal is to create two lots. Each lot will have 40 feet of frontage along Tennessee Avenue and will be 150 feet deep. Each proposed lot may be eligible for a two-family residential unit. An existing improved alley currently serves the site. This proposed subdivision will allow for future infill development that will not be a burden on Metro’s ability to provide adequate services to the site. Infill development is desirable since it will utilize existing infrastructure and not be an added cost to Metro.

Proposed Lots:

- Lot 1: 6,000 square feet, (0.14 acres), and 40 feet of frontage;
- Lot 2: 6,000 square feet, (0.14 acres), and 40 feet of frontage;



# Metro Planning Commission Meeting of 5/24/18



**Proposed Subdivision**





## Metro Planning Commission Meeting of 5/24/18

### ANALYSIS

#### Lot Compatibility

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Urban Neighborhood Maintenance policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

#### Zoning Code

These lots meet the minimum standards of the One and Two-Family (R6) zoning district.

#### Street Frontage

Both lots have frontage on a public street.

#### Compatibility

Section 3-5.2 of the Subdivision Regulations outlines criteria for determining compatibility for property located in Neighborhood Maintenance policy areas. Lot 1 and Lot 2 have “surrounding parcels” as defined by the Subdivision Regulations, which they are similar to in frontage and area. “Surrounding parcels” is defined as the five 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.

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.

In this instance, the lots created must have the following frontages:

<b>Lot 1 &amp; Lot 2 Frontage</b>	
Proposed Frontage	40 ft.
Minimum Frontage	40 ft.
70% Average	28 ft.

Lot 1 and Lot 2 meet the frontage requirement. Both lots have the same amount of frontage as adjacent lots along the same block face on Tennessee Avenue.

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.

In this instance, the lots must have the following areas:

<b>Lot 1 &amp; Lot 2 Area</b>	
Proposed size	6,000 sq.ft.
Minimum Size	6,000 sq.ft.
70% Average	N/A

Lot 1 and Lot 2 meet the area requirement.



## **Metro Planning Commission Meeting of 5/24/18**

### Infill Subdivision Frontage

Section 3-5.5 of the Subdivision Regulations requires infill lots to have rear or side access via an existing improved alley. The applicant has requested an exception from this section of the Subdivision Regulations to allow access from 53<sup>rd</sup> Avenue N for Lot 2. The Planning Commission may grant an exception if existing conditions prevent alley access or shared access. Adjacent lots along the same block face that orient to Tennessee Avenue have rear access from the existing improved alley as this site. Additionally, the SP immediately to the east across 53<sup>rd</sup> Avenue N takes all access from the alley. Staff does not find existing conditions that prevent alley access to the site via the existing improved alley adjacent to the rear of the site. Alley access is the predominant method of lot access in this area and should be continued for this subdivision.

### **FIRE DEPARTMENT RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

Approve

### **WATER SERVICES**

Approve

### **PUBLIC WORKS RECOMMENDATION**

Approve

### **TRAFFIC AND PARKING RECOMMENDATION**

Approve

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval of exception request to Section 3-5.5 of the Subdivision Regulations.

### **CONDITIONS**

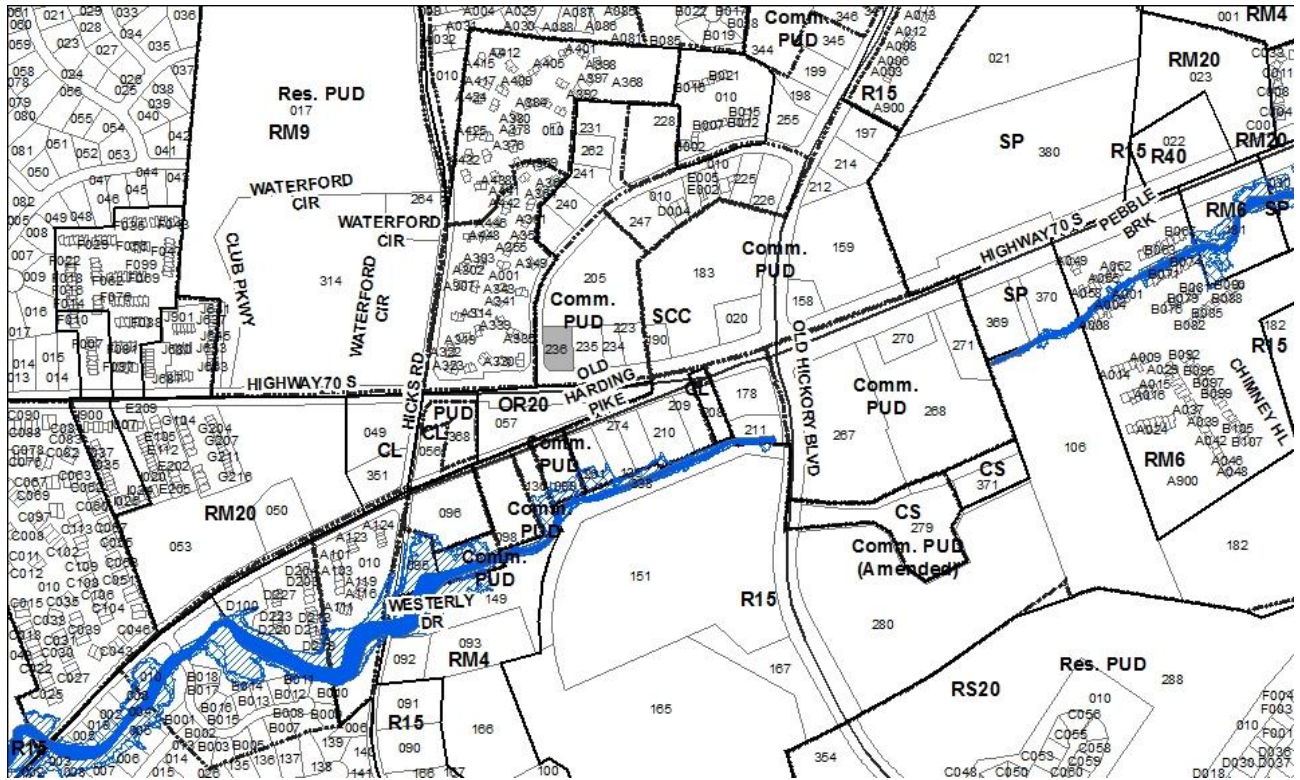
1. Add the following note to the plat: Site access shall be from the alley only.
2. Add the following note to the plat: No building permits shall be issued for structures that do not comply with all requirements of the Zoning Code, except for permits for routine maintenance of the existing structure.
3. Add the following note to the plat: "existing house to be demolished".
4. Add the following note: A raised foundation of 18"-36" is required for all residential structures.
5. Add the following note: Height is limited to 35 feet as measured to the highest point on the roof.
6. Add the following note: All structures on Lot 2 shall orient to Tennessee Avenue.
7. Setbacks shall be per Metro Zoning Code.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/24/18



**195-76P-002**  
BELLE FOREST PUD (REVISION AND FINAL)  
Map 142, Parcel(s) 236  
06, Bellevue  
22 (Sheri Weiner)



<b>Project No.</b>	<b>Planned Unit Development 195-76P-002</b>
<b>Project Name</b>	<b>Belle Forest PUD (Revision and Final)</b>
<b>Council District</b>	22 - Weiner
<b>School District</b>	9 - Frogge
<b>Requested by</b>	DBS & Associates, applicant; P & M Investment Company, LLC, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise the preliminary PUD plan and for final site plan approval to permit a car wash.**

Revise Preliminary PUD

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District for property located at 100 Belle Forest Circle, at the corner of Belle Forest Circle and Highway 70 S (0.59 acres), zoned Shopping Center Community (SCC), to permit a car wash.

**Existing Zoning**

Shopping Center Community (SCC) Shopping Center Community is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

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

History

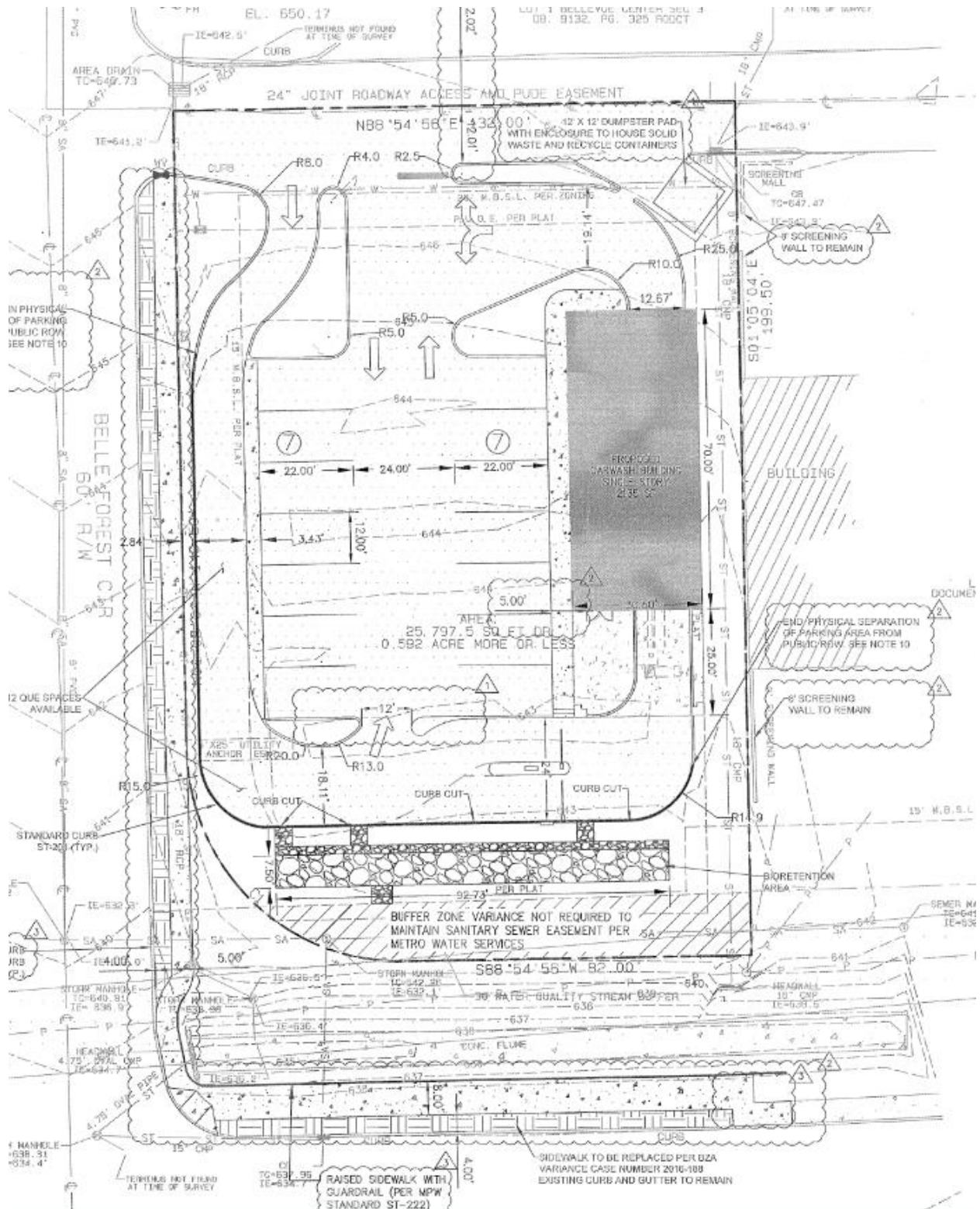
Metro Council approved the PUD in 1976 for a total of 56,100 square feet of commercial uses. The PUD has since been revised numerous times to permit various retail and commercial uses. This site was given final approval from the Metro Planning Commission in 1979 for a 3,560 square foot, 11 bay, self-service car wash facility. No further revisions have been approved for this site. The proposed revision represents a reduction of 1,425 square feet of floor area within the PUD.

**PLAN DETAILS**

This 0.59 acre property is located at 7134 Highway 70 S and is currently developed as a car wash. The site is bordered by commercial uses to the north, east, and south. A multi-family use is located to the west of the site across Belle Forest Circle.



# Metro Planning Commission Meeting of 5/24/18



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/24/18

### Site Plan

The site plan indicates the existing open bay car wash facility will be demolished. A new 2,135 square foot car wash facility will be constructed. A total of 14 parking spaces are provided, exceeding the minimum parking required by the Metro Zoning Code. The access for this site will remain unaltered from its current configuration, with access provided from Belle Forest Circle. The site plan includes the required screening wall along the Belle Forest and Highway 70 frontages consistent with the conditions for the use of a car wash facility as required by the Metro Zoning Code.

Sidewalks which meet the local street standard, a 4 foot grass strip and a 5 foot sidewalk will be constructed along the Belle Forest Circle street frontage. A Board of Zoning Appeals variance has been previously approved for the sidewalk shown along the Highway 70 S frontage. The Major and Collector Street plan requires a 6 foot grass strip and an 8 foot sidewalk; however, the Board of Zoning Appeals approved a variance permitting a more narrow grass strip based on the presence of a stream

### **ANALYSIS**

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions.

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
  2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
    - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
    - b. The boundary of the planned unit development overlay district is not expanded;
    - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
    - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
    - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
    - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
    - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;



## Metro Planning Commission Meeting of 5/24/18

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

The proposed site plan is consistent with the overall concept of the PUD. Staff finds the revision to be a minor modification as the total floor area of the PUD has not been increased.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved with conditions**

- Prior to building permit approval, an ADA ramp shall be installed at the drive access.
- Prior to building permit approval, the ADA ramp at the corner of Belle Forest Circle Hwy 70 shall be constructed shall ADA requirements are met (abide by MPW ADA ramp standard detail).

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- No queueing of vehicles into joint access or into Belle Forest circle will be allowed. Owner shall restrict access to car wash if drive thru lane is full.





## **Metro Planning Commission Meeting of 5/24/18**

### **STORMWATER RECOMMENDATION**

**Approve**

### **HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

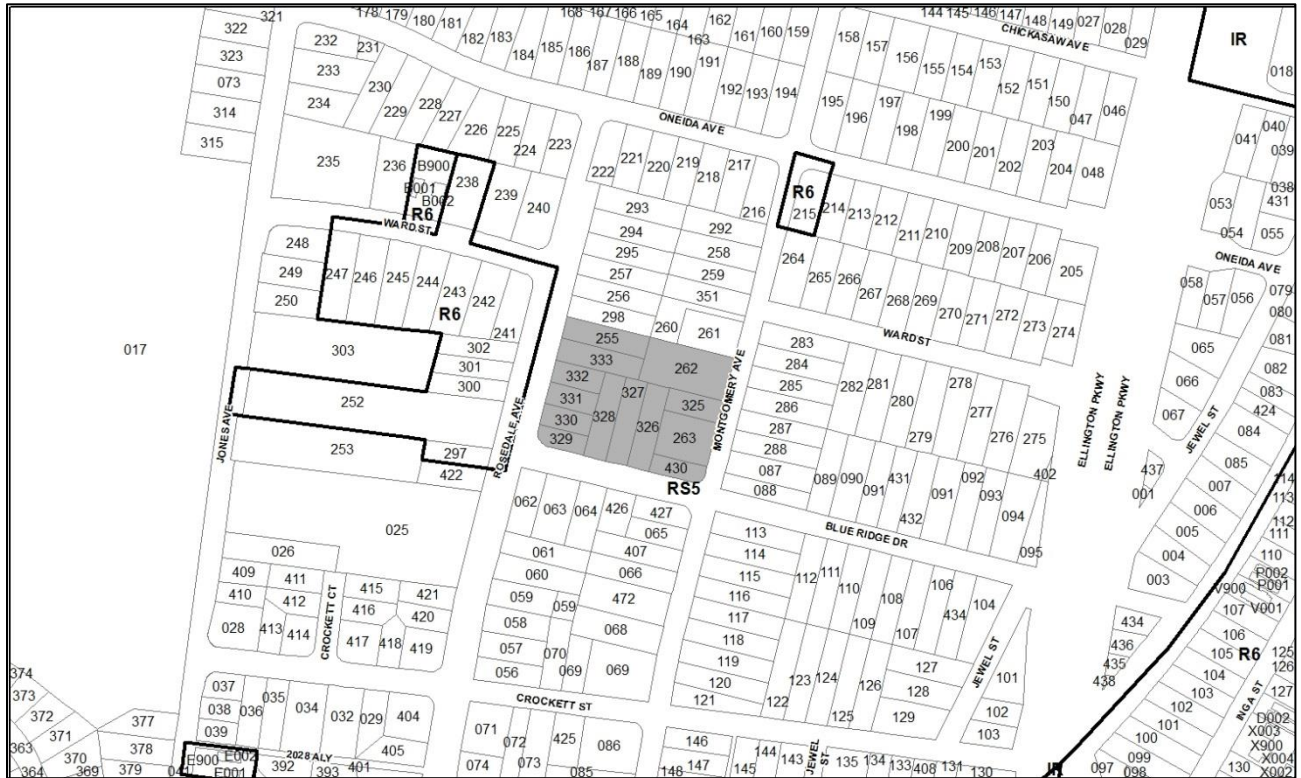
Staff recommends approval with conditions.

### **CONDITIONS**

1. A corrected copy of the final site plan shall be revised to show a 6 ft. wide bike lane stripped on the existing pavement.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
5. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
6. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.
7. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.



# Metro Planning Commission Meeting of 5/24/18



## 2018Z-049PR-001

Map 071-12, Parcel(s) 255, 262-263, 325-333

Map 071-16, Parcel(s) 430

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-049PR-001</b>
<b>Council District</b>	05 - S. Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Dale and Associates, applicant; Charles and Hillary McDonald, owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM15-A) on properties located at 1501, 1503, 1505, 1507, 1509, 1511 Rosedale Avenue, 1500, 1502, 1504, 1506 Montgomery Avenue, 805, 809 and 813 Blue Ridge Drive, at the northeast corner of Blue Ridge Drive and Rosedale Avenue (2.74 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 23 units.*

**Proposed Zoning**

Multi-Family Residential-Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 41 units.*

**EAST NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

Not at this location. The area requested for rezoning is located within an area of T4 Urban Neighborhood Evolving policy. Neighborhood evolving areas can support a variety housing types and are intended to achieve a range of densities and housing options. Appropriate housing types vary within evolving policy areas given the established neighborhood context, location of the site, etc. The proposed zone change would allow up to 41 multi-family units. The neighborhood is



## Metro Planning Commission Meeting of 5/24/18

predominantly developed with single-family dwelling units, although there is an area of one and two-family zoning to the west of the requested rezoning which could redevelop as two-family dwellings. While additional intensity of housing may be appropriate within an Evolving policy area, this site located in the interior of the neighborhood is inappropriate for the density requested.

### ANALYSIS

The property is located along Rosedale Avenue, Blue Ridge Drive and Montgomery Avenue, west of Ellington Parkway. The existing zoning allows single-family residential units. The majority of the parcels included in this zone change contain legally non-conforming two-family dwelling units. The neighborhood consists of primarily single-family units with some two-family residential units located on this site. There is also an area of R6 zoning to the west which could redevelop as two-family dwellings.

The proposed zoning would allow up to 41 multi-family residential units which is inappropriate at this location given the existing neighborhood development pattern. Neighborhood Evolving policy areas are intended to develop with a broad range of housing types and densities, to support the creation of complete neighborhoods. The insertion of multi-family units at this location is inconsistent with the policy guidance. Multi-family units may be appropriate along a corridor within a Neighborhood Evolving area or as a transition from a higher intensity area. The nearest corridor to this site, Douglas Avenue, is approximately 1,300 feet to the south and the residential development located along the corridor is of less intensity than the proposal. This site, located on the interior of an established neighborhood of predominantly single-family uses with some two-family units, is the wrong location for multi-family residential development.

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	2.74	8.71 D	23 U	221	18	24

Maximum Uses in Proposed Zoning District: **RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.74		41 U	373	24	41



## Metro Planning Commission Meeting of 5/24/18

Traffic changes between maximum: RS5 and RM15-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	18 U	+152	+6	+17

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS5 district: 5 Elementary 3 Middle 3 High**

**Projected student generation proposed RM15-A district: 12 Elementary 8 Middle 10 High**

The proposed RM15-A zoning is expected to generate 19 more students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

### STAFF RECOMMENDATION

Staff recommends disapproval.