

# Metropolitan Planning Commission



## Staff Reports

**June 14, 2018**



## Metro Planning Commission Meeting of 6/14/18

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

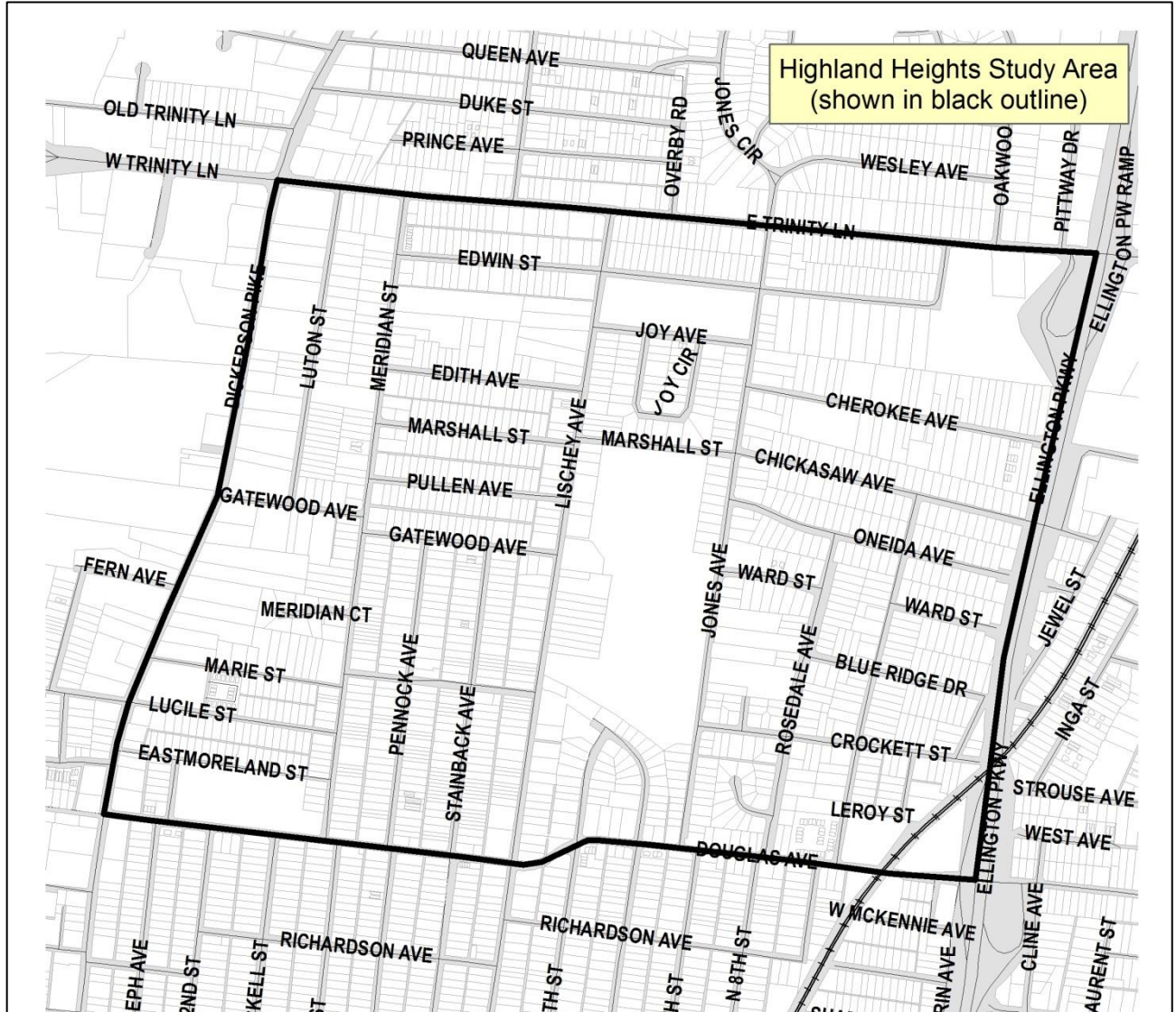


**Metro Planning Commission Meeting of 6/14/18**

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# Metro Planning Commission Meeting of 6/14/18



**2018CP-005-002**

**EAST NASHVILLE COMMUNITY PLAN AMENDMENT**

Various Properties

05, East Nashville

05 (Scott Davis)



**Project No.** Major Plan Amendment 2018CP-005-002  
**Project Name** East Nashville Community Plan Amendment  
**Council District** 5 – Scott Davis  
**School District** 5 – Buggs  
**Requested by** Metro Planning Department, applicant. Various owners.

**Deferrals** This item was deferred at the May 24, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Sewell  
**Staff Recommendation** Approve the June 8, 2018 draft plan.

**APPLICANT REQUEST**

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

Major Plan Amendment and Major and Collection 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. Requested by the Metro Nashville Planning Department, applicant; various property owners.

**EAST NASHVILLE COMMUNITY PLAN**

**Background**

More than 40 rezoning requests have been adopted by Metro Council for the study area between 2013 and 2018, as summarized below:

- 14 Specific Plan (SP) zoning districts approved with a combined potential yield of 484 new residential units – 348 within two SPs. The next largest, drops down to only 32 units;
- Nine rezones from IWD to RM20-A on Cherokee Avenue;
- 16 rezones to RM15-A and RM20-A (higher density residential); and
- 10 rezones from RS5 (and one RS10) to R6 and R6-A.

An analysis of residential building permit activity, generated as the Codes Department issues construction permits, revealed additional evidence of a rapidly developing neighborhood. Total construction value of all new permits issued from 2013 to March 2018 is \$19.9 million and includes:

- \$16 million for new construction;
- \$806,000 for building additions; and
- \$3.1 million for rehabilitation of existing structures.



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Due to the development activity in the area, the Planning Commission felt it was important to reevaluate the policy in this area. In January 2018, the Planning Commission instructed Planning staff to engage residents, property owners, business owners, and other stakeholders in the Highland Heights neighborhood and develop a small area plan to guide future growth for the neighborhood. Planning staff established the boundary of the study area, which is bounded by Dickerson Pike, Douglas Avenue, Ellington Parkway, and East Trinity Lane in the East Nashville community. This instruction followed a three-year period that included more than 43 development proposals presented at Planning Commission for the same area.

In 2016, the Planning Commission adopted an amendment to the East Nashville Community Plan that changed the policy of approximately 270 acres within the study area from T4 Neighborhood Maintenance policy to T4 Neighborhood Evolving policy. Planning staff, in coordination with the District 5 Councilmember, had worked with Highland Heights, Maxwell Heights, McFerrin Park, East Hill, and Greenwood to review the appropriateness of existing T4 Neighborhood Maintenance (T4 NM) and T4 Neighborhood Evolving (T4 NE) policies, in addition to an overall evaluation of all Community Character Policies applied to the areas. The review was warranted because these neighborhoods received less detailed attention during the NashvilleNext process and, at that time, experienced lower levels of community participation compared to other areas of the county. The level of development interest that followed adoption of the 2016 plan amendment exceeded expectations of the community.

As such, part of the Planning Commission's instruction to staff in January 2018 was to reevaluate the appropriateness of the 2016 amendment while also engaging the community in a process to develop a small area plan.

### **ANALYSIS**

Planning staff met with the District 5 Councilmember, Scott Davis, and various Metro/state agencies, including Historical Commission, Parks, Public Works, Transit Authority, and Tennessee Department of Transportation, to complete our analysis of the study area prior to the community participation process. The team also discussed the study area with Stormwater and Nashville Electric Service.

#### **Existing Community Character Policy**

While 10 policies are applied to the study area, T4 Urban Neighborhood Maintenance (T4 NM) and T4 Urban Neighborhood Evolving (T4 NE) are applied to the majority of the residential neighborhood core – those not along or adjacent to the Dickerson Pike and East Trinity Lane corridors. T4 Urban Neighborhood Center (T4 NC) is applied at small nodes along Douglas Avenue and East Trinity Lane, while T4 Urban Mixed Use Neighborhood (T4 MU) is applied along Cherokee Avenue and the southeast corner of the study area.

A combination of T4 Urban Community Center (T4 CC), T4 Urban Mixed Use Corridor (T4 CM) and T4 Urban Residential Corridor (T4 RC) is applied to the arterials of Dickerson Pike and East Trinity Lane. Finally, Civic (CI), Open Space (OS), and Conservation are applied to schools, parks and environmentally sensitive areas, respectively.

#### **Existing Major and Collector Street Plan**

The streets that form the west and north boundaries of the study area – Dickerson Pike and East Trinity Lane, respectively – are Arterial Boulevards. Douglas Avenue and Lischey Avenue are



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Collector Avenues. Ellington Parkway, which forms the east boundary of the study area, is a Freeway that provides access to Highland Heights at its East Trinity Lane and Douglas Avenue interchanges. Ellington Parkway's offering of access to the wider community also limits connectivity to the East Hill side of the highway, with the exception of Chickasaw Avenue that bridges the highway and ultimately links to Delmas Avenue in East Hill. The remainder of the study area is served by local streets.

Pedestrian infrastructure is adequate along north-south streets, with the exception of current conditions along Dickerson Pike. Metro Public Works has programmed a sidewalk project for Dickerson Pike. While East Trinity Lane and Douglas Avenue have sidewalks, the remaining east-west streets west of Jones Avenue only offer a handful of one-block sidewalk segments. Meanwhile, no streets east of Jones Avenue have sidewalks within the study area.

In addition to the lack of pedestrian infrastructure, the existing condition of streets within the study area is considered inadequate by stakeholders who participated in the development of the small area plan. For many, this highlighted the lack of curb-and-gutter and sidewalk infrastructure along the local streets. Street widths do not adequately provide for the on-street parking that is vital to the success of T4 Urban transect communities in Nashville. The pavement edge of many local streets shows wear and tear in locations where on-street parking occurs in the absence of curb-and-gutter.

### **Existing Public Transit Service and nMotion**

Three bus routes link the study area to Downtown Nashville. In addition, multiple routes use Ellington Parkway without stopping in Highland Heights. Routes that stop in the study area include two local service routes along Dickerson Pike, a local service route along both Meridian Street and Lischey Street, and a local service route along Douglas Avenue, Montgomery Avenue, Chickasaw Avenue, and Jones Avenue.

nMotion, the strategic plan for public transportation for the Nashville region, proposes Bus Rapid Transit service along Dickerson Pike with preliminary station locations identified at intersections with Douglas Avenue, Gatewood Avenue, and Trinity Lane. nMotion also proposes new bus service for Trinity Lane.

### **Existing Zoning**

The majority of the study area is zoned residential, with commercial and mixed use districts along the major corridors and at prominent intersections. The core of the study area is predominantly zoned for medium-density, single-family dwellings, with pockets sprinkled throughout zoned for two-family dwellings. Portions of East Trinity Lane and Cherokee Avenue are zoned for multifamily residential. Commercial and mixed use zoning covers Dickerson Pike, the western portion of East Trinity Lane, and at the corners of several intersections with Douglas Avenue, East Trinity Lane, and Jones Avenue. Portions of Cherokee Avenue and the southeast corner of the study area are zoned for industrial. The Dickerson Pike Urban Design Overlay (UDO) covers both sides of the Dickerson Pike corridor and primarily governs signage.



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### **Existing Land Use**

Land use, for the most part, mirrors zoning entitlements described above in many areas with primarily residential land use within the neighborhood core, though often at intensities or with grandfathered higher intensity residential uses in some locations.

### **NashvilleNext Growth and Preservation Concept Map**

A Tier Two Center: represents the area along Dickerson Pike, which receives a priority for public investments to manage growth, though less so than Tier One centers. Dickerson Pike is identified as an Immediate Need High Capacity Transit Corridor for high capacity transit, while East Trinity Lane is identified as Long-term Need Priority Corridor for improvements to transit service.

### **Historic Resources**

Simultaneous to staff initiating the Highland Heights study process, the Metropolitan Historical Commission (MHC) staff also began conducting a historic resources survey of the study area. The survey identified hundreds of properties meeting MHC's criteria for listing among properties that are "Worthy of Conservation" (WOC) and identified multiple new potential historic districts. In addition, structures on the greenhouse site are listed as WOC or National Register Eligible. Several other sites are identified, as well. All of these properties are identified in a revised map, as identified on the errata sheet, which will be incorporated into the Charrette Report upon adoption.

## **COMMUNITY PARTICIPATION – PROCESS**

### **Advisory Committee**

Planning staff developed an Advisory Committee to help steer the study during the early stages of the project. The eight-member committee made up of residents, property owners, neighborhood leaders, and developers was established to help steer the study and promote community engagement opportunities. This included:

- February 14<sup>th</sup> Orientation where staff introduced the committee to the process, engaged them in early discussions about issues in the community, and discussed preferred outreach;
- March 5<sup>th</sup> Neighborhood Bus Tour (during Charrette Week)
- March 6<sup>th</sup> Charrette Progress (during Charrette Week)
- May 3<sup>rd</sup> Post-Charrette where staff presented a preliminary draft document.

Following the May 3<sup>rd</sup> meeting, committee members provided feedback to staff in the form of emails and one-on-one conversations. Throughout the process, committee members communicated with staff on a regular basis to clarify their vision and explain the specifics of the recommendations included in the plan. Staff met individually with committee members when they were unable to attend scheduled meetings. Committee members assisted staff's effort to publicize stakeholder engagement and later assisted staff in publicizing availability of draft documents for review.

### **Outreach**

Staff mailed a public notice of the Highland Heights Charrette Week, which included a schedule of community meetings, to approximately 3,700 property owners within and near the study area. Additional outreach occurred via a project website and with flyers for the Advisory Committee members and other stakeholders to share with their contacts and email lists. Committee members distributed meeting flyers door-to-door to most study area properties.





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Press releases distributed to the media also promoted the study's participation opportunities. As an outcome of the media strategy, a WTVF Channel 5 reporter and cinematographer joined along for the bus tour with the Committee and later featured the study during their evening news telecast.

### **Engagement**

Community engagement efforts for Highland Heights centered on a four-day charrette the week of March 5<sup>th</sup>. A charrette is a collaborative planning and design effort organized to build consensus and focus on one or more common goals. Planning staff worked on location from the East Precinct community room located one block east of the study area on East Trinity Lane; though due to scheduling conflicts, staff facilitated the Visioning Workshop at Howard Office Building's Sonny West Conference Room. The Highland Heights Charrette Report, an appendix of the Highland Heights Study, documents engagement activities of Charrette Week in detail. A summary is provided below.

### ***Charrette Week***

- **March 5<sup>th</sup> Visioning Session**: Approximately 75 community members gathered at Howard Office Building's Sonny West Conference Room to discuss their vision and expectations for the neighborhood's future. The workshop included a presentation of what Planning staff knew about the area and a breakout session during which participants completed three group exercises on a map and reported back their work. Staff facilitated 10 small group discussions during the breakout session. Exercise results informed the staff's work plan throughout the remainder of Charrette Week.
- **March 6<sup>th</sup> and 7<sup>th</sup> Open Design Studios**: Provided more than 30 stakeholders an opportunity to check in on the work in progress and participate as staff busily consolidated input and drafted proposals to present at the Work-in-Progress for feedback from participants.
- **March 8<sup>th</sup> Work-in-Progress**: Staff presented a summary of the week's work to a gathering of approximately 50 stakeholders, including the results of the visioning exercises, the vision statement, and the planning team's concepts for achieving the community's vision. Following the presentation, attendees interacted with staff stationed at multiple information boards displaying the week's work-in-progress materials. Staff at each station gathered feedback from participants. Input received led to refinement of the materials, where necessary, following Charrette Week. All presentation and work-in-progress materials were posted on the project website following the meeting.

### ***Stakeholder Meetings***

Staff held stakeholder meetings with business and neighborhood groups before, during, and after Charrette Week to better understand issues they face and to begin developing a vision statement that articulated the community's expectations for the future. Staff met individually with stakeholders following release of each draft to explain the format and field questions about recommendations.

### **Plan Preparation and Review**

Staff made the Planning Commission Draft of the study available to the public on the project website on May 15<sup>th</sup>. Staff announced its availability via an email notice distributed to participants who provided contact information on sign-in sheets at Charrette Week activities and to the membership of the neighborhood association.



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Committee and neighborhood association members also made themselves available to answer questions from the community about the plan and process. A final static draft for adoption, which was presented to Planning Commission with this staff report, was posted online on June 8<sup>th</sup>. The static draft included minor edits to the Planning Commission Draft. A cover highlighted changes to the document since the previous draft.

### COMMUNITY PARTICIPATION – INPUT

#### Perspectives

Community engagement activities associated with this process provided a forum for stakeholders to identify many local concerns related to city living. Overall, three major points of view emerged, initially during Charrette Week and carried over into plan development and review, that the planning team would work to bring together during the remainder the study process. These points of view are from the following primary perspectives:

- Property owners who live in the study area with no plans to leave (i.e. sell while the market is high) typically fell on the side of maintaining the status quo;
- Property owners seeking to sell while the market demand is high with hopes of receiving development entitlements beyond single family residential, see things differently; and
- Property owners who purchased property for the purpose of redeveloping it, also see things from a different perspective.

#### Goals

In spite of the differing perspectives, the general consensus of stakeholders during Charrette Week was evidenced by the summary of issues identified (presented in Part 1: Set Up of the study). These ultimately translated into the goal statements presented in Part 2: The Plan. The goals were intended to guide development of the Community Character Policy, Supplemental Policies, and Action Plan. The goals include:

- **Residential character of the neighborhood’s core.** Protect existing single family character of the core while concentrating intensity into small nodes.
- **Transit-supportive mixed-use corridors.** Enhance and create vertically mixed use building types along Dickerson Pike and the western portion of East Trinity Lane.
- **Adequate infrastructure.** Enhance stormwater infrastructure with improvements that serve existing and future neighborhood stakeholders.
- **Neighborhood centers.** Enhance the character of small, walkable, mixed-use development nodes at important intersections.
- **Prepare for redevelopment of Holtkamp greenhouse property.** Plan for the potential long-term redevelopment of the property.
- **Compatible infill.** Infill development should contribute to the established development pattern in terms of massing, height, and placement.
- **More and better open space.** Enhance Tom Joy Park and look for additional public open space opportunities, as well as including usable open space with new private development.
- **Housing choice and diversity.** Allow for a variety of housing type choices in order to maintain socioeconomic diversity.
- **Connected and walkable.** New development must connect to and enhance the public street and sidewalk network.



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- **Historic homes and adaptive reuse.** Maintain residential structures and districts within the study area. In addition, eligible historic structures offer opportunities for adaptive reuse in order for property owners to fund long-term maintenance of the structures.

### **Post-production Community Input Themes**

The Planning Commission draft was presented to the public via the project website on May 16<sup>th</sup>. Staff received input from 22 community stakeholders prior to the May 25<sup>th</sup> deadline, which included input from seven Advisory Committee members.

From the outset, staff understood the challenge it faced in balancing the competing interests present in Highland Heights. Working first with the Advisory Committee, and then the greater public, staff set out to reach consensus by offering multiple iterations of the recommendations of the Highland Heights Study. While the process did establish general agreement on issues and goals, this agreement did not transcend to all of the specific recommendations for Community Character Policy and Supplemental Policies.

Disputes primarily surfaced regarding the extent to which subdistrict policies applied to neighborhood core properties – those not along or adjacent to the Dickerson Pike and East Trinity Lane corridors – would restrict the intensity of future residential infill. Recommendations for areas outside the neighborhood core generally remained unchanged following staff's Work-in-Progress presentation. Participants generally accepted the logic behind the applications of policies calling for higher intensity, mixed use development given their location in relation to Downtown, existing and planned public transportation, and access to I-65 and Ellington Parkway. The stakeholder reaction summary that follows focuses on staff's effort to resolve tension among stakeholders with regard to the neighborhood core.

### **Work-in-Progress Recommendations**

Recommendations presented at the Work-in-Progress were described by staff as preliminary, meaning each recommendation would be subject to the input received following the presentation as well as in-depth analysis by staff. Two residential subdistricts were applied to the bulk of the core of the neighborhood at the time of the Work-in-Progress presentation.

One of the subdistricts proposed only single-family and detached accessory dwelling units (DADU), while the other proposed both single-family and two-family houses with the opportunity for DADU. Feedback received during the meeting regarding the proposed application of these two subdistricts was mixed. Some participants felt that the subdistrict that did not propose any two-family dwellings should be expanded to include additional portions of the neighborhood core. Other participants felt that the proposed policies were too restrictive and that a subdistrict policy should be applied that supports a broader range of building types in particular locations of the neighborhood's core.

### **Preliminary Draft Recommendations**

On May 3<sup>rd</sup>, following staff's analysis of stakeholder feedback and results of MHC's historic resources survey, staff facilitated a workshop with Advisory Committee members to review the Preliminary Draft Highland Heights Study. Members of the Highland Heights Neighborhood Association's development steering committee also reviewed the Preliminary Draft. Members of both groups provided comments to staff during the week that followed.



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In response to input and analysis, as it relates to the neighborhood core, the Preliminary Draft generally expanded the subdistrict policy that restricts building types to single-family and DADU to include a broader area containing a combination of predominant single-family patterns of development, properties identified as historically significant by MHC's staff, and areas with underlying lots yielding a consistent single-family development pattern that is expected to continue into the future. Staff also shifted some properties from subdistrict policies that restrict uses to single-family and DADU to subdistrict policies that also include support for two-family.

The feedback received on the Preliminary Draft again was mixed. Many residents of the neighborhood felt that staff did not go far enough in expanding the single-family and DADU subdistrict. The same residents also believed that subdistrict policies supporting multi-family building types should be reduced to exclude the north and northwestern portions of the neighborhood. Other property owners and residents interested in increased development opportunities within the neighborhood believed there should be additional opportunities for multi-family development along north/west corridors through the core of the neighborhood. The same contingent felt that the subdistrict applied to the greenhouse property was too restrictive and should permit a wider range of housing types and increased mixture of non-residential uses.

### **Planning Commission Draft Recommendations**

On May 16<sup>th</sup> staff released the Planning Commission Draft to the public, via the project website, for review. In response to feedback from Advisory Committee members and the general public, the Planning Commission Draft generally expanded the areas where subdistrict policy restricts uses to single-family and DADU in the northwestern portion of the neighborhood and reduced the areas where subdistrict policies supported multi-family in locations in the northern portion of the neighborhood. Again feedback from the community was mixed, as some respondents felt that staff did not go far enough in expanding or contracting subdistricts that permit a broader range of building types and intensities.

In addition to balancing competing interests, staff is also charged with making recommendations that are consistent with the goals of NashvilleNext and that are based on sound, professional understanding of the mechanics of neighborhoods and cities that are often unique to the training of those in the city planning profession.

### **PROPOSAL**

#### **(IN CONJUNCTION WITH THE PLANNING DEPARTMENT STAFF REPORT, PLANNING STAFF HAS POSTED TO THE WEBSITE AN UPDATED DRAFT AND ERRATA SHEET SHOWING ALL CHANGES. THE DRAFT IS POSTED ON JUNE 8)**

Following the extensive community engagement and plan development process described above, staff recommends the solutions described below with the intent of addressing the concerns identified by the Planning Commission in January 2018. The identification of issues and concerns and recommendations to guide future growth are described in the Highland Heights Study that staff is recommending to the Planning Commission.

### **Adopt the Highland Heights Study**

The policy document staff is presenting to the Planning Commission for adoption consists of three parts, in addition to an appendix. The mechanics of each part is described below.



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- **Part 1: Set Up** introduces the study area and provides summaries of community history, recent development activity, and process. In addition, it provides a summary of issues that emerged from community engagement and staff research activities.
- **Part 2: The Plan** presents the vision statement, plan goals, Community Character Policy amendments, and recommended supplemental policies to be included with adoption of the study. Supplemental Policies are intended to provide an additional level of guidance beyond that provided by the Community Character Manual (CCM). They address unique features of the area and expand upon standard guidance of CCM in order to tailor policy to the needs of the study area. Application of these supplemental policies is in light of determining that the Community Character Policies applied to the study area do not provide the level of detail necessary to guide new development that is desired by community stakeholders.

Supplemental Policies include the following:

- *Building Regulating Plan* that identifies nine distinct subdistricts, represented by a building regulating plan map, appropriate building types table, intent and appropriate zoning districts, and associated building type standards.
- *Mobility Plan* that identifies street hierarchy types and future road connections and associated cross sections for each street type. Note that amendments to the MCSP, discussed later in this staff report, would align MCSP with the Mobility Plan.
- Two separate *Stand-Alone Supplemental Policies* for the 40-acre Holtkamp greenhouse site and for Cherokee Avenue are also included. These further explain future growth expectations for these two locations.

Where conflicts exist between the Supplemental Policy and underlying CCM policy, the Supplemental Policy serves as the appropriate guidance.

- **Part 3: Action Plan** documents three types of actions that will assist with implementation of the vision and goals stated in the study:
  - Policy actions to be taken in conjunction with adoption of the Highland Heights Study (as described in Part 2: The Plan, above)
  - Policy actions to be taken separate from adoption of the Highland Heights Study in the future, including the following:
    - Growth & Preservation Concept Map amendment to be included with the next annual update of NashvilleNext that changes the existing Tier Two Center at Dickerson Pike and Trinity Lane to a Tier One Center
    - Capital Improvement Budget item to be considered in the next CIB cycle that adds improvements to Tom Joy Park
    - Walk-n-Bike amendment to add a priority sidewalk for Chickasaw Avenue
    - Plan-to-Play amendment to add expansion and program improvements to Tom Joy Park
  - Potential implementation opportunities related to zoning (including base zoning, Specific Plan zoning, Urban Design Overlay), future consideration of expanding the Urban Zoning Overlay to include the study area, as well as future consideration of expansion of the Skyline Redevelopment District, and or consideration of establishing a Transit Oriented Redevelopment District to include the Dickerson Pike transit corridor.



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- **Appendix: Charrette Report** describes staff's research and set-up in advance of Charrette Week, documents participation and input during Charrette Week engagement activities, presents the draft policies and designs presented at the Work-in-Progress, and identifies the next steps that were scheduled to be taken during the time in between the conclusion of Charrette Week and the public hearing at Planning Commission.

### **Amend the Major and Collector Street Plan**

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

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

The mobility concept shown in the MCSP needs to be amended to show Metro's current vision integrating land use and transportation connectivity in the study area. The Highland Heights Study proposes changes to the MCSP to facilitate wider sidewalks, bicycle connectivity, and access to transit. These elements will be better aligned to the proposed policy update with the following amendments to the MCSP:

- Amend the designation of East Trinity Lane from Lischey Avenue to Ellington Parkway from T4-M-AB3-LM and T4-R-AB3-LM to reflect a consistent T4-M-AB3-LM.

*This change involves only the land use context of the MCSP designation. Currently, the corridor switches as you travel through the area based on changes in land use policy from Neighborhood Center to Residential Corridor. The change to a consistent Mixed Use context will ensure a wider, consistent four-foot-wide grass strip and eight-foot-wide sidewalk are constructed along East Trinity Lane as properties redevelop.*

- Add the following North-South Connectors to the MCSP as Local Streets: Meridian Street, Jones Avenue, Montgomery Avenue, and a small portion of Edwin Street to East Trinity Lane.

*This change includes several streets that connect through the community from the north to the south that are Local Streets. These streets function similarly to Lischey Avenue, which is a Collector-Avenue, but because of the spacing of Collector-Avenues within the transportation network, they are identified as Local Streets. Since there are fewer connections from east to west through the neighborhood, traffic diverts onto all of the north-*



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*south streets in Highland Heights. Currently, these streets have a Local Street sidewalk standard which consists of a four-foot-wide grass strip and five-foot sidewalk. Adding these streets to the MCSP as Local Streets will ensure that a four-foot-wide grass strip and eight-foot-wide sidewalk are constructed with redevelopment to promote walkability and ensure safety. It also highlights the need to implement traffic calming on these streets to promote slower vehicular speeds, improved bicycling conditions, and greater bicycle connectivity through the neighborhood to adjacent areas.*

- Add the following East-West Connectors to the MCSP as Local Streets: Edwin Street, Marshall Street/Chickasaw Avenue, Gatewood Street, and Marie Street.

*This does not change the designation of these streets from a Local Street. Inclusion in the MCSP will ensure that the street and sidewalk design are clearly identified with the MCSP interactive mapping tool.*

- Add the following Public Street Connections to the MCSP as Local Streets:
  - New east-west street linking Dickerson Pike to Meridian Street between Edwin Street and Marshall Street
  - Marshall Street extensions from Dickerson Pike to Meridian Street and from Lischey Avenue to Jones Avenue
  - 5th Avenue North extension to Lischey Avenue
  - Crockett Court extension northwest to Jones Avenue
  - New north-south street linking Edwin Street to Chickasaw Avenue
  - New north-south street linking Marie Street to Gatewood Street

*This will ensure that the future street connections are clearly identified with the MCSP interactive mapping tool.*

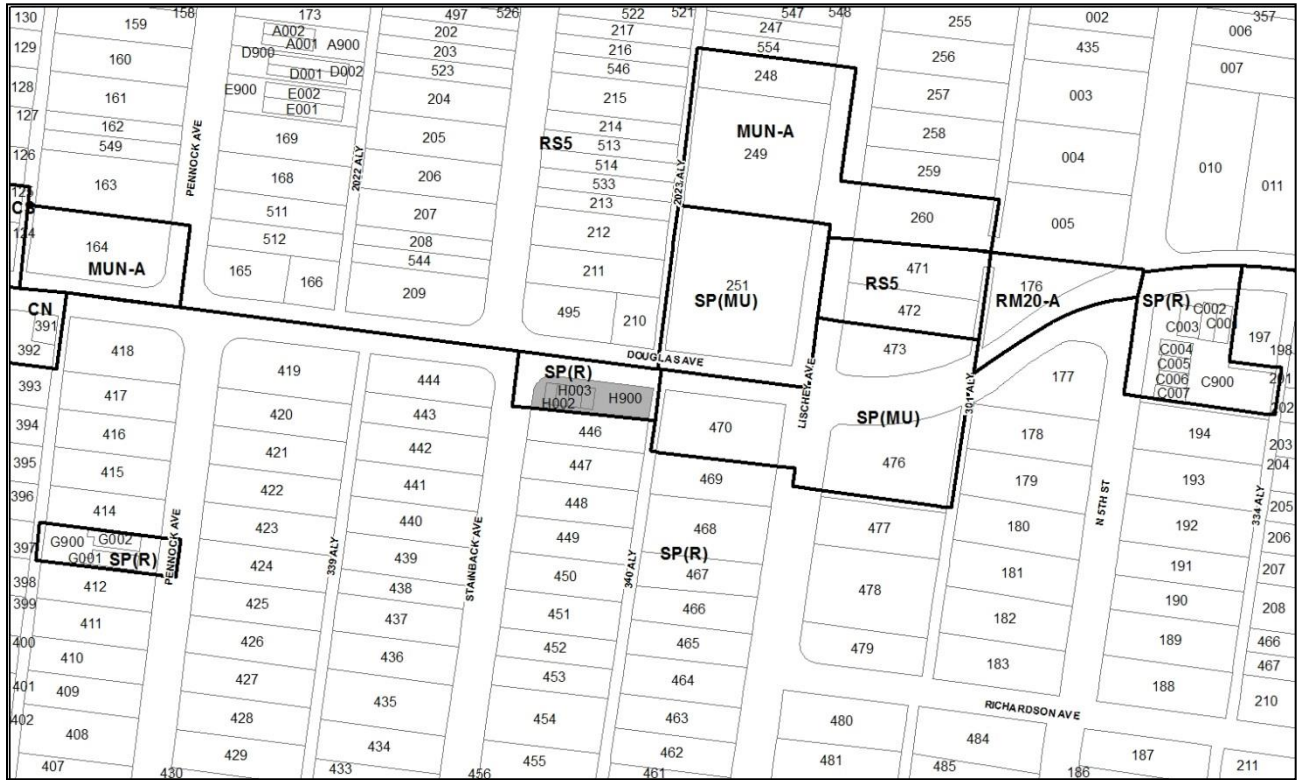
No other changes to the MCSP are proposed involving Dickerson Pike or Douglas Avenue. Constrained Street Rights-of-Way have been developed for those corridors which incorporate future Bus Rapid Transit with wide sidewalks along Dickerson Pike and wider sidewalks along Douglas Avenue. These Constrained Rights-of-Way are still relevant and tend to widen and narrow in size based on potential future transit station locations and/or the street's pavement width.

### **STAFF RECOMMENDATION**

Staff recommends approval of the June 8, 2018 draft plan.



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





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

**Deferrals** This item was deferred at the January 11, 2018, January 25, 2018, February 8, 2018, March 8, 2018, March 22, 2018, April 12, 2018, and May 10, 2018, Planning Commission meetings. A public hearing was held at the February 8, 2018, meeting and remains open.

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

**APPLICANT REQUEST**

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

Preliminary SP

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

**Existing Zoning**

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

**Proposed Zoning**

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

**HISTORY**

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

This application was previously submitted on the January 11, 2018 and January 25, 2018, Planning Commission agendas as amending a Specific Plan to permit four short term rental properties (STRPs).



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Staff requested that the proposal be revised to amend the Specific Plan to permit uses within the RM40-A zoning district, which would allow both owner-occupied and non-owner occupied short term rental properties. Staff requested the change to ensure that the SP fits within the city-wide framework for STRPs now and in the event that any future changes to the framework are adopted by Council.

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

### COMMUNITY MEETING

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

### EAST NASHVILLE COMMUNITY PLAN

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

#### Consistent with Policy?

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

The property is located on a collector avenue with transit stop 100 feet east of the site and is served by an existing alley. The property is located on a corner within the Neighborhood Evolving policy area immediately adjacent to a Neighborhood Center policy area, lending itself to more intense development.



## **Metro Planning Commission Meeting of 6/14/18**

### **PLAN DETAILS**

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

#### Site Plan

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

### **ANALYSIS**

Specific Plan zoning is intended to provide for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. Uses permitted by each SP are specific to the approved plan and are reviewed in context of the land use policy and location of the property. The original approval of this SP determined that multi-family development was appropriate at this location.

Uses permitted by the requested RM40-A include both owner-occupied and non-owner occupied short term rental properties. The Metro Zoning Code, as well as recently approved ordinances, permit non-owner occupied STRPs in multi-family residential districts. Additionally, previous actions of the Metro Council have recognized non-owner occupied short term rentals as home based businesses that are appropriate uses in multi-family zoning districts when properly conditioned.

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

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

### **WATER SERVICES**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve with Conditions**

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



## **Metro Planning Commission Meeting of 6/14/18**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Comply with road section comments.

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

### **STAFF RECOMMENDATION**

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

### **CONDITIONS**

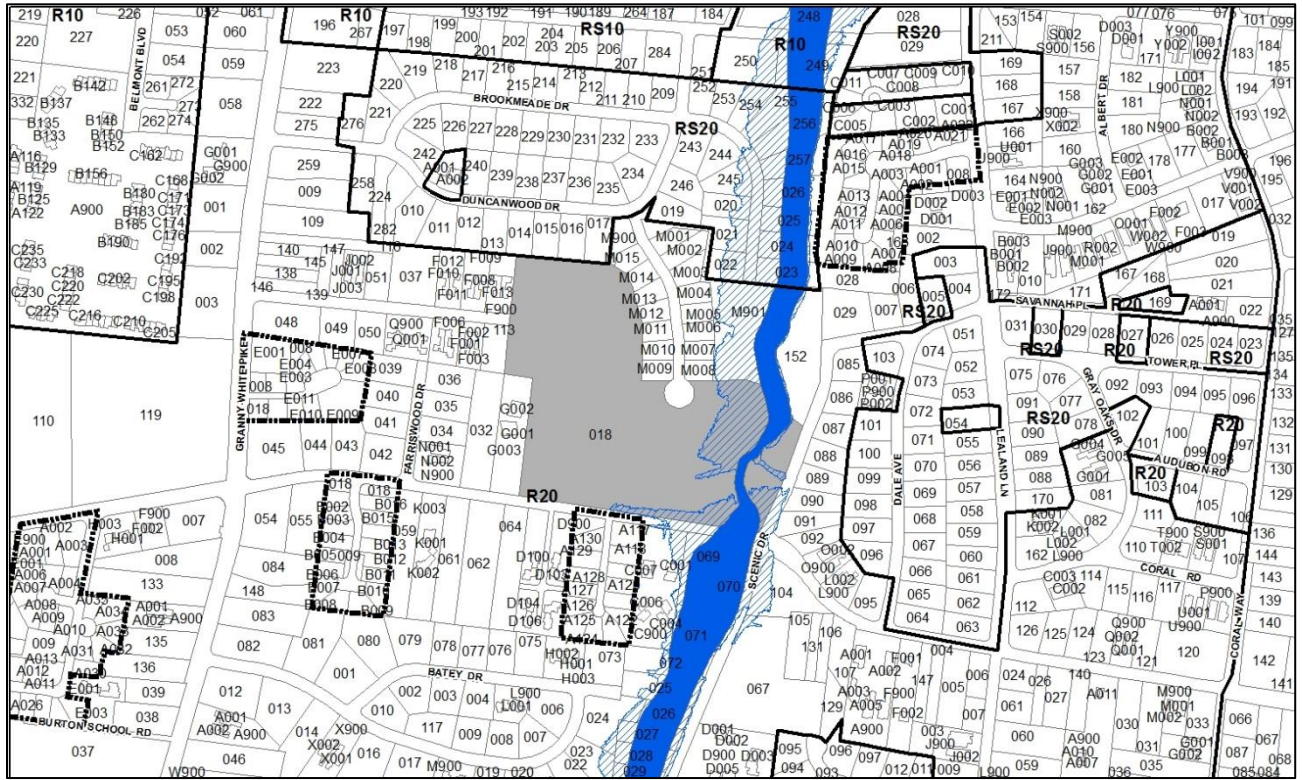
1. Permitted land uses shall be limited to those uses approved by BL2015-1181 (4 residential units). A maximum of one unit is permitted to have a non-owner occupied short term rental property, if all other requirements of the Metropolitan Code for the issuance of a short term rental permit are met.
2.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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/14/18



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



**Project No.**  
**Project Name**  
**Council District**  
**School District**  
**Requested by**

**Specific Plan 2018SP-017-001**  
**Glendale and Scenic SP**  
25 – Pulley  
8 – Pierce  
Councilmember Russ Pulley, applicant; Monroe Harding Children’s Home, owner.

**Deferrals**

This item was deferred at the January 11, 2018, February 22, 2018, March 22, 2018, April 26, 2018, May 10, 2018, and May 24, 2018, Planning Commission meetings. No public hearing was held.

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

Hill  
*Defer to the June 28, 2018, Planning Commission meeting*

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

Preliminary SP

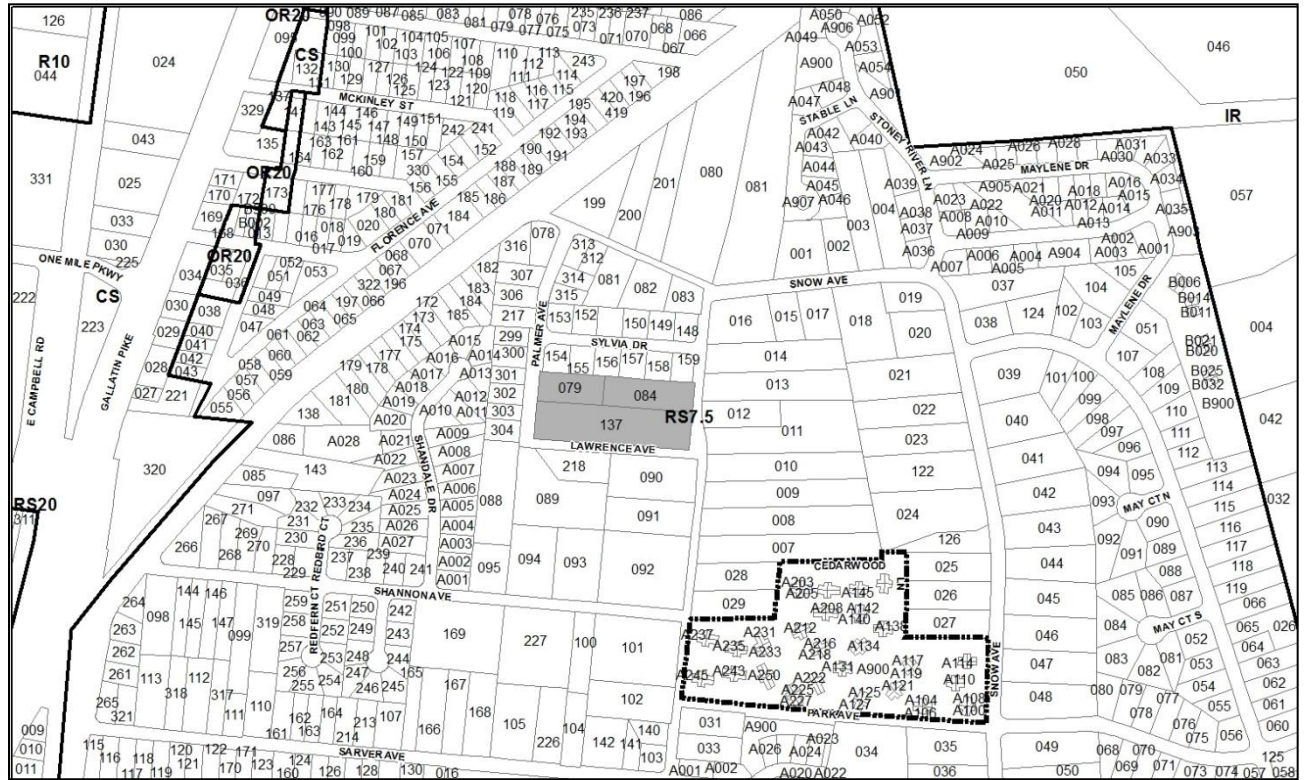
A request to rezone from One and Two-Family Residential (R20) to Specific Plan-Residential (SP-R) zoning on property located at 1120 Glendale Lane, at the northwest corner of Glendale Lane and Scenic Drive, (19.87 acres), to permit two single-family lots and/or a community education use of up to 200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

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 28, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 6/14/18



**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.

**Deferrals** This item was deferred at the May 24, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**

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

Preliminary SP

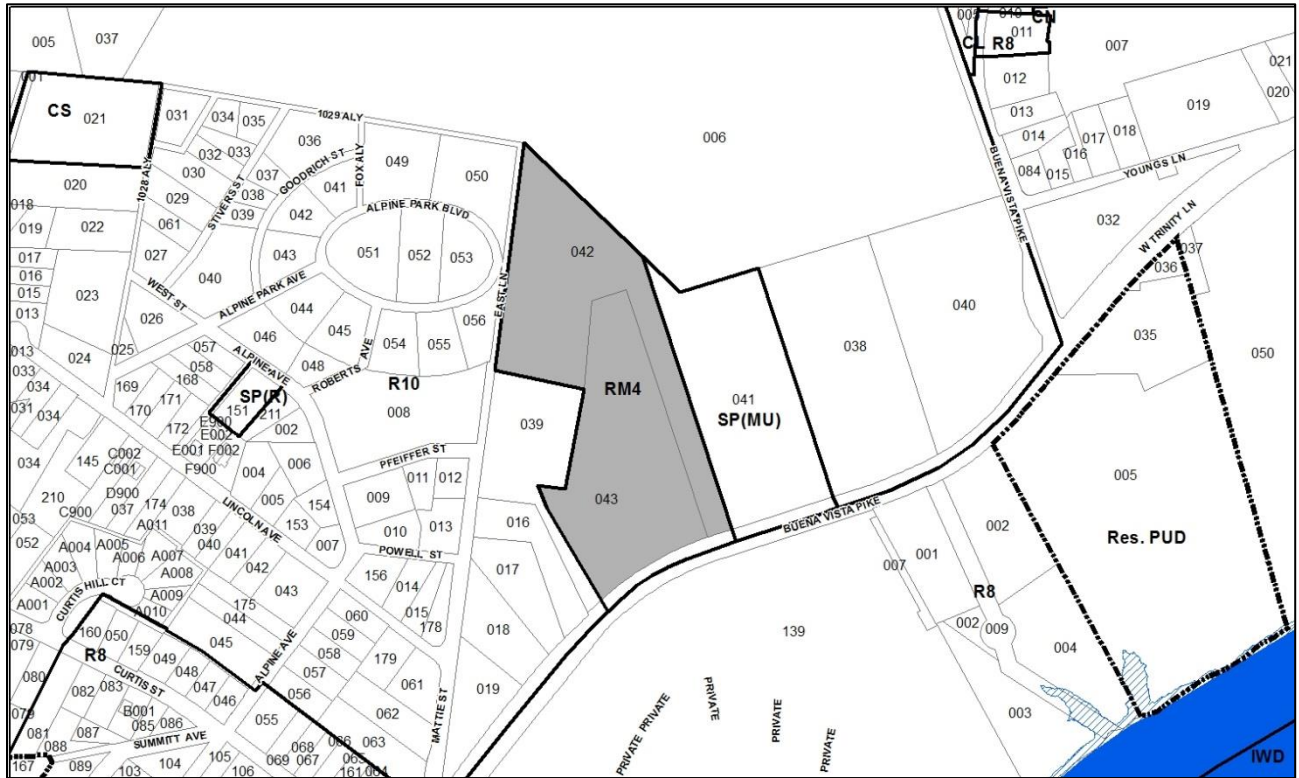
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan – Residential (SP-R) zoning on properties located at Palmer Avenue (unnumbered), 1207 Pierce Road and Pierce Road (unnumbered), at the northeast corner of Lawrence Avenue and Palmer Avenue (3.36 acres), to permit 28 multi-family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

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 6/14/18



**2018SP-033-001**  
2423 BUENA VISTA SP  
Map 070, Parcel(s) 042-043  
03, Bordeaux – Whites Creek – Haynes Trinity  
02 (DeCosta Hastings)



<b>Project No.</b>	<b>Specific Plan 2018SP-033-001</b>
<b>Project Name</b>	<b>2423 Buena Vista SP</b>
<b>Council District</b>	02 – Hastings
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale and Associates, applicant; Judith and Salem Forsythe, owner.
<b>Deferrals</b>	This item was deferred at the May 10, 2018 and May 24, 2018, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Defer to the June 28, 2018, Planning Commission meeting.</i>

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

Preliminary SP

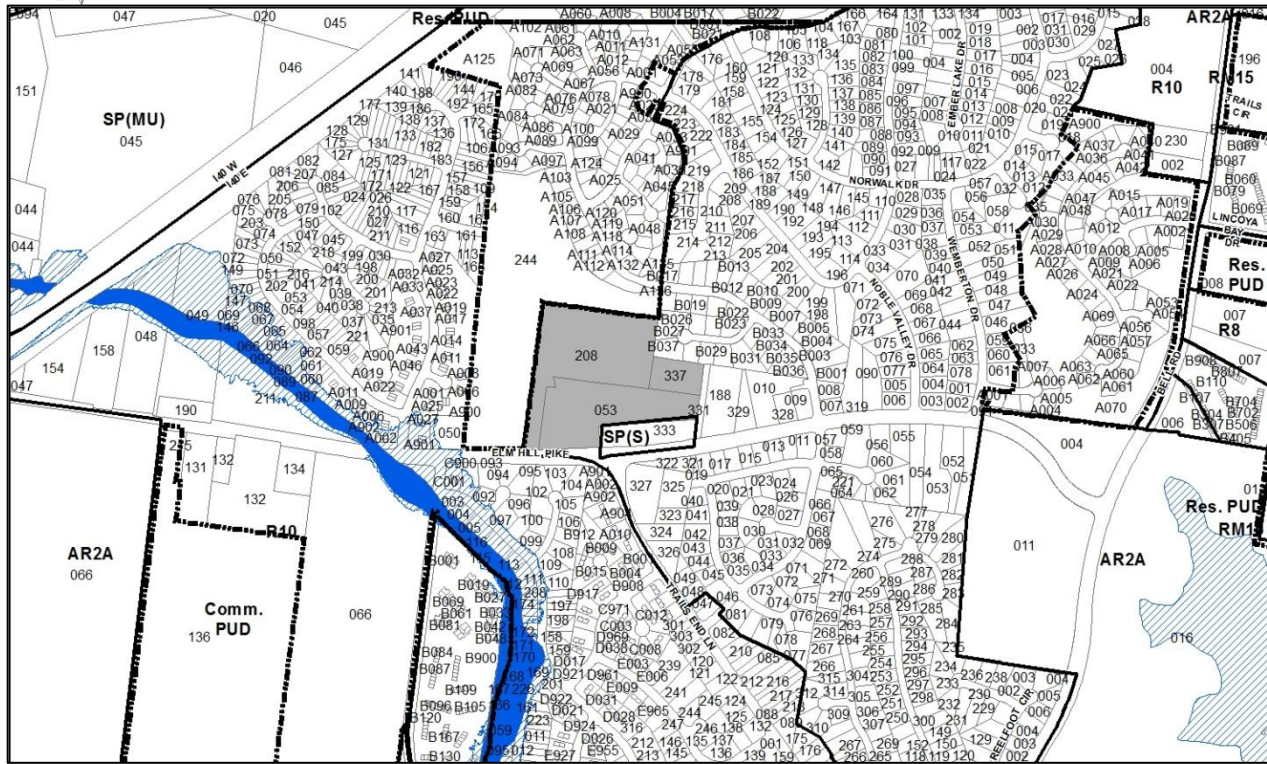
A request to rezone from Multi-Family Residential (RM4) to Specific Plan-Residential (SP-R) zoning for properties located at 2423 Buena Vista Pike and Buena Vista Pike (unnumbered), approximately 1,095 feet west of Tucker Road, (10.33 acres), to permit 69 multi-family units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 28, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 6/14/18



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



<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.

**Deferrals** This item was deferred at the May 24, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Burse  
**Staff Recommendation** *Defer to the June 28, 2018, Planning Commission meeting.*

**APPLICANT REQUEST**

Rezone to permit 166 multi-family residential units.

Preliminary SP

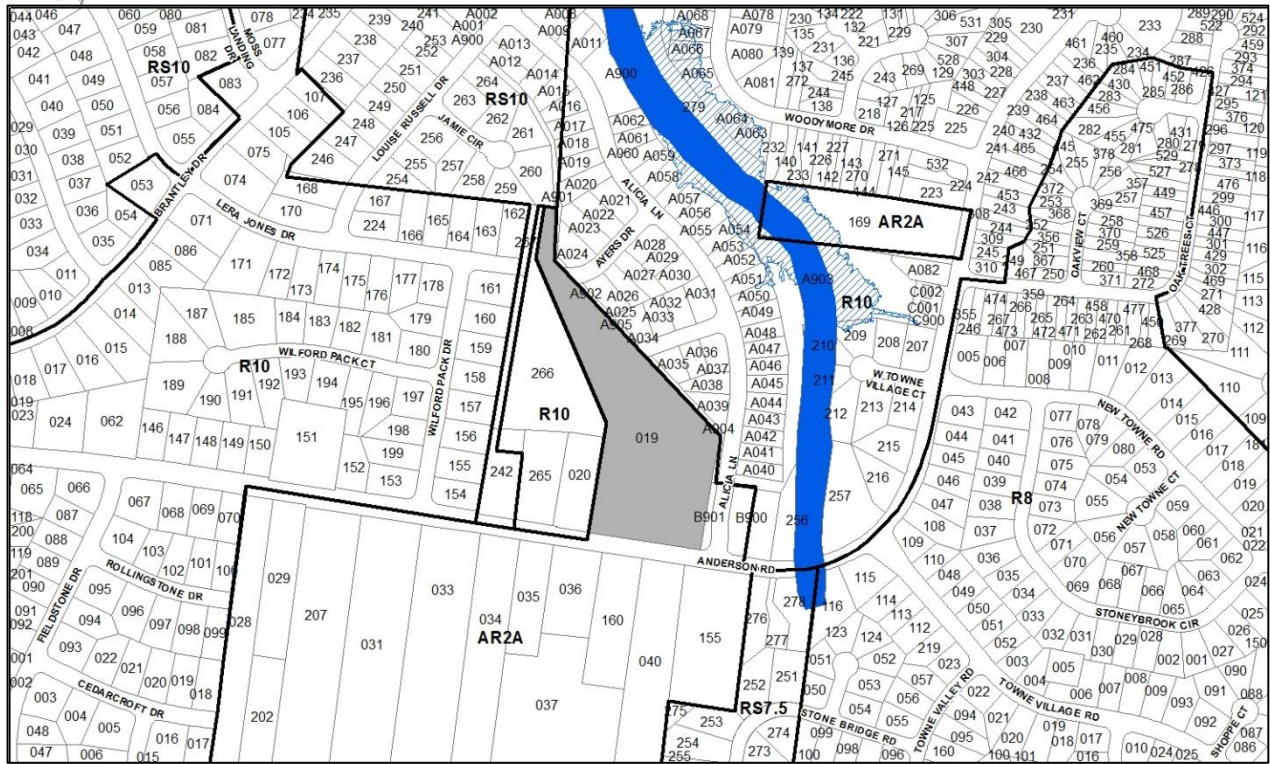
A request to rezone from Single-Family Residential (RS10) to Specific Plan- Residential (SP-R) zoning on properties located at 3112, 3128 Elm Hill Pike and Elm Hill Pike (unnumbered), approximately 415 feet east of Timber Valley Drive (13.56 acres), to permit 166 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 28, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 6/14/18



**2018SP-040-001**

3156 ANDERSON ROAD SP

Map 150, Parcel 019

13, Antioch-Priest Lake

29 (Karen Johnson)



**Project No.**  
**Project Name**  
**Council District**  
**School District**  
**Requested by**

**Specific Plan 2018SP-040-001**  
**3156 Anderson Road SP**  
13- Johnson  
6 – Hunter  
Dale and Associates, applicant; John E. Coleman Jr.,  
owner.

**Deferrals**

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

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

Burse  
*Defer indefinitely.*

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**APPLICANT REQUEST**

Rezone to permit 22 multi-family residential units.

Preliminary SP

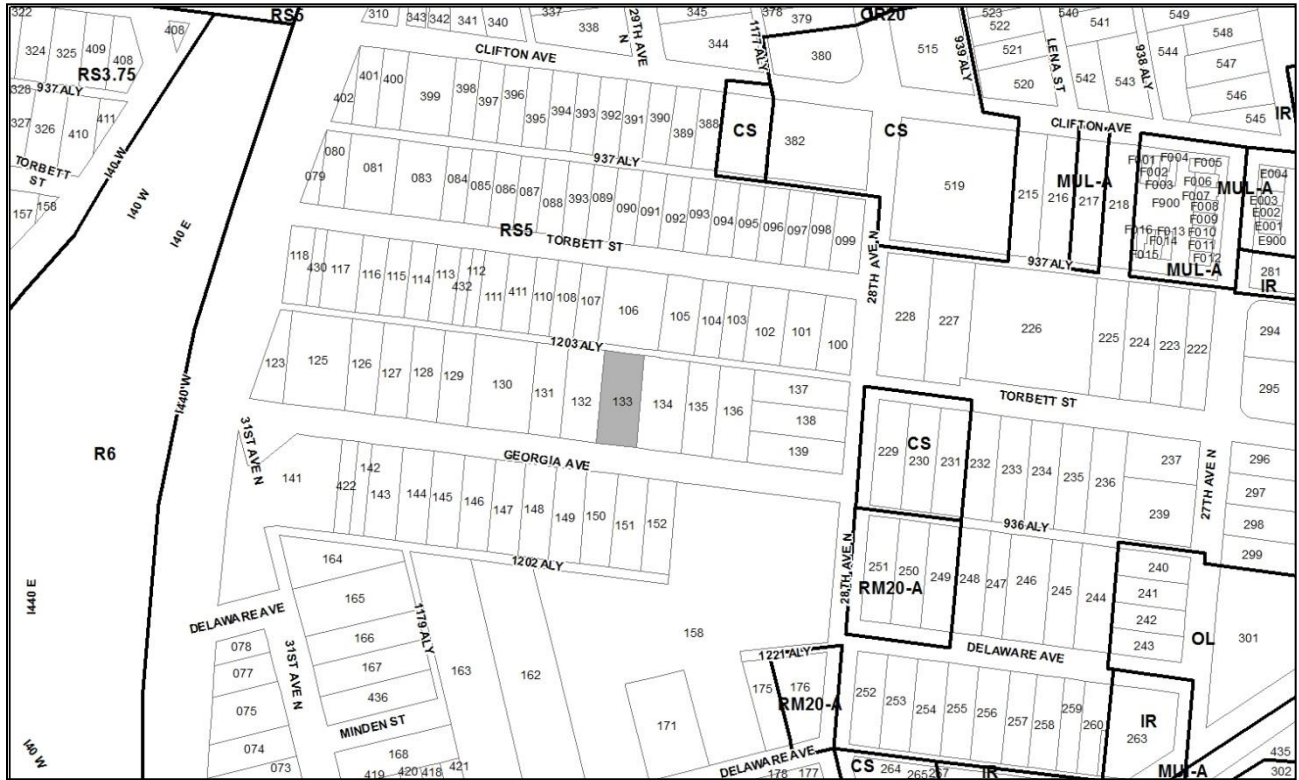
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan- Residential (SP-R) zoning on property located at 3156 Anderson Road, approximately 480 feet east of Wilford Pack Drive (4.88 acres), to permit 22 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 6/14/18



**2017Z-078PR-001**  
Map 092-10, Parcel(s) 133  
8, North Nashville  
21 (Ed Kindall)





<b>Project No.</b>	<b>Zone Change 2017Z-078PR-001</b>
<b>Council District</b>	08 – Kindall
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Land Development Solutions, applicant; Art Vandalay Real Estate, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 2814 Georgia Ave, approximately 335 feet west of 28th Avenue North (0.22 acres).

**Existing Zoning**

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

**Proposed Zoning**

One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *The Department of Codes Administration has determined that R6-A would permit a duplex for a total of 2 units.*

**NORTH NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

R6-A zoning is supported by the T4 Urban Neighborhood Evolving policy. The proposed zone change would allow up to two units on this lot. The neighborhood is a mixture of one and two family residential uses. The site is approximately 330 feet from 28<sup>th</sup> Avenue North, an active corridor. Bus service runs along 28<sup>th</sup> Avenue North and a bus stop is located north of Georgia Avenue, approximately 660 feet from the site.



## **Metro Planning Commission Meeting of 6/14/18**

Therefore, this zone change would add diversity of housing at appropriate locations in the neighborhood.

### **ANALYSIS**

The property is located along the north side of Georgia Avenue, west of 28<sup>th</sup> Avenue North. The existing zoning allows for a single-family residential unit only. The neighborhood consists of a mixture of one and two family residential uses. Along Georgia Avenue are primarily single-family residential uses. While this site is located midblock, it is situated along a built alley and approximately 330 feet from the corridor to the east. The site is located close to a transit route and a bus stop. Staff recommends approval as the T4 Urban Neighborhood Evolving Policy supports more housing choices, and this site is located close to a corridor and adjacent to transit service. The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development

No traffic table was prepared as there is no anticipated increase in traffic.

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed zoning district will generate no additional students beyond what would be generated under the existing RS5 zoning district. Students would attend Shwab Elementary School, Here Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/14/18



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



**Project No.**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2018Z-038PR-001**  
05- Davis  
5- Buggs  
Land Development Solutions, applicant; Magness Devco  
2017, GP, owner.

**Deferrals**

This item was deferred at the April 12, 2018, Planning Commission meeting. The public hearing was held and remains open.

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

Burse  
*Approve.*

**APPLICANT REQUEST**

Zone change from RS5 to R6-A.

Zone Change

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

**Existing Zoning**

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

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

**Policy at time of application**

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 6/14/18

### Consistent with Policy?

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

It should be noted that this property is within the Highland Heights study area boundary. The Planning Department, along with community stakeholders, has engaged in an update to the community plan that involves proposed changes to certain community character policy areas within the neighborhood. The policy update also includes the application of Supplemental Policy Areas throughout Highland Heights. Consistent with Planning Department practice, staff evaluated this proposal under the policy in place at the time the application was filed; however, in this instance, staff also evaluated the proposal against the draft policies for Highland Heights. Staff has determined that the proposal is generally consistent with the draft policy update.

### **ANALYSIS**

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

The intent of the T4 Urban Neighborhood Evolving policy is to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns. Rezoning this parcel to R6-A will provide an opportunity for this site to provide additional housing choices within the immediate area.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development

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

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



## Metro Planning Commission Meeting of 6/14/18

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

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

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

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

### METRO SCHOOL BOARD REPORT

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

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

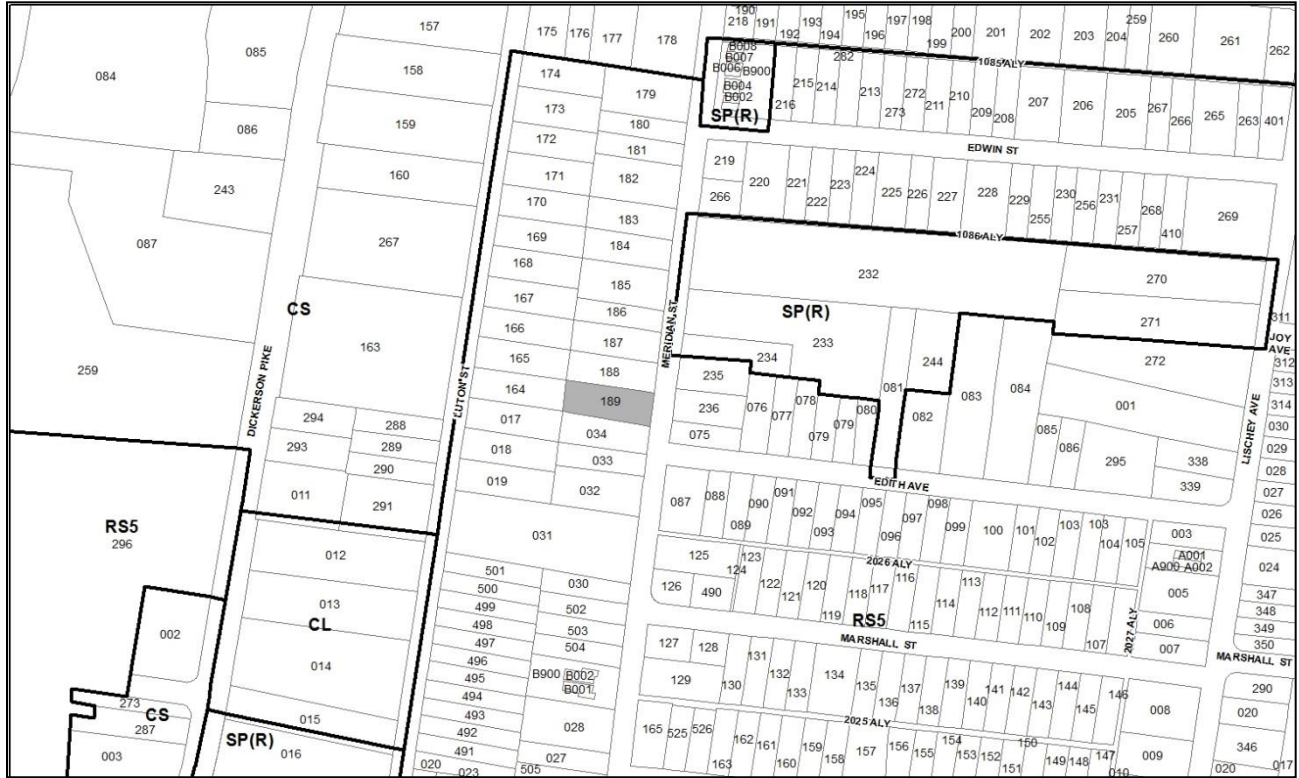
The proposed R6-A zoning is not expected to generate more students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board.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

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 6/14/18



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





**Project No.** **Zone Change 2018Z-039PR-001**  
**Council District** 05 - Davis  
**School District** 5 - Buggs  
**Requested by** Land Development Solutions, applicant; 1702 Meridian, GP, owner.

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

**Staff Reviewer** Napier  
**Staff Recommendation** *Approve.*

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential - Alternative (R6-A) zoning on properties located at 1702 Meridian Street, approximately 30 feet northwest of Edith Avenue (0.34 acres).

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 2 single-family residential units based on acreage alone. Application of the Subdivision Regulations may result in fewer units.*

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 6/14/18

### Consistent with Policy?

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

It should be noted that this property is within the Highland Heights study area boundary. The Planning Department, along with community stakeholders, has engaged in an update to the community plan that involves proposed changes to certain community character policy areas within the neighborhood. The policy update also includes the application of Supplemental Policy Areas throughout Highland Heights. Consistent with Planning Department practice, staff evaluated this proposal under the policy in place at the time the application was filed; however, in this instance, staff also evaluated the proposal against the draft policies for Highland Heights. Staff has determined that the proposal is generally consistent with the draft policy update.

### **ANALYSIS**

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

### **FIRE MARSHALL RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

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

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

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

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



## Metro Planning Commission Meeting of 6/14/18

Traffic changes between maximum: RS5 and R6

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

### METRO SCHOOL BOARD REPORT

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

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

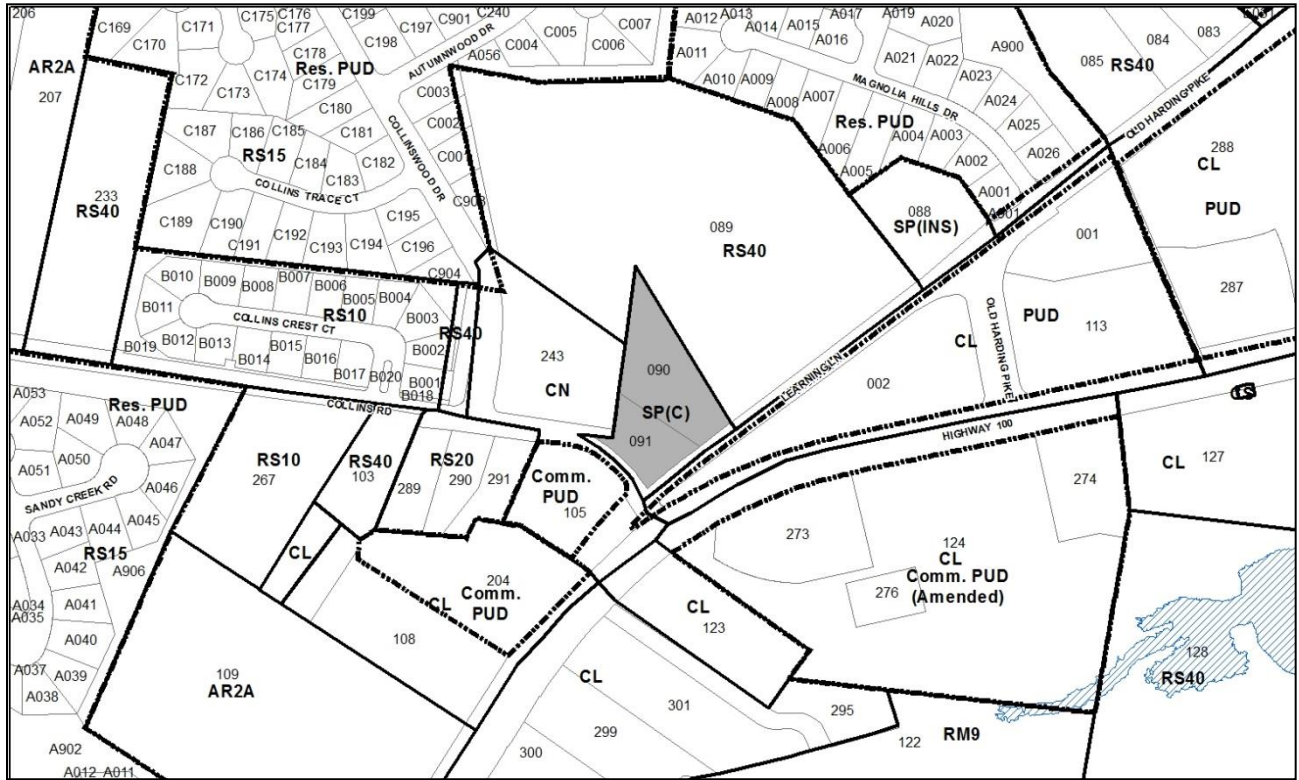
The proposed zoning is expected to generate 1 additional student beyond the existing zoning. Students would attend Schwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data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

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 6/14/18



**2009SP-001-002**  
**PLATINUM STORAGE BELLEVUE**  
Map 155, Parcel(s) 090-091  
06, Bellevue  
35 (Dave Rosenberg)



**Project No.** Specific Plan Amendment 2009SP-001-002  
**Project Name** Platinum Storage Bellevue  
**Council District** 35 - Rosenberg  
**School District** 9 – Frogge  
**Requested by** Thomas and Hutton, applicant; St. Thomas Hospital Employees Credit Union, owner.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the June 28, 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 and disapproval without all conditions.*

**APPLICANT REQUEST**

**Amend a Specific Plan to permit a self-service storage facility.**

Preliminary SP

A request to amend a Specific Plan on properties located at 7860 Learning Lane and 8236 Collins Road, at the northeast corner of Learning Lane and Collins Road, zoned Specific Plan – Commercial (SP-C) and within the River Trace/Highway 100 Urban Design Overlay District (1.76 acres), to permit a self-service storage facility.

**Existing Zoning**

Specific Plan - Commercial (SP-C) 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 commercial uses.

**Proposed Zoning**

Specific Plan - Commercial (SP-C) 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 commercial uses.

**History**

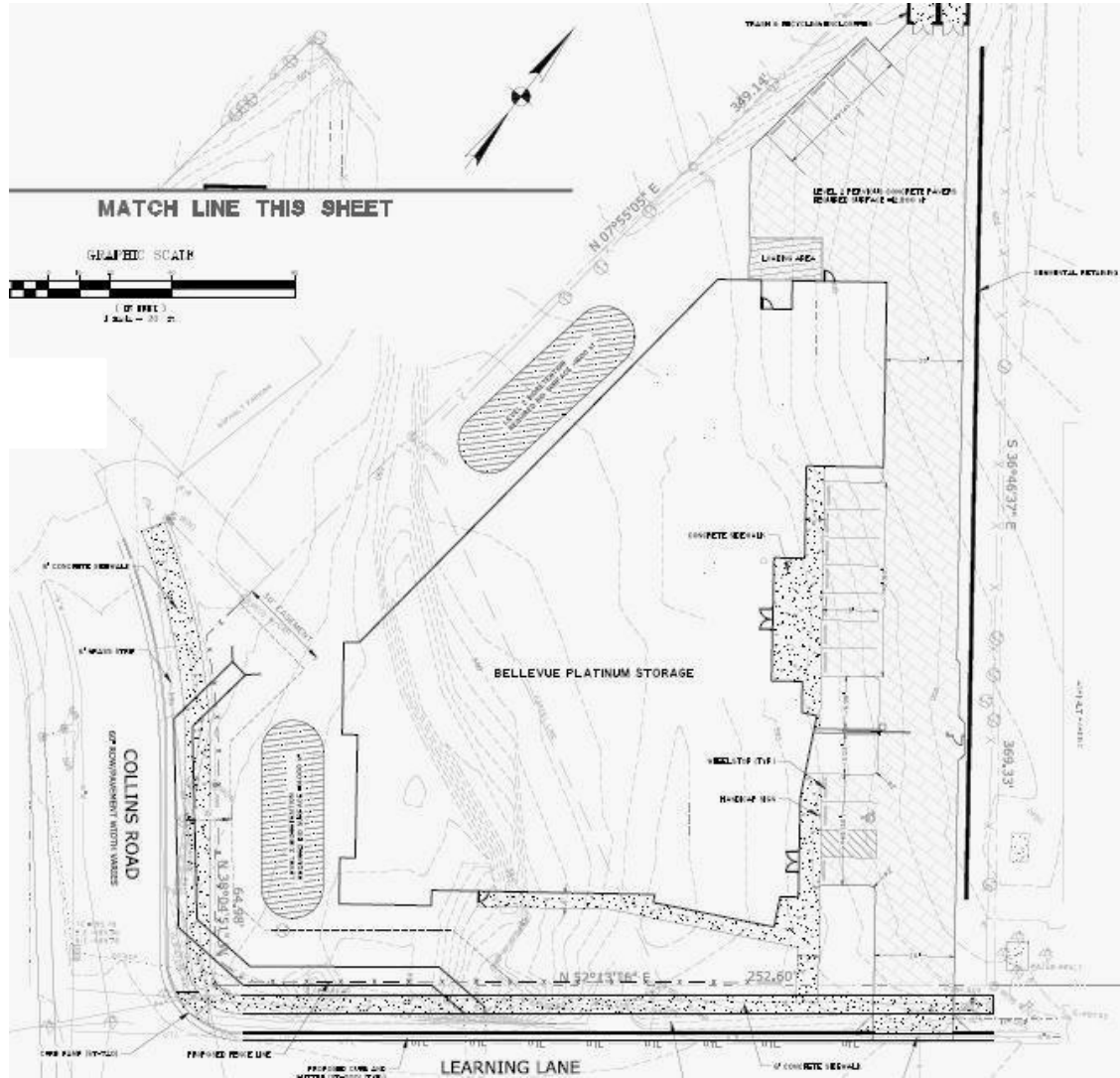
Metro Council approved the Specific Plan for this site March 19, 2009. The approved SP permits a 15,824 square foot day care center for up to 175 children. No final site plan for the development has been applied for at this time.

**BELLEVUE COMMUNITY PLAN**

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies.



# Metro Planning Commission Meeting of 6/14/18



**Proposed Site Plan**



## Metro Planning Commission Meeting of 6/14/18

T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

### Consistent with Policy?

The property is located within the Suburban Community Center policy area which is intended to enhance and create suburban community centers. The plan proposes a self-service storage facility in proximity to the intersection of an arterial and collector. The T3 CC policy supports uses intended to serve suburban communities generally within a 10 to 20 minute drive. The request proposes enhanced pedestrian facilities and architectural standards consistent with the land use policy. A portion of the site is located in the Conservation policy in response to a water course crossing the site. Metro Water has determined this to be a wet weather conveyance and any development will be subject to the appropriate storm water regulations.

### **PLAN DETAILS**

The site is located at the northeast corner of intersection of Collins Road and Learning Lane. Collins Road is identified as a collector while Learning Lane is identified as a local street by the Major and Collector Street Plan (MCSP). The site consists of two parcels totaling 1.76 acres. The site is currently developed with a single-family residence. Adjacent property to the east and north is developed with a school while property west of the site contains a medical clinic. Adjacent property to the south is being used for commercial.

### Site Plan

The plan proposes to construct a 71,882 square foot self-service storage facility. The plan proposes 15 parking spaces located on the east and north side of the building, consistent with the parking requirements of the Metro Zoning Code. Heights are limited to 3 stories in 39 feet, as measured to the highest point on the roof. A six foot sidewalk and six foot planting strip is proposed along Learning Lane while an eight foot sidewalk and six foot planting strip is proposed along Collins Road, consistent with MCSP requirements. Additionally, the plan proposes a 10 foot type C landscape buffer along the eastern and northern property boundary as well as internal landscaping. Access to the site is limited to one driveway on Learning Lane.

### **ANALYSIS**

The plan is consistent with the land use policy as it would allow a self-service storage facility in proximity to multiple residential neighborhoods within a 10 to 20 minute drive. The request proposes landscape buffers to help mitigate potential impacts to neighboring properties. Additionally, the proposed use is consistent with the surrounding land use policies in the area.



## Metro Planning Commission Meeting of 6/14/18

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### STORMWATER RECOMMENDATION

#### Returned for corrections

- Cite the New FEMA: Panel Number (H), Zone X, AE, or A and Date (4/5/2017) to plat.
- Cite C/D Note: Size driveway culverts per the design criteria set forth by the Metro Storm Water Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP).
- 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.
- Include Surveyor Stamp/Signature & Date.

### HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

#### Approve with conditions

- Water and sewer utilities plans will need to be approved by HVUD and the State of Tennessee.

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Comply with the MPW Traffic Engineer comments

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- TAS is required prior to Final SP to determine any roadway improvements.

Maximum Uses in Existing Zoning District: **SP-C**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Day Care Center (565)	1.76		15,824 S.F.	790	133	123

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Mini-Warehouse (151)	1.76		71,882 S.F.	171	11	18





## Metro Planning Commission Meeting of 6/14/18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 56,058 S.F.	-619	-122	-105

### STAFF RECOMMENDATION

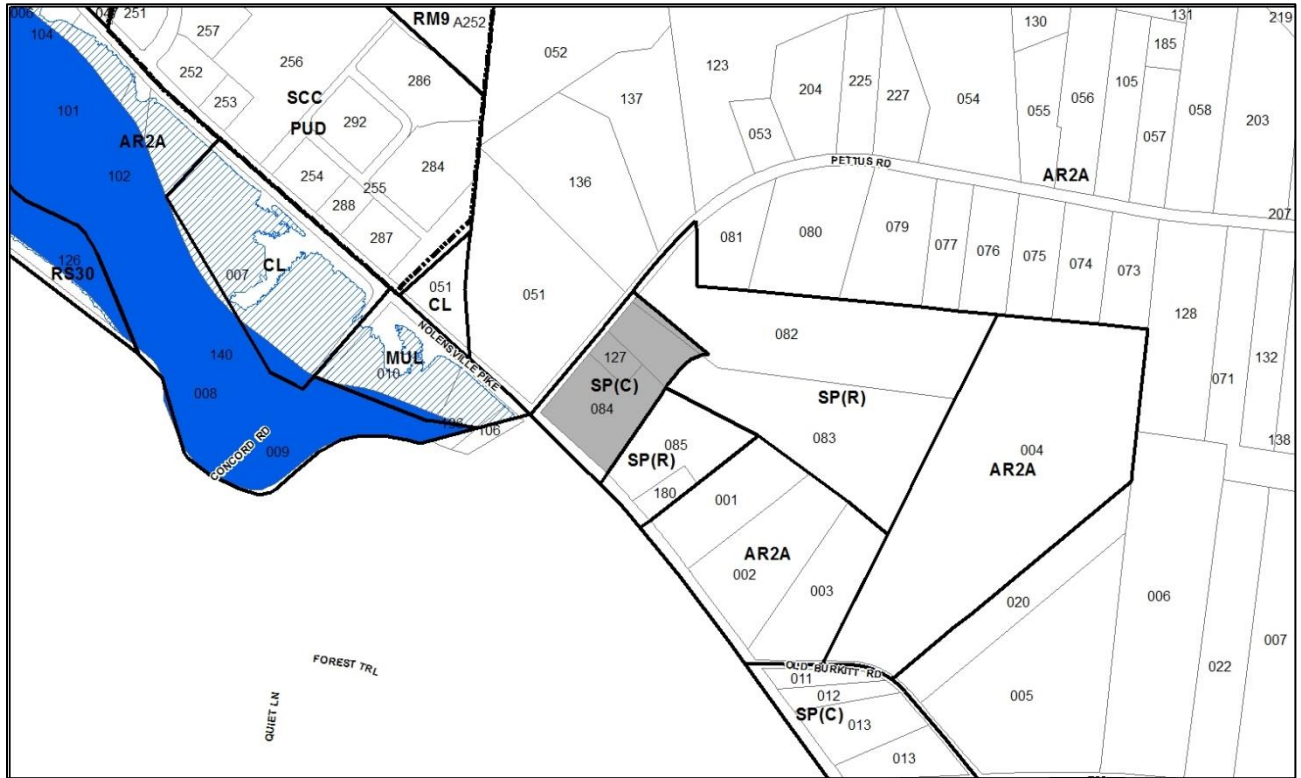
Staff recommends deferral to the June 28, 2018, Metro Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS (if approved)

1. Permitted uses shall be limited to a self-service storage facility.
2. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
3. All development shall meet the standards of the River Trace/Highway 100 Urban Design Overlay.
4. Fences located along the side and rear property boundaries shall be limited to a maximum height of 8 feet. Fences located between the building the any street shall be limited to a maximum height of four feet and shall be a minimum of 30 percent transparent.
5. A minimum 10 foot, type “C” landscape buffer with a six foot opaque wall shall be provided along the eastern and northern property boundary.
6. Heights are limited to 3 stories in 39 feet, as measured to the highest point on the roof.
7. All signage shall be compliant with the signage standards of the River Trace/Highway 100 Urban Design Overlay.
8. Comply with all conditions of Public Works.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



## Metro Planning Commission Meeting of 6/14/18



**2018SP-012-002**  
**SOUTHPOINTE MARKETPLACE SP (AMENDMENT)**  
Map 181, Parcel(s) 083, 084, 127; Part of Parcel(s) 082  
12, Southeast  
31 (Fabian Bedne)



<b>Project No.</b>	<b>Specific Plan 2018SP-012-002</b>
<b>Project Name</b>	<b>Southpointe Marketplace SP (Amendment)</b>
<b>Council District</b>	31 – Bedne
<b>School District</b>	2 – Brannon
<b>Requested by</b>	Kimley-Horn, applicant; Houston E. Hill, David R. and H.E. Hill and C.E.H. Melby, Co-Trustees, Alvin C. Beerman, Et ux, and Barbara A. Wardlaw, owners.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Amend a Specific Plan to modify the site layout and access points.**

Preliminary SP

A request to amend a Specific Plan on properties located at 6444 and 6438 Pettus Road and on a portion of properties located at 6424 and 6434 Pettus Road, at the northeast corner of Nolensville Pike and Pettus Road, zoned Specific Plan – Commercial (SP-C) (5.65 acres), to permit the modification of layout and access points.

**Existing Zoning**

Specific Plan-Commercial (SP-C) 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 commercial uses.

**Proposed Zoning**

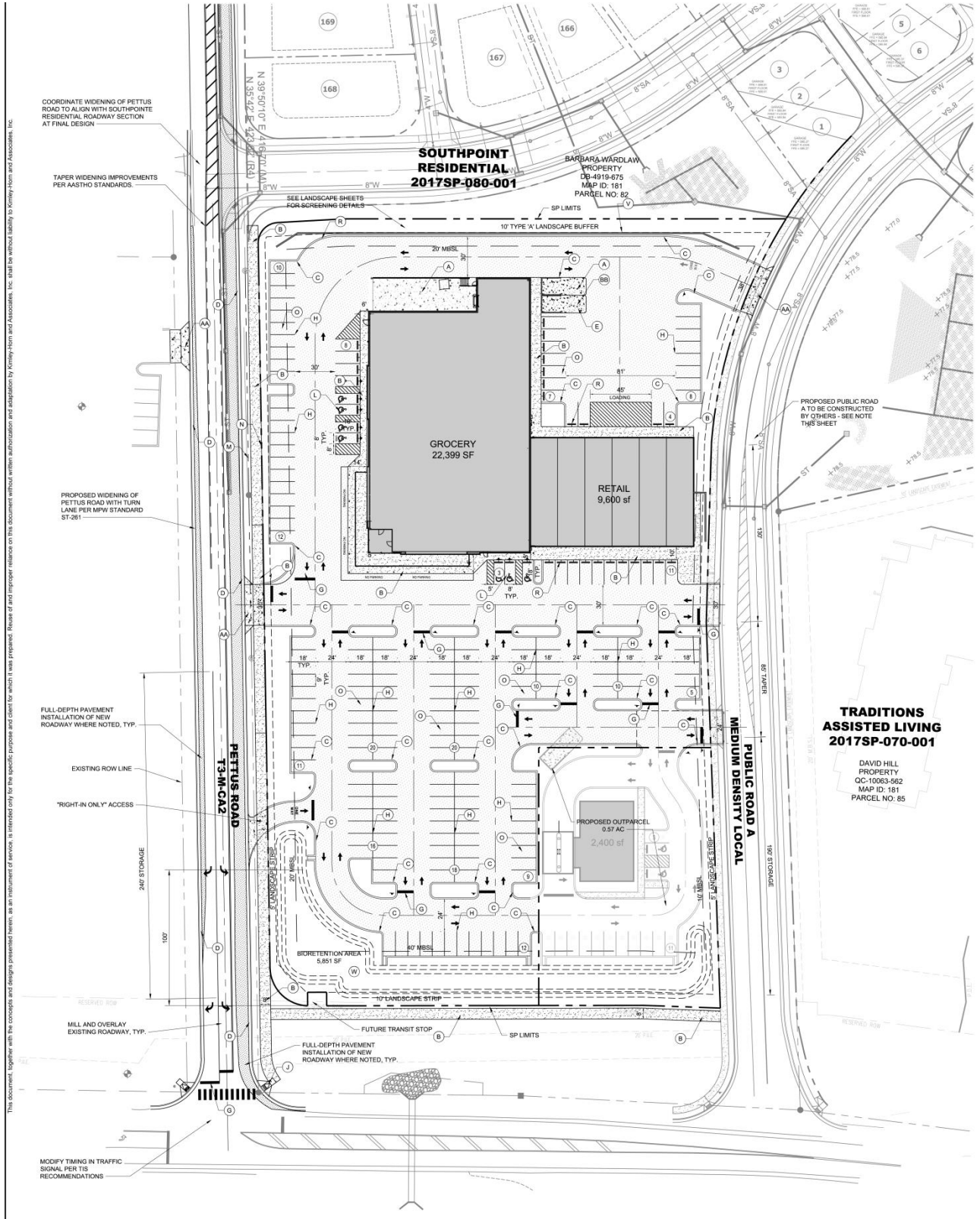
Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

**HISTORY**

Metro Council approved the preliminary SP for the Southpointe Marketplace commercial development on March 21, 2018. The approved preliminary SP included a maximum of 38,000 square feet of non-residential uses including financial institution, grocery store, personal care services, personal instruction, restaurant and retail. The current application proposes to modify the layout of buildings and access points on the site, including shifting one of the access points on Pettus Road closer to the Pettus Road and Nolensville Pike intersection and converting it from a two-way access to a right-in-only access. The relocated access represents a new access configuration that was not evaluated as part of the approved preliminary, and therefore an amendment to the preliminary SP is required.



# Metro Planning Commission Meeting of 6/14/18



**Proposed Site Plan**



## Metro Planning Commission Meeting of 6/14/18

### **SOUTHEAST NASHVILLE COMMUNITY PLAN**

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

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

#### Consistent with Policy?

The Conservation policy present on the site indicates the presence of a feature determined by Metro Stormwater to be a wet weather conveyance that does not require buffering or protection. The proposed SP is consistent with the T3 NC policy applicable to the majority of the site. T3 NC policy is intended to create neighborhood centers to serve surrounding suburban neighborhoods. The proposed SP is located adjacent to recently approved SPs that include an assisted living facility to the east and a residential neighborhood containing 170 units to the north. The current application proposes changes to the building layout and access points within a previously approved SP; the approved mix of uses is unchanged. This SP includes a neighborhood scale grocery store, retail, service and restaurant uses that are intended to serve the residents of the adjacent assisted living and residential developments as well as the surrounding suburban residential neighborhood.

### **PLAN DETAILS**

The site is comprised of two parcels and portions of two others totaling 5.8 acres at the intersection of Pettus Road and Nolensville Pike. As described above, the site is zoned Specific Plan to permit a non-residential development with a maximum of 38,000 square feet. The properties are currently developed with single-family residential uses. The Metro Council recently approved a Specific Plan for an assisted living facility on property east of the site and a Specific Plan for 170 residential units on property north of the site. Those Specific Plans include a proposed public road which will connect this development to the assisted living and residential developments and also to Nolensville Pike.

#### Site Plan

The current plan proposes to modify the building layout and relocate and modify one of the access points for the SP. The previously approved plan included a 22,000 square-foot grocery store with attached retail bays located in the northern portion of the site, with a quick-service restaurant and additional set of retail bays located along the Nolensville Pike frontage, for a total of 38,000 square feet of non-residential uses. The use mix and maximum square footage is unchanged with this plan; however, the layout of the buildings has been modified to remove one freestanding building and to alter the footprint of the grocery with attached retail bays. The proposed grocery retains an entrance at the corner of the building addressing both Nolensville Pike and Pettus Road.



## Metro Planning Commission Meeting of 6/14/18

Vehicular access in the approved preliminary SP is provided in two locations along Pettus Road and in three locations along the proposed public road on the east side of the site. The current plan proposes relocation of one of the access points along Pettus Road to move it approximately 75 feet south, closer to the intersection of Nolensville and Pettus, and to convert it to a right-in-only access point. The current plan reduces the total number of parking spaces from 212 to 205, which still exceeds the requirements in the Metro Zoning Ordinance for the uses and square footage proposed. The alterations to site layout and parking result in the removal of a row of parking spaces immediately adjacent to an approved residential development to the north. Eleven parking spaces are shown in an area indicated as a proposed outparcel with a 2,400-square-foot building. Depending on the use of that building, a shared parking agreement may be required at the time of permit to ensure that parking requirements are met for the future outparcel.

The sidewalks along Pettus Road, Nolensville Pike, and the proposed public road along the eastern side of the site are unchanged from the original approval. Landscape buffers and perimeter landscaping consistent with the Metro Zoning Ordinance requirements are included in the updated plan, including a 10-foot, Type A landscape buffer along the northern property line between this development and the adjacent residential development to the north. The architectural design standards for minimum glazing and entrances, prohibited materials, and requirements for articulations or other architectural features to avoid uninterrupted blank facades included in the original plan are unchanged. Height remains limited to 2 stories in 30 feet. The SP also includes additional details on style and location of exterior and parking lot lighting, particularly for the area at the northern edge of the site where the plan transitions to adjacent residential development.

### **ANALYSIS**

The amendment to the SP does not alter the maximum square footage or mix of uses permitted, and the uses proposed are appropriate given the site location and the T3 NC policy. The site is located at the intersection of Nolensville Pike, which is a major arterial, and Pettus Road, which is identified as a collector. The site is adjacent to two recently approved developments, an assisted living facility, and a suburban residential neighborhood. Both of these developments will benefit from an easily accessible center with neighborhood services, including a grocery and additional retail. The revised building layout maintains an entrance at the corner of the grocery building, addressing Nolensville and Pettus. The updated layout also reduces the number of parking spaces located at the rear of the store adjacent to the residential SP located to the north by shifting those parking spaces toward the side of the store along Pettus Road. This change will help to minimize potential impacts of parking, such as noise or glare, on the adjacent residential development. The amended SP also maintains the Type A landscape buffer and lighting plan provided in the original SP to further minimize impacts and ensure an appropriate transition from the commercial to the residential development along the boundary between the two SPs.

The reconfigured access depicted on the current plan, to include a right-in-only access drive from Pettus, has been conditionally approved by Metro Public Works. Based on evaluation of an updated Traffic Impact Study and the revised site plan, Metro Public Works has determined that the right-in-only access should either be removed from the plan or that a median will need to be installed along Pettus Road to ensure that the right-in-only access functions safely. Depending on final design, the addition of a median along Pettus Road could require additional right-of-way beyond what is depicted on the current plan, which could result in the loss of perimeter landscaping and parking



## **Metro Planning Commission Meeting of 6/14/18**

spaces along the western boundary of the site. All of the proposed buildings are located in the center and eastern portions of the site, so the impacts of additional right-of-way dedication would be limited to the parking areas and would not materially affect the site layout; however, parking consistent with the requirements of the Metro Zoning Ordinance must be provided for all uses and all landscaping requirements of the Zoning Ordinance must be met, so the applicant may not be able to achieve the maximum square footage of all uses if right-of-way dedication results in a loss of parking spaces and landscaping areas.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **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.
- Remove the Right in only driveway on Pettus (OR) submit construction plans for a median installation on Pettus Road, for approximately 300' from the proposed stop bar, to restrict any other vehicular movements at this driveway.
- If at Final SP, the South Point Residential development has not constructed the Pettus Road improvements, this SP shall install the 3 lane section across this SPs property and make appropriate AASHTO tapers to the existing Pettus Road alignment.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Proposed Right In only access on Pettus Rd shall be located with adequate distance to TDOT Nolensville RD widening plan and designed for appropriate one way entering traffic flow with no queueing into Pettus Rd through lane.
- Pettus Rd shall be constructed with a median if necessary to discourage any exiting traffic from driveway. Appropriate one way signage shall be installed.
- Access driveway shall be aligned with a drive aisle without stop control to allow direct traffic flow into site.
- Developer shall design access 5 truck loading access as one way entering access drive and install appropriate one way signage and do not exit signage .



## Metro Planning Commission Meeting of 6/14/18

- Remove hatching for LTL transition on new public road.
- Align drive aisles and locate an appropriate distance from public roads for adequate operation. Show drive alignment with assisted living drives on opposite side of new road.
- Align proposed drives on new road with approved assisted living development if feasible.
- Adequate sight distance shall be provided at all site driveways.
- Provide parking per metro code.

No traffic table was prepared as there is not anticipated to be any change in traffic.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to a maximum of 38,000 square feet of a combination of the following uses: financial institution; grocery store; personal care services; personal instruction; restaurant, fast-food; restaurant, full service; restaurant, take-out; and retail (excluding automobile sales, used or automobile service).
2. All other conditions of Council Ordinance BL2018-1085, as amended, shall apply.
3. Comply with all conditions of Metro Public Works and Traffic and Parking.
4. Per Public Works: Remove the Right in only driveway on Pettus (OR) submit construction plans for a median installation on Pettus Road, for approximately 300' from the proposed stop bar, to restrict any other vehicular movements at this driveway.
5. All requirements of the Metro Zoning Ordinance for parking and landscaping shall be met with the final site plan.
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 CN 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.

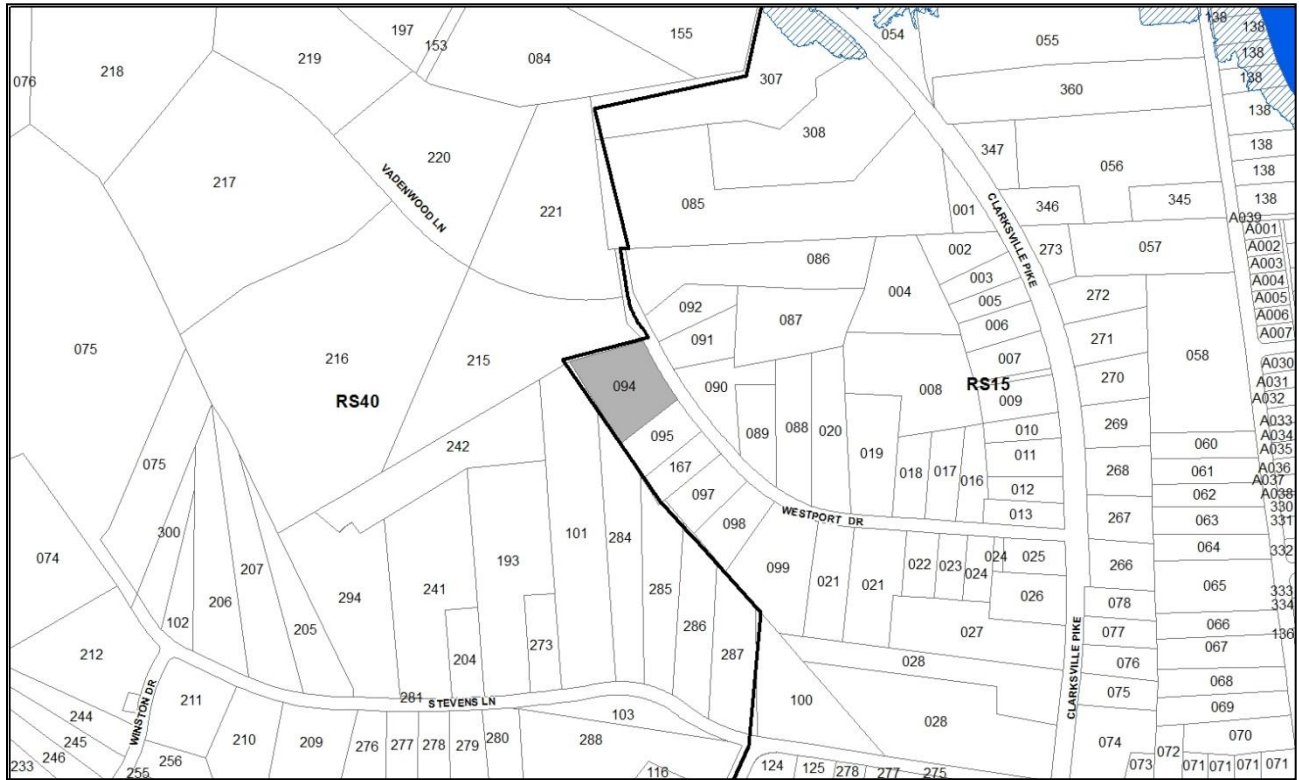




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/14/18



**2018S-094-001**  
**MARY H. RODGERS SUBDIVISION**  
Map 048, Parcel(s) 094  
03, Bordeaux-Whites Creek-Haynes Trinity  
01 (John Cooper)



<b>Project No.</b>	<b>Final Plat 2018S-094-001</b>
<b>Project Name</b>	<b>Mary H. Rodgers Subdivision</b>
<b>Council District</b>	01 – Cooper
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Daniels & Associates, Inc., applicant; Mary H. Rodgers, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Request for final plat approval to create two lots.**

Final Plat

A request for final plat approval to create two lots on property located at 3751 Westport Drive, approximately 1,600 feet west of Clarksville Pike, zoned Single-Family Residential (RS15) (2.11 acres).

**Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 6 lots, based on the acreage only. However, application of the Subdivision Regulations will result in fewer lots on this property.*

**BORDEAUX-WHITES CREEK-HAYNES TRINITY 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.

**PLAN DETAILS**

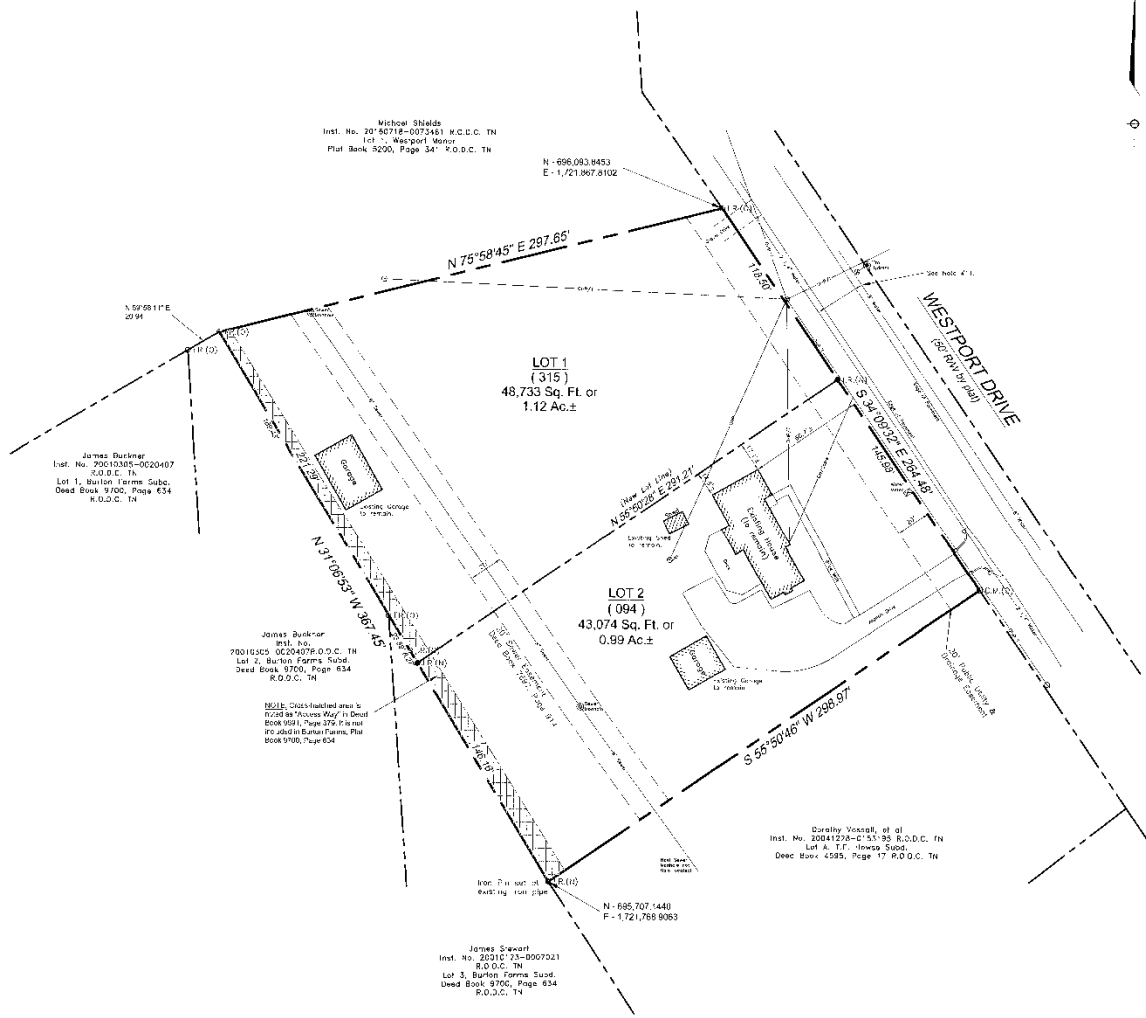
This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. This request is for final plat approval to create two lots on the west side of Westport Drive. The 2.11-acre site contains a single-family dwelling and accessory structures. The proposed plat would create 2 lots as follows:

- Lot 1: 48,733 SF (1.12 acres) and 118.5 feet of frontage
- Lot 2: 43,074 SF (0.99 acres) and 145.98 feet of frontage

Section 3-5.2 of the Subdivision Regulations requires that newly created lots in areas that are previously subdivided and predominately developed must be comparable to the surrounding lots in regards to frontage and area. Neither of the proposed lots meet the compatibility requirements for area.



# Metro Planning Commission Meeting of 6/14/18



## Proposed Subdivision



## Metro Planning Commission Meeting of 6/14/18

The applicant requests approval under Section 3-5.2(f) of the Subdivision Regulations, under which the Planning Commission may grant approval of a subdivision that does not meet the compatibility criteria if the subdivision can provide for harmonious development within the community.

### ANALYSIS

Section 3-5.2 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Maintenance policies.

#### Zoning Code

The proposed lots meet the minimum standards of the RS15 zoning district.

#### Street Frontage

Both proposed lots have frontage on a public street.

#### Community Character

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

1. Lot frontage analysis: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. Along Westport Drive, lots created must have frontage at least equal to 118.5 feet. The proposed lots have 118.5 feet of frontage (lot 1) and 145.98 feet of frontage (lot 2). Both of the proposed lots meet compatibility requirements for frontage.

<b>Lot 1 Frontage</b>	
Proposed Frontage	118.5 ft.
<b>Minimum Frontage</b>	<b>118.5 ft.</b>
70% Average	108.79 ft.

<b>Lot 2 Frontage</b>	
Proposed Frontage	145.98 ft.
<b>Minimum Frontage</b>	<b>118.5 ft.</b>
70% Average	108.79 ft.

2. Lot area analysis: The proposed lots must have a total area either equal to or greater than 70% of the average area of surrounding parcels or equal to or greater than the surrounding lot with the least amount of area, whichever is greater. Along Westport Drive, the proposed lots must be equal to or greater than approximately 67,082 square feet (1.54 acres). Proposed Lot 1 is approximately 48,733 square feet (1.12 acres), and proposed Lot 2 is approximately 43,074 square feet (0.99 acres). Neither of the proposed lots meets compatibility requirements for area.

<b>Lot 1 Size</b>	
Proposed Size	48,733 SF
Minimum Size	33,105 SF
<b>70% Average</b>	<b>67,082 SF</b>

<b>Lot 2 Size</b>	
Proposed Size	43,074 SF
Minimum Size	33,105 SF
<b>70% Average</b>	<b>67,082 SF</b>



## Metro Planning Commission Meeting of 6/14/18

2. Street setbacks: Future structures are required to comply with setbacks as established by Metro Zoning Code.

3. Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels. Lots 1 and 2 front Westport Drive and are consistent with the surrounding parcels.

### Analysis

Based on the Subdivision Regulation's definition of surrounding lots, neither of the proposed lots meets the area requirements. The applicant requests approval under Section 3-5.2 of the Subdivision Regulations, which states that when surrounding parcels do not exist, or do not meet the criteria to be used in the analysis, the Planning Commission may grant an exception to the compatibility requirement by considering whether the subdivision can provide for the harmonious development of the community.

In this case, staff evaluated the neighborhood context in order to determine the development implications on the surrounding development pattern. The site is situated on the seam of the T3 Suburban transect where the surrounding character to the south and east includes already-developed, single-family lots; and the T2 Rural transect where the development pattern to the north and west includes larger vacant properties and low intensity residential development.

The Westport Drive blockface includes five surrounding parcels to the south in T3NM policy, and one surrounding parcel to the north in T2 Rural Maintenance (RM) policy. Westport Drive ends past the T2RM parcel, signifying the transition from a suburban development pattern to a rural pattern. The size of the surrounding T2RM parcel is approximately 7.15 acres, dissimilar to any of the 5 surrounding parcels to the south in T3NM policy, which range from approximately 0.76 acres to 2 acres. The lots proposed for subdivision are approximately 0.99 and 1.12 acres, which is in keeping with the predominant character of developed properties on Westport Drive.

Staff considered the existing block pattern, surrounding development context and land use policies, and the additional standards that are being proposed with this subdivision, and concluded that, in this case, the proposed subdivision would provide for harmonious development that is compatible with existing development along Westport Drive.

Based on the Subdivision Regulation's criteria for determining compatibility, the proposed lots do not meet area requirements. The Planning Commission may grant approval if it determines that the subdivision provides for harmonious development of the community. The applicant has proposed additional conditions to attempt to meet the harmonious development provision, including limiting height to a maximum of 2 stories in 35 feet, limiting access to a driveway a maximum of 16 feet between the primary structure and the street, and requiring raised foundation on all residential structures.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**



## **Metro Planning Commission Meeting of 6/14/18**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

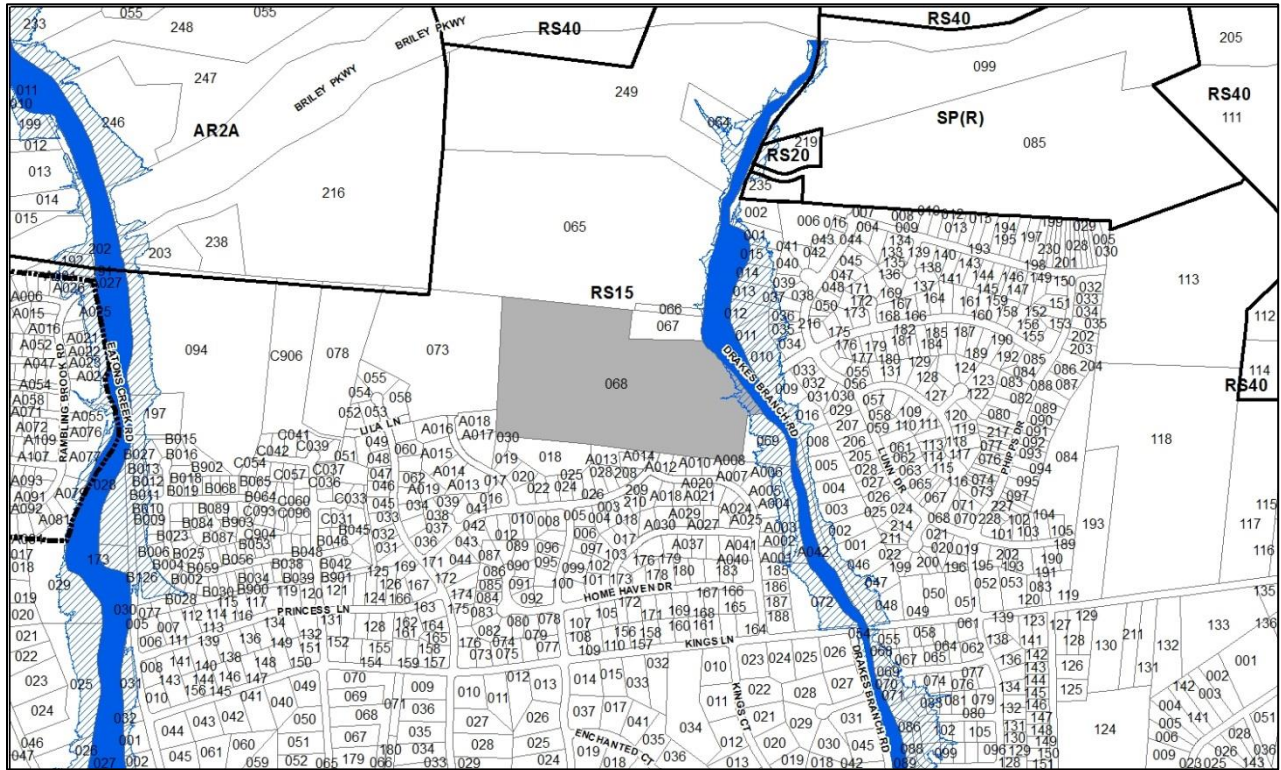
Staff recommends approval with conditions.

### **CONDITIONS**

1. Correct Note #22 as follows: The existing garage on Lot 1 is not to be used or occupied prior to the issuance of a use and occupancy permit for a single-family residence on Lot 1.
2. Update Note #5 to include parcels (094) and (315).
3. 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.
4. A corrected copy of the final plat incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to plat recordation.



# Metro Planning Commission Meeting of 6/14/18



**2018S-102-001**  
**DRAKES BRANCH DEVELOPMENT**  
Map 058, Parcel 068  
03, Bordeaux-Whites Creek-Haynes Trinity  
01 (John Cooper)





<b>Project No.</b>	<b>Concept Plan 2018S-102-001</b>
<b>Project Name</b>	<b>Drakes Branch Development</b>
<b>Council District</b>	01 – Cooper
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Kimley-Horn and Associates, applicant; Nashland Builders, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Create 68 residential cluster lots.**

Concept Plan

A request for concept plan approval to create up to 68 clustered lots on property located at 4775 Drakes Branch Road, north of the terminus of Golden Hill Drive, zoned Single-Family Residential (RS15) (31.44 acres).

**Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 77 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer lots at this site.*

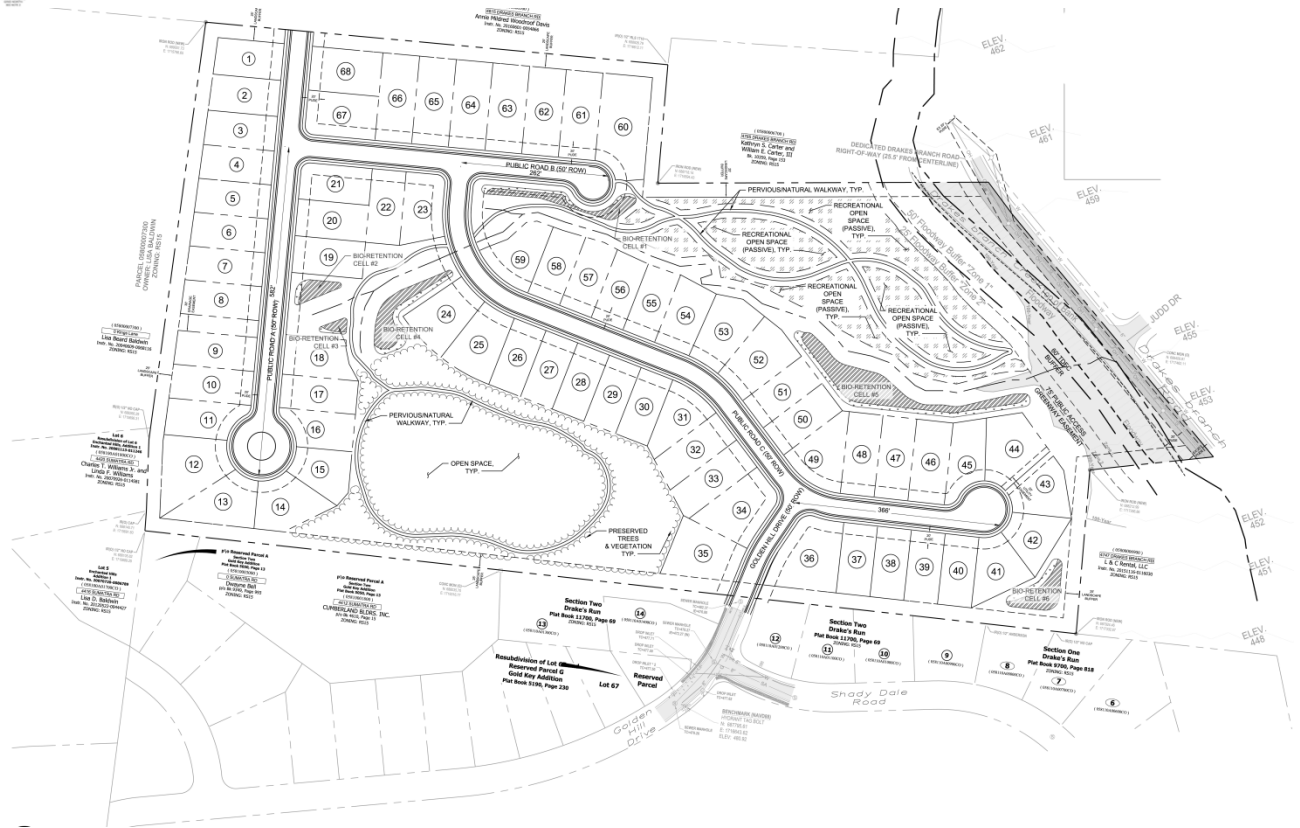
**BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN**

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

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.



# Metro Planning Commission Meeting of 6/14/18



**Proposed Subdivision**



## Metro Planning Commission Meeting of 6/14/18

### PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. The proposed subdivision is located on approximately 31.44 acres on the west side of Drakes Branch Road, north of Kings Lane and south of Briley Parkway.

The site is vacant and is primarily located in T3 Neighborhood Evolving policy. Conservation policy is located along the eastern property line and mid-site, identifying areas encumbered by floodway/floodplain and stormwater regulation buffers associated with Drakes Branch Creek, which runs parallel with Drakes Branch Road. The site is in an area of T3NE that primarily contains vacant and scattered single-family residential uses, transitioning to T3 Neighborhood Maintenance policy south of the site, where the development pattern contains already-developed single family lots. While NashvilleNext policies provide limited guidance for subdivisions, Metro's Subdivision Regulations control how land is divided and the pattern of development to reflect different contexts and character.

#### Site Plan

The site plan includes 68 single-family clustered lots. Lots are clustered down to the RS7.5 zoning district size and range from 7,500 square feet to 15,426 square feet. All of the lots front new interior streets.

Golden Hill Drive, an existing street included in the Gold Key and Drake's Run Subdivisions to the south, will extend through the site as the primary access point. Access is not provided from Drakes Branch Road in order to protect the most environmentally sensitive areas from future disturbance. The internal road network includes three new streets with cul-de-sacs, and a stub road to the north for future connectivity. Although cul-de-sacs are generally discouraged, they are permitted in instances where natural features exist that are not desirable to be removed or the configuration of property boundaries prevent street connections. In this instance, surrounding properties include areas with steeper slopes (west) and already-developed single-family lots (south), where cul-de-sacs may be appropriate.

All new streets contain a 50 foot right-of-way with a 5 foot sidewalk and 4 foot planting strip, consistent with the local street standard. Additional right-of-way will be dedicated on the west side of Drakes Branch Road, per the Major and Collector Street Plan. Areas of dedication are included on the concept plan and will be recorded with the final plat.

In cluster lot subdivisions, a minimum of 15 percent of each phase of development shall be open space. This concept plan provides approximately 12.85 acres of open space (41% of the site), including stormwater management areas. Two large open spaces have been identified on site. The first open space is located towards Drakes Branch Road and includes a pervious meandering path that connects to the public sidewalks on Roads "B" and "C", and the second open space is located near the southern property line, adjacent to the Gold Key subdivision, where the existing vegetation is identified to remain. The second open space also includes a pervious pathway that connects to the public sidewalks, allowing multiple opportunities for future residents to access the two primary open spaces. A 25' landscape buffer is included around the periphery of the site, and a 75' public access greenway easement has been provided from the top of the Drakes Branch floodway for a planned future greenway. The public access greenway easement will be recorded with the final plat.



## **Metro Planning Commission Meeting of 6/14/18**

Three lots are designated as critical lots due to portions of the lots having steep slopes in excess of 20 percent on the rear of the sites. No problem soils have been identified on site.

### **ANALYSIS**

This proposal is consistent with the cluster lot standards specified in the Zoning Code. Approximately 41% of the site has been set aside as open space, nearly three times the minimum required by the cluster lot provisions. The development footprint is located outside of the most environmentally sensitive areas, resulting in large areas of useable open space and preserved vegetation nearest the existing subdivisions to the south.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Approved with one entrance for fire apparatus access, per Al Thomas.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PARKS RECOMMENDATION**

#### **Approve with conditions**

- Parks and Greenways requests a 75' public access easement from top of floodway.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

#### **Kings Lane at Shady Dale Road**

- Developer shall trim existing vegetation on the northwest quadrant of this intersection to improve intersection sight distance from the southbound approach along Shady Dale Road if feasible.

#### **Access at Golden Hills Drive Northern Terminus**

- Developer shall provide vehicle access to the proposed development by extending the northern terminus along Golden Hills Drive. Developer shall contribute a pro rata share of traffic calming costs if neighbors request traffic calming study along Golden Hills Dr. and Shady Dale Rd.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Concept Plan only. Public water and sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. These approved construction plans must match the Final Site/Development Plans. (As shown, these plans will also require an ARAP to install the public sewer under the creek.) An updated availability study must be submitted (reflecting the latest unit count), and the required capacity fees must also be paid prior to Final Site/Development Plan approval.



## Metro Planning Commission Meeting of 6/14/18

### STAFF RECOMMENDATION

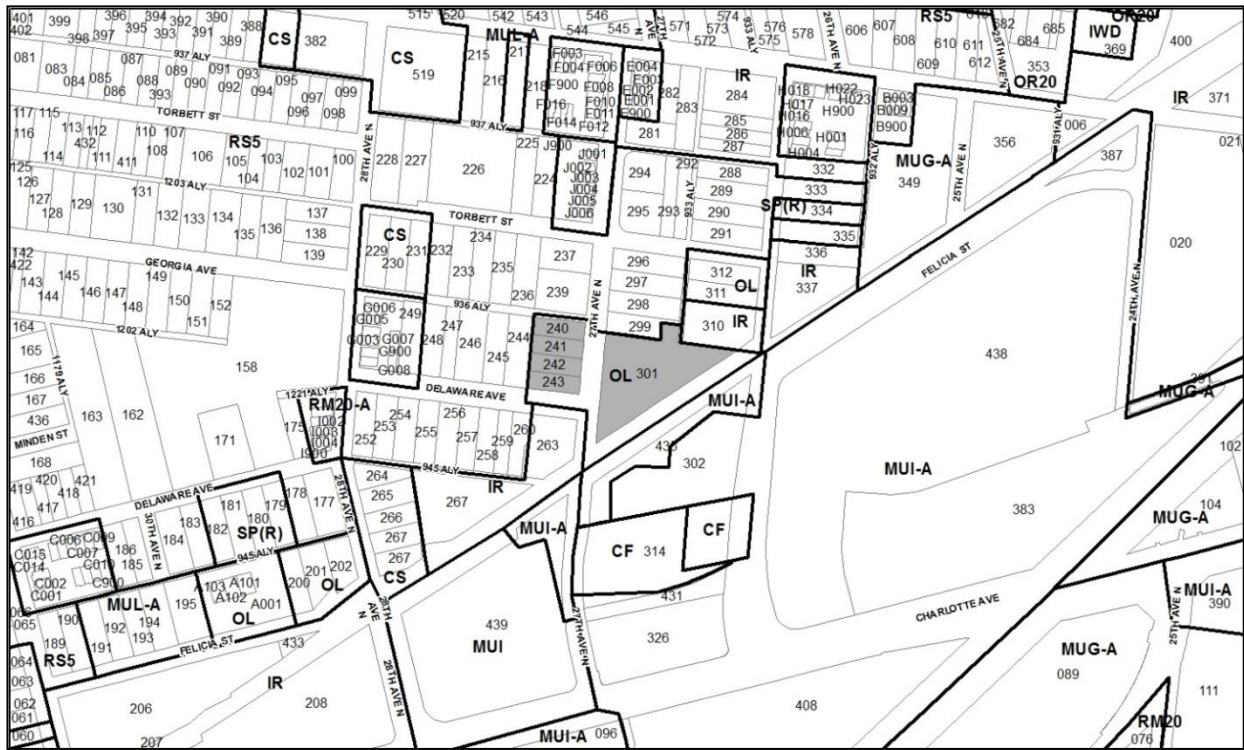
Staff recommends approval with conditions.

### CONDITIONS

1. All conditions from Metro Public Works and Metro Water Services must be completed or bonded prior to the recording of the final plat.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply must be met prior to the issuance of building permits.
3. Construction of the Golden Hills Drive road extension shall occur within right-of-way areas only.
4. A public access greenway easement shall be recorded with the final plat, consistent with Parks requirements.
5. A tree protection plan shall be provided with the final site plan application to indicate preservation of trees within common open space.
6. On the final site plan, add the following note to all open spaces except for recreational areas and areas reserved for stormwater management/treatment: "All existing trees in designated open spaces shall be preserved. These areas shall remain undisturbed." Then remove the "Preserved Trees & Vegetation, Typ" note identified within the southern open space.
7. On the final site plan, correct the open space summary to be consistent with the Open Space Data Table on the cover sheet.
8. Stormwater management devices should be treated as community amenities in addition to their other functions.
9. Any lots designated as critical lots shall be developed in compliance with the critical lot requirements pursuant to Section 17.28.030 of the Metro Zoning Code. If critical lots cannot be developed in compliance with the critical lot requirements, the lot layout shall be modified accordingly.
10. On the final site plan, the 25' landscape buffer shall be identified as a standard "C" landscape buffer.
11. 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 6/14/18



**2018Z-056PR-001**

Map 092-10, Parcel(s) 240-243, 301

08, North Nashville

21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2018Z-056PR-001</b>
<b>Council District</b>	21- Kindall
<b>School District</b>	5- Buggs
<b>Requested by</b>	Catalyst Design Group, applicant; Theam Associates, LLC, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

Zone change from OL zoning to RM20-A and MUL-A zoning.

Zone Change

A request to rezone from Office-Limited (OL) to Mixed Use Limited-Alternative (MUL-A) zoning on property located at 511 27th Avenue North and to rezone from Office-Limited (OL) to Multi-Family Residential- Alternative (RM20-A) zoning on properties located at 514, 516, and 518 27th Avenue North and 2700 Delaware Avenue, at the corner of Delaware Avenue and 27th Avenue North (1.45 acres), requested by Catalyst Design Group, applicant; Theam Associates, LLC, owner.

**Existing Zoning**

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

**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 9 units.*

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

**EAST NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

Yes. The proposed Multi-Family Residential-Alternative (RM20-A) and Mixed Use Limited-Alternative (MUL-A) zoning districts are consistent with the T4 Urban Neighborhood (T4 MU) policy at their proposed locations at this site. While T4 MU policy supports zoning districts that permit development of higher intensity, locations at the edge of this policy area must transition appropriately to less intense policy areas. In this case, the site is located at the edge of (T4 MU) policy and is adjacent to T4 Urban Neighborhood Evolving (T4 NE) policy.



## Metro Planning Commission Meeting of 6/14/18

The proposed RM20-A zoning for the west portion (four parcels) of the site is consistent with T4 Urban Mixed Use Neighborhood (T4 MU) policy, in this location. Multi-Family Residential-Alternative (RM20-A) zoning permits residential uses of moderate intensity, such as single-family residential, two-family residential and multi-family residential uses, which would appropriately transition to the adjacent Single-Family Residential (RS5) zoning district located west and north of this portion of the site.

The proposed MUL-A zoning at the triangular portion of the site is consistent with policy. This proposed zoning district at this portion of the site will provide opportunity for development to transition appropriately to adjacent zoning districts that offer similar intensity of land uses. Also, at this location, MUL-A zoning will allow future development to buffer nearby less intense uses from the active railroad line located at the edge of the neighborhood.

### ANALYSIS

The site consists of five vacant parcels located at the intersection of 27<sup>th</sup> Avenue North and Delaware Avenue. The 1.45 acre site is split on both sides of 27<sup>th</sup> Avenue North with 1.01 acres located on a triangular parcel on the east side of 27<sup>th</sup> Avenue North and 0.44 acres on the west side of 27<sup>th</sup> Avenue North. The site is located at the intersection of two local streets which are not served by transit. The nearest transit stop is located approximately 1,000 feet away on Charlotte Pike. Surrounding properties consist of single-family residential, multi-family residential, institutional, and warehouse uses. Adjacent zoning districts include Single-Family Residential (RS5), Industrial Restrictive (IR), Office Limited (OL) and Multi-Family Residential-Alternative (RM20-A). Zoning districts and policies of higher intensity are located south of the site across the railroad and closer to Charlotte Pike, an arterial boulevard per the Major and Collector Street Plan. Charlotte Pike is also identified as a corridor for future high capacity transit. T4 Urban Neighborhood Evolving policy is immediately adjacent to the site.

MUL-A zoning on the triangular portion of the site will allow future development to serve as a buffer from the existing active railroad line south of the site. This zoning district will allow an opportunity for future development at this portion of the site to appropriately transition to adjacent zoning districts, such as Office-Limited (OL) and Industrial Restrictive (IR) located north of the site, that also permit uses of higher intensity. These districts are located at the edge of the neighborhood.

Multi-Family Residential-Alternative (RM20-A) zoning is proposed for the portion of the site located west of 27<sup>th</sup> Avenue North. This zoning district zoning would allow less intense development at this portion of the site and would meet goals of the policy area such as creating urban neighborhoods through scale and massing and would provide a variety of housing options. RM20-A zoning on the west portion of the site will allow for future development to appropriately transition between the adjacent zoning districts of higher intensity, such as Industrial Restrictive (IR) and Mixed Use Intensive-Alternative (MUI-A) located south of the site, and the less intense Single-Family (RS5) zoning district west and north of site.

The intent of the T4 Urban Mixed Use Neighborhood (T4 MU) policy is to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development.





## Metro Planning Commission Meeting of 6/14/18

Rezoning these parcels to MUL-A and RM20-A will provide an opportunity for this site to provide a mixture of uses that will appropriately transition to adjacent zoning districts and meet goals of the policy at this location.

### 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: **OL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.45	0.75 F	47,371 S.F.	751	104	132

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.25	1.0	10,890 S.F.	242	32	92

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)	0.25	1.0	10,890 S.F.	504	16	48

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)	0.45		9 U	189	10	27

Traffic changes between maximum: **OL, RM20-A and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		1943	177	329



## **Metro Planning Commission Meeting of 6/14/18**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed RM20-A district: 0 Elementary 0 Middle 0 High**

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

The proposed RM20-A zoning district and MUL-A zoning district are not expected to generate more students than the existing OL zoning district. Students would attend Park Avenue Enhanced Option Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

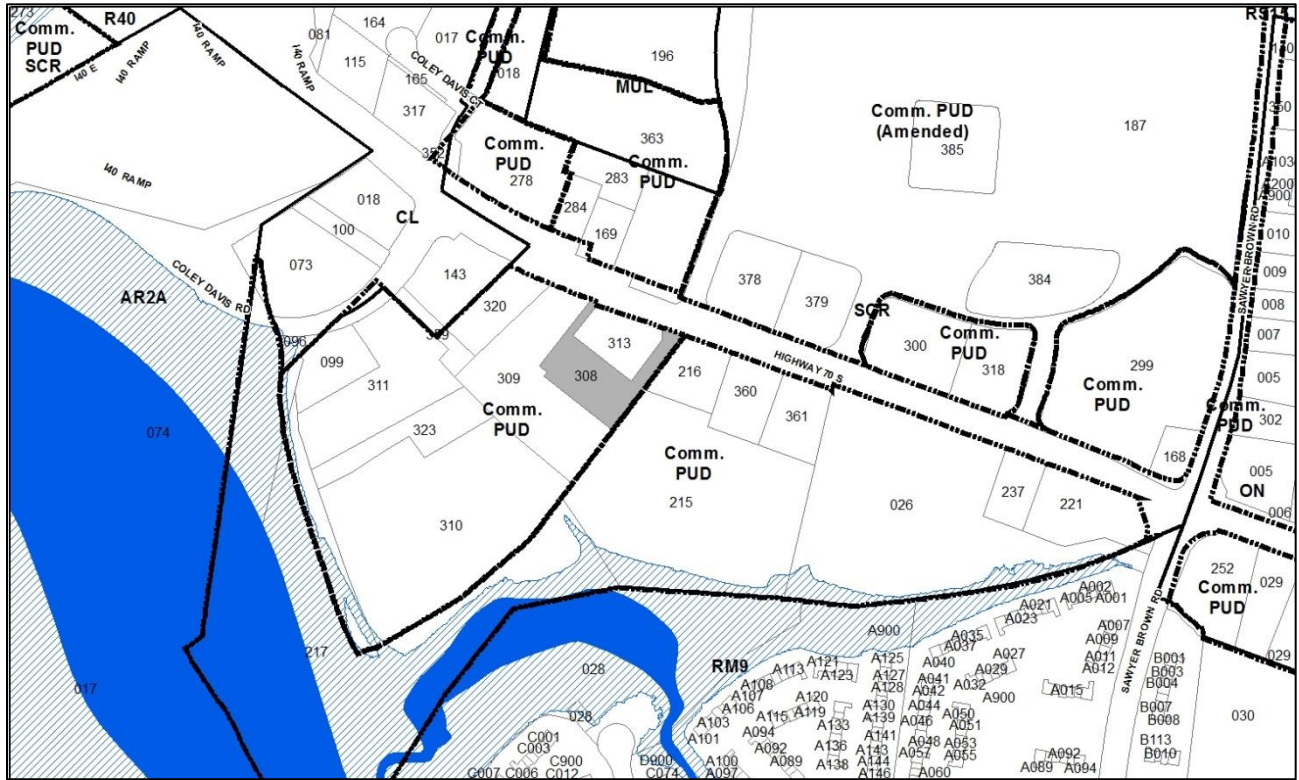
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/14/18



**153-79P-001**  
**GALLERIES AT BELLEVUE PUD (REVISION)**  
Map 142, Parcel(s) 308  
06, Bellevue  
22 (Weiner)



<b>Project No.</b>	<b>Planned Unit Development 153-79P-001</b>
<b>Project Name</b>	<b>Galleries at Bellevue PUD (Revision)</b>
<b>Council District</b>	22 – Weiner
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Dewey Engineering, applicant; Joe Gower, owner.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

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

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District on property located at 7661 Highway 70 South, approximately 500 feet southeast of Coley Davis Road, zoned Shopping Center Regional (SCR) (1.49 acres), to permit 4,600 square feet of building on two lots.

**Existing Zoning**

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional 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 Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

**REQUEST DETAILS**

This is a request to revise the preliminary PUD plan and for final site plan approval for a portion of the Galleries at Bellevue PUD. Metro Council approved the Galleries at Bellevue PUD in 1979 for approximately 225,000 square feet of retail and commercial uses. Approximately 180,000 square feet of retail and restaurant uses have been constructed within the PUD. The original plan for this portion of the PUD was never built, and this portion of the PUD plan has been revised numerous times. The most recent revision, approved by the Planning Commission in 2008, proposed 29,500 square feet of retail use on this site, Parcel 308. That development was never constructed and the parcel remains vacant except for an access drive and surface parking lot.





## Metro Planning Commission Meeting of 6/14/18

The current request is to revise the PUD plan and for final site plan approval to permit 4,600 square feet on two lots.

### PLAN DETAILS

The plan proposes the construction of one 2,400 square foot building and one 2,200 square foot building. For PUDs, permitted uses are those permitted by the approved PUD plan and the base zoning which in this case is SCR. The buildings are located in the center of the site, in the approximate current location of a drive aisle that provides internal circulation within the PUD. The drive aisle will shift to the southern portion of the site. A total of 53 surface parking spaces are provided throughout the site. The plan requires that any proposed use meet the standards of the Metro Zoning Ordinance for parking.

The parcel contains approximately 1.49 acres, configured in a “U” shape with split frontage along Highway 70 S. The revised PUD plan depicts a future lot line, which would split the parcel into two lots. Lot 1, located on the western side of the property, contains approximately 0.50 acres. Lot 2, located on the eastern side of the property, contains approximately 0.99 acres. Each lot would retain a direct connection to Highway 70 S via internal access drives within the PUD, located on the eastern and western property boundaries.

### 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;



## Metro Planning Commission Meeting of 6/14/18

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

This request does not expand the boundary of the PUD and maintains the original classification of the PUD as commercial. No new access points are proposed. The 4,600 square feet of floor area proposed with this plan is a reduction in floor area from the currently approved plan and does not increase the total floor area more than ten percent beyond the floor area last approved by Metro Council for the PUD. The proposal is consistent with the concept of the PUD and no changes are being proposed that conflict with the Council approved plan. Therefore, this revision can be considered a minor modification.

At the time of permit, the applicant will be required to specify the uses proposed for each building and to demonstrate compliance with any applicable conditions for the use outlined in the Metro Zoning Ordinance and with all standards of the code pertaining to parking and landscaping. A final plat application will be required to formally subdivide the property as indicated on the plan.

As the proposed revision keeps with the overall intent of the PUD and meets the standards for a minor modification, planning staff recommends approval of this request.





## **Metro Planning Commission Meeting of 6/14/18**

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Provide an executed Declaration of Restrictions and Covenants and long term maintenance plan with recording fee.
- Dedicate required P.U.D.E.'s for conveyance of off-site flows and vacate drainage easement that Building 1 encroaches upon.

### **WATER SERVICES RECOMMENDATION**

#### **Not Applicable**

- This site is served by the Harpeth Valley Utility District

### **HARPETH VALLEY UTILITY DISTRICT**

#### **Approve**

### **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.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. All signs shall meet the base zoning requirements for the SCR zoning district, and must be approved by the Metro Department of Codes Administration.
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 or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.