



# METROPOLITAN PLANNING COMMISSION MINUTES

**August 1, 2018**  
**4:00 pm Meeting**

**700 Second Avenue South**  
(between Lindsley Avenue and Middleton Street)  
Howard Office Building, Sonny West Conference Center (1st Floor)

## MISSION STATEMENT

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

**Commissioners Present:**

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

Councilmember Fabian  
Bedne

**Staff Present:**

Lucy Kempf, Executive Director  
Bob Leeman, Deputy Director  
George Rooker, Special Projects Manager  
Kelly Adams, Admin Services Officer III  
Lee Jones, Planning Manager II  
Michael Briggs, Planning Manager I  
Greg Claxton, Planner III  
Lisa Milligan, Planner III  
Shawn Shepard, Planner III  
Anita McCaig, Planner III  
Dara Sanders, Planner III  
Marty Sewell, Planner III  
Latisha Birkeland, Planner II  
Abbie Rickoff, Planner II  
Levi Hill, Planner II  
Nick Lindeman, Planner II

Patrick Napier, Planner I  
Gene Burse, Planner I  
Jessica Buechler, Planner I  
Eric Hammer, Planner I  
Craig Owensby, Public Information Officer  
Justin Marsh, Legal

**Lucy Alden Kempf**

Secretary and Executive Director, Metro Planning Commission  
**Metro Planning Department of Nashville and Davidson County**  
800 2nd Avenue South P.O. Box 196300 Nashville, TN 37219-6300  
p: (615) 862-7190; f: (615) 862-7130

## Notice to Public

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### Please remember to turn off your cell phones.

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

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

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

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

### Writing to the Commission

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

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

### Speaking to the Commission

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

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

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

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

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

### Legal Notice

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



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# MEETING AGENDA

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## **A: CALL TO ORDER**

The meeting was called to order at 4:11 p.m.

## **B: ADOPTION OF AGENDA**

Mr. Haynes moved and Ms. Moore seconded the motion to adopt the agenda. (7-0)

## **C: APPROVAL OF JUNE 28, 2018 MINUTES**

Mr. Tibbs moved and Ms. Blackshear seconded the motion to approve the June 28, 2018 minutes. (7-0)

## **D: RECOGNITION OF COUNCILMEMBERS**

Councilmember Glover spoke in opposition to Item 1; this needs more debate as it is not a good economic move for the city.

Councilmember Hagar spoke in favor of Items 11a and 11b.

## **E: ITEMS FOR DEFERRAL / WITHDRAWAL**

- 2a. 2018CP-006-001  
BELLEVUE COMMUNITY PLAN AMENDMENT**
- 2b. 2018SP-043-001  
SECURITY CENTRAL STORAGE**
- 3. 2018SP-017-001  
GLENDALE & SCENIC SP**
- 5. 2018SP-035-001  
ELM HILL PLACE SP**
- 7. 2018S-084-001  
MCKANNA SUBDIVISION LOT 1 AND SEVEN HILLS SECTION 8 LOT 327**
- 8. 2018S-093-001  
OLD MATTHEWS AND WEBSTER ROAD**
- 9. 2018S-102-001  
DRAKES BRANCH DEVELOPMENT**
- 13. 2018SP-045-001  
3939 PINHOOK ROAD SP**
- 14. 2018S-117-001  
3700 WOODLAWN SUBDIVISION**
- 18. 2018Z-061PR-001**
- 22. 2018Z-072PR-001**
- 23. 2018Z-073PR-001**

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

Ms. Blackshear recused herself from Item 5 and Item 18.

## **F: CONSENT AGENDA ITEMS**

- 4. 2018SP-024-001**  
1207 PIERCE ROAD SP
  
- 10. 2018CP-014-002**  
DONELSON-HERMITAGE-OLD HICKORY-COMMUNITY PLAN AMENDMENT
  
- 11a. 2018CP-014-005**  
DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT
  
- 11b. 2018Z-069PR-001**
  
- 12. 2018SP-038-001**  
5700 CALIFORNIA AVENUE SP
  
- 15. 2017Z-089PR-001**
  
- 16. 2018Z-053PR-001**
  
- 17. 2018Z-057PR-001**
  
- 19. 2018Z-062PR-001**
  
- 20. 2018Z-067PR-001**
  
- 21. 2018Z-071PR-001**
  
- 24. Employee contract renewal for Karimeh Sharp**
  
- 28. Accept the Director's Report and Approve Administrative Items**

Mr. Tibbs moved and Ms. Blackshear seconded the motion to approve the Consent Agenda. (7-0)

Ms. Blackshear recused herself from Item 16.

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

## G: ITEMS TO BE CONSIDERED

### 1a. 2018CP-015-001

#### **SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT**

Council District 17 (Colby Sledge)

Staff Reviewer: Anna Grider

On Consent: No

Public Hearing: Open

A request to amend the South Nashville Community Plan by changing from Open Space and District Impact policy to T4 Urban Community Center on a portion of property located at 300 Rains Avenue, at the northeast corner of Craighead Street and Bransford Avenue, zoned IWD (10.0 acres), requested by Smith Gee Studio, applicant; Metro Government, owner. (See associated case # 2018SP-047-001)

**Staff Recommendation: Approve.**

#### **APPLICANT REQUEST**

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

#### Major Plan Amendment

A request to amend the South Nashville Community Plan by amending the Community Character Policies from Open Space (OS) and District Impact (DI) to T4 Community Center (T4 CC), on a portion of property located at 300 Rains Avenue, east of the terminus of Benton Avenue, zoned Industrial Warehousing/Distribution (IWD) (10.0 acres).

#### **SOUTH NASHVILLE COMMUNITY PLAN**

##### **Current Policy**

Open Space (OS) is intended to preserve and enhance areas that contain a variety of recreational activities enjoyed by visitors on publicly-owned land. Open space areas accommodate active and passive open space land uses and serve areas that range in size from local to regional. Open spaces may range from small, such as pocket parks, squares and hardscaped plazas to large, such as community centers, golf courses and regional parks. Open Space policy areas may also contain multi-use athletic complexes such as the Centennial Sportsplex and major event venues like the Ascend Amphitheater.

District Impact (DI) is intended to create and enhance areas that are zoned to accommodate a concentration of a singular impactful use. Typical principal uses include airports and large amusement and entertainment complexes. DI policy is typically surrounded by policies that allow transitional uses to serve as buffers that reduce potential impacts on established residential areas.

##### **Proposed Policy**

T4 Urban Community Center (T4 CC) is intended to maintain, enhance, and create urban centers that provide a mix of uses and services to meet the needs of the larger surrounding urban area. Centers are currently, or are intended to be, served by multiple modes of transportation, and have highly connected street networks, sidewalks, and mass transit facilities. Buildings are urban in form and massing, oriented to the street, with articulated facades built to the back edge of the sidewalk and minimal spacing between buildings.

#### **BACKGROUND**

In November 2017 the Metro Council approved RS2017-910, which authorizes the use of revenue bonds for an MLS stadium to be located at the Fairgrounds. This resolution also states:

WHEREAS, as an inducement for the Team to enter into the Team Lease with the Authority, the Metropolitan Government, by and through the Metropolitan Government Board of Fair Commissioners (The "Fair Board"), further desires to enter into an agreement with the Team wherein the Team will agree to commence on or before a certain date the development of certain property adjacent to the Stadium consisting of +/- 10 acres, which property shall be leased from the Metropolitan Government and/or Fair Board, as applicable, pursuant to a no-cost 99 year ground lease, on the terms and subject to the conditions set forth in said agreement, provided that the Metropolitan Council approves the site plan as part of a Specific Plan (SP) zoning designation;

The 10 acre site referenced above is the subject of the current application under review. *No other parts of the Fairgrounds property are under review with this application for plan amendment or rezoning.*

#### **PROPOSAL SUMMARY**

The community plan amendment is associated with zone change application 2018SP-047-001, a request to change the zoning from Industrial Warehousing/Distribution (IWD) to Specific Plan – Mixed Use (SP-MU) zoning to permit a mixed use development with commercial, retail and residential uses on 10 acres, east of the terminus of Benton Ave.

The plan amendment area is sited around the north and northeastern edges of the proposed stadium. It is predominantly within Open Space (OS) policy, which encompasses the majority of the Fairgrounds property. A small portion of the amendment area is in District Impact (DI) policy applied to the Speedway. The applicant has proposed a policy change to Urban Community Center (T4 CC), which is intended for urban centers to develop as mixed use areas that provide commercial, retail, and residential uses and services to meet the needs of the larger surrounding urban area.

## **COMMUNITY PARTICIPATION**

### **Charrette**

Planning staff attended a design charrette in May that was facilitated by the Nashville Civic Design Center. The purpose of the charrette was to get input to inform a more refined version of the Fairgrounds Improvement Plan for the entire Fairgrounds property. The Improvement Plan is a framework plan intended to address the location and provision for the existing Fairgrounds uses (Flea Market, Speedway, State Fair, and Expo Events), the new Fair Park, the MLS Soccer Stadium, and the 10-acre mixed use development.

In order to notice a wide area around the Fairgrounds, over 3,000 notices for the charrette were sent at the request of Councilmember Sledge, which exceeds the notice requirements for a Community Plan amendment. The charrette took place on the following days in May, with a total of 167 individuals attending the engagement workshops on May 17<sup>th</sup>:

May 17 Public Engagement Workshop Morning Session  
May 17 Public Engagement Workshop Evening Session  
May 18 Open Design Studio Session 1  
May 21 Open Design Studio Session 2  
May 25 Flea Market Vendors Workshop  
May 29 Workshop Summary / Public Presentation

Major themes that emerged during the charrette included:

- Accessibility and Connectivity,
- Transportation/Parking/Traffic Flow and Management,
- Green Spaces/Open spaces/Less asphalt,
- Respect for Surrounding Neighborhoods,
- Safety and Security, and
- Maintain Flea Market and other Traditional Fairgrounds Uses.

### **Fair Board Approval**

The design team incorporated the feedback from the charrette to update the Fairgrounds Improvement Plan. The Fair Board approved the Improvement Plan on June 12<sup>th</sup>. The plan outlines the location of the existing and intended uses on the Fairgrounds property and is designed to create an integrated site that connects to the surrounding neighborhoods and the greater city. The Plan allocates 10 acres of mixed use development adjacent to the stadium to create a vibrant, activated environment. See attached letter from Laura Womack, Executive Director of The Fairgrounds.

### **Policy Determination**

The appropriate policy for the 10 acres was determined in coordination with Planning staff during the charrette process outlined above. This determination was made based on the public input from the charrette on desired land uses and objectives for creating a vibrant, mixed use environment adjacent to the stadium and national best practice research on successful mixed use entertainment districts around sports stadiums. T4 CC is the appropriate policy to create a vibrant mixed use destination to link all Fairgrounds users and the surrounding neighborhoods. This policy is applied to areas, most commonly within the T4 Urban transect, that are situated to serve as mixed use centers for the surrounding urban communities and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access, such as arterial-boulevards or collector-avenues.

### **Planning Department Meeting for the Major Plan Amendment Request**

Prior to the required community meeting for the requested plan amendment, the applicant presented the approved Fairgrounds Improvement Plan to approximately 30 attendees at a South Nashville Action People (SNAP) Community Meeting on June 18<sup>th</sup>.

The plan amendment community meeting was held on June 27, 2018, at the Creative Arts Building on the Fairgrounds campus, located at 625 Smith Ave. This meeting was to discuss the applicant's plan amendment and zoning requests for the 10-acre area. The same boundary that was used to notice the design charrette was used to notice this community meeting, resulting in over 3,000 notices being sent. Approximately 30 people attended the meeting, including Councilmember Colby Sledge, the applicant and development team, and staff from the Planning Department.

There were only two nearby residents in attendance, and they both supported the plan amendment. Most of the participants were flea market vendors or otherwise associated with the flea market. Most indicated that they had attended one or more of the meetings mentioned above regarding the Fairgrounds Improvement Plan. The majority of attendees were not in support of the plan amendment or rezoning, however, discussion did not center on the appropriateness of the T4 CC policy. The primary topics of the conversation were:

- Proposed relocation of the expo facilities in the Improvement Plan from the current location on “the hill” to a lower elevation on the Fairgrounds property close to Nolensville Pike;
- How flea market vendors will be accommodated within the 10 acres;
- Parking provision and capacity to meet the needs of the entire fairgrounds property and uses;
- Speedway concerns regarding the pit, parking on the infield, and compatibility with the proposed uses in the SP; and
- Questions regarding the Fairgrounds charter and referendum.

## **ANALYSIS**

The proposed plan amendment area is a suitable location for T4 CC policy for the reasons outlined below.

### **Area Context**

The site is in the urban core of Nashville approximately two-and-one-half miles from Downtown. It is within a mile from an interstate interchange with both I-65 and with I-440. It is also within comfortable walking distance of both Nolensville Pike and the Wedgewood Houston neighborhood, both heavily populated areas.

On the Growth & Preservation Concept Map in NashvilleNext, the plan amendment area is located less than a quarter-mile from two Tier One centers. Tier One centers are intended to be pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks. Infill development is encouraged along transit and multimodal corridors in between and immediately around Tier One centers such as at sites like the Fairgrounds.

### **Immediate Context**

The plan amendment area is within the Fairgrounds property which is home to a number of existing uses including the Flea Market, Speedway, State Fair, and Expo Events. All of these uses currently bring large crowds to the site. Future uses include Fair Park, currently under construction, with soccer fields, a greenway and a dog park. With the approval of RS2017-910, Council identified the Fairgrounds site as the future location for the MLS soccer stadium. Both Fair Park and the MLS stadium will also bring large numbers of people to the site. As such, T4 CC policy will allow for the provision of an intense mix of uses to serve both visitors and those who will reside on the site.

Surrounding policies are in the T4 Urban transect, and include two small areas of T4 Neighborhood Center (T4 NC) directly to the north and west along Benton and Wedgewood. These smaller centers abut the T4 CC area, and can act as buffers, providing a lower scale transition from the proposed community center to the single and two-family neighborhoods beyond. These single and two-family neighborhoods are primarily policied with T4 Neighborhood Evolving (T4 NE), encompassing most of the Wedgewood Houston neighborhood located to the northwest of the amendment area, and T4 Neighborhood Maintenance (T4 NM) which is applied to the Vine Hill neighborhood to the southwest.

### **Connectivity**

Wedgewood Avenue is an arterial-boulevard which runs along the north of the amendment area. Nolensville Pike, one of the major Pikes in Nashville, is also an arterial-boulevard that touches the northeast portion of the Fairgrounds property. Surrounding streets include Bransford Avenue and Craighead Street, both collector-avenues. There are a number of local streets on, and surrounding, the Fairgrounds property including Benton and Walsh Avenues. The Major and Collector Street Plan calls for an additional connection from east to west through the Fairgrounds property. All of the existing and proposed streets create a well-connected site for the plan amendment area.

### **Multi-modal Transportation**

T4 Community Centers are served by multiple modes of transportation, and accommodate sidewalks, bikeways, vehicles, and existing or planned transit. There is existing bus service along Martin and Bransford Avenues along the western edge of the Fairgrounds, and BRT Lite runs along Nolensville Pike. In nMotion, Nolensville Pike is designated as an “Immediate Need High-Capacity Transit Corridor,” and Wedgewood Avenue is designated as a “Long-term Need High-Capacity Transit Corridor.” High Capacity Transit Corridors represent a framework of more intense housing and commercial areas along major roadways with more frequent transit service. The immediate need priority means that Nolensville Pike is proposed for near-term enhancements to high capacity transit service. High capacity transit stops are proposed in nMotion for Nolensville and Walsh, and the Nolensville and Glenrose intersections. The Glenrose intersection, southeast of the Fairgrounds, is proposed to have a Neighborhood Transit Center.

**Building form**

T4 CC policy calls for commercial, mixed use and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining policy areas. Development should respond appropriately to this transition from commercial to residential as you travel west along Benton Avenue with building height, scale and massing decreasing to the lower-intensity T4 NC, T4 NM and T4 NE neighborhoods.

A mix of building types is expected in T4 CC areas with preference given to vertically mixed use buildings, which are oriented to the street with shallow and consistent setbacks and minimal spacing between. These building forms engage the public realm and create a pedestrian-friendly environment that encourages people to live, work, shop, and dine in the Center. Typical building heights in T4 CC policy areas are up to 5 stories. Taller buildings are found along streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, location, architectural elements and surrounding context. In this context, punctuations of heights greater than 5 stories may be appropriate given the site's adjacency to the proposed soccer stadium.

Amending the Community Character Policy for a portion of the Fairgrounds site from OS and DI to T4 CC is appropriate, because the policy provides an opportunity for creating a vibrant, mixed use destination in this location. The plan amendment location is adjacent to a future MLS soccer stadium, and is within walking distance to multiple other well-attended uses at the Fairgrounds. The proposed amendment area is within the urban core of Nashville, at a site well served by major arterials and collector avenues, as well as existing and proposed transit. The proposed policy change will provide opportunities for additional consumer goods, services and housing options to a densely populated area.

**STAFF RECOMMENDATION**

Staff recommends approval of the amendment request.

Ms. Blackshear stepped out of the room at 4:29 p.m.

Ms. Grider presented the staff recommendation of approval.

Items 1a and 1b were heard and discussed together.

Laura Womack, 620 Sugarmill Dr, spoke in favor of the application. The fairgrounds have not seen significant investment in decades.

Ned Horton, 2006 Ridley Blvd, spoke in favor of the application. It is good for the fairgrounds and good for the city.

Hunter Gee, 713 Benson St, spoke in favor of the application. This plan accommodates all current fair uses, will bring more people to the fairgrounds, will enhance the overall fairgrounds experience, and will enhance the neighborhood.

Adam Lanning, 513 Moore Ave, spoke in favor of the application due to increased walkability and jobs.

Marcus Whitney, 1810B Allison Pl, spoke in favor of the application. This is the right location for the soccer stadium.

Renata Soto, 2195 Nolensville Pk, spoke in favor of the application because it is an exciting development that will increase walkability and business development.

Rose Faeges-Easton, 1809 Cedar Lane, spoke in favor of the application. This location is very important to the success of the Master Plan.

Marc Buehler, 608A/B Hamilton Ave, spoke in favor of the application.

Chris Redhose, 1206 15<sup>th</sup> Ave S, spoke in favor of the application. Soccer is a way to unify the city.

Rebecca West, 2416 Cloverdale Rd, spoke in favor of the application. Soccer is a common language among all cultures, a unifying sport.

Paul Chinetti, 1255 1<sup>st</sup> Ave S, spoke in favor of the application as it will be great for increased walkability.

Taylor Johnson, 1225 4<sup>th</sup> Ave S, spoke in favor of the application.

Jason Howes, 510 Waycross Ave, spoke in favor of the application due to increased walkability.

Ida Andal, 2197 Nolensville Pk, spoke in favor of the application as it will be a great improvement to the neighborhood.



Kenneth Hirt, 4021 Dorcus Dr, spoke in favor of the application.

Wyatt Archer, 2197 Nolensville Pk, spoke in favor of the application.

Shawn Bailes, 3716 West End Ave, spoke in favor of the application.

Eric Coons, 225 Ben Allen Rd, spoke in favor of the application.

Kyle Mountsier, 705 Ellie Dr, spoke in favor of the application.

Diane Palmer, 1523 Ashwood Ave, spoke in favor of the application along with a community benefits agreement.

Dana Smith, 2005A Ashwood Ave, spoke in favor of the application along with a community benefits agreement.

Rosemarie Rieger, 308 Harpeth Ridge Rd, spoke in favor of the application along with a community benefits agreement.

Donald Jenkins, 1701 Neal Terrace, spoke in favor of the application.

Derek Milner, 536B Moore Ave, spoke in favor of the application.

Josh Severence, 1421 Old Hickory Blvd, spoke in favor of the application.

Hunt Thompson, 2630 Elm Hill Pk, spoke in favor of the application.

Grace Stranch, 14311 Barton's Run Trace, spoke in favor of the application along with a community benefits agreement.

Callie Jennings, 700 Church St, spoke in favor of the application along with a community benefits agreement.

Paul Attea, 2928 Ironwood Dr, spoke in favor of the application along with a community benefits agreement.

Duane Cuthbertson, 438 Wingrove St, spoke in favor of the application, especially the SP.

Dana Terebessy, 1715 Allison Pl, spoke in favor of the application due to increased walkability.

Brittany Walker, 1300 Little Hamilton Ave, spoke in favor of the application.

Trey Walker, 1300 Little Hamilton Ave, spoke in favor of the application.

Odessa Kelly spoke in favor of the application along with a community benefits agreement.

Patrick Reed, 1716 Carvelle Ave, spoke in favor of the application.

Robert Crump, 4704A Kentucky Ave, spoke in favor of the application. It is fully compatible with the 2011 referendum.

Anne Barnett, 618 Larchwood Dr, spoke in favor of the application along with a community benefits agreement.

Shane Smiley, 4220 Brush Hill Rd, spoke in opposition to the application. This goes against what voters said they wanted and will set a precedent.

George Gruhn, 915 Old Lebanon Dirt Rd, spoke in opposition to the application as this property is not under-utilized.

Raphaela Keohane, 117 30<sup>th</sup> Ave N, spoke in opposition to the application. SP's are constantly being approved for the benefit of the developers and is pushing people out of the city.

Russ Anthony, 446 Clearwater Dr, spoke in opposition to the application. This will cost Metro money when we were told there wasn't any money in the budget. Taxpayers shouldn't have to pay for this.

Lewis Laska, 1700 Neely's Bend Rd, spoke in opposition to the application because it is a violation of Metro Charter.

Susan Heffernon, 1710 Neal Terrace, spoke in opposition to the application because it is too large for the area.

Danavan Hylton, 739 Garrison Dr, asked the commission to consider Metro Center for the stadium.

Daniel Baron, 1912 Bransford Ave, spoke in opposition to the application as it is too intense for this area and will lower the quality of life for the residents.

Tony Tenpenny, 3000 Mavert Dr, spoke in opposition to the application. We should be honoring the 2011 referendum.

Jerry Coble, 1104 N Graycroft, spoke in opposition to the application. There is no real access in and out of the property for a stadium. Traffic is a huge issue.

Liu Tacker, 790 Elysian Fields, spoke in opposition to the application. More people won't come to the fairgrounds; different people will. The current fairgrounds uses can't continue under this plan.

Tony Watson, 539 Fairlane Dr, spoke in opposition to the application. We should adhere to the 2011 referendum and move this to a different location.

Gicola Lane, 1208 3<sup>rd</sup> Ave S, spoke in opposition to the application because it reeks of privilege.

Jenna Laska, 1007 Falls Ave, spoke in opposition to the application.

Mark Melman, 3204 Lakeford Dr, spoke in opposition and asked that the fairgrounds be left alone.

Duane Dominy, 101 Cherokee Pl, spoke in opposition to the application. It is unclear where the fair will be held or where the parking will be for the fair. This violates Metro Charter as well as the NashvilleNext process.

Rick Williams, 120 Winthrop Pl, spoke in opposition to the application.

Jim Roberts, 6611 Clearbrook Dr, spoke in opposition to the application. NashvilleNext was just in place a few years ago.

Paulette Coleman, 6205 Willow Oak Dr, spoke in opposition to the application.

Hunter Gee explained that a traffic impact study was done earlier this year and then amended; it has been public record for six weeks now. A parking study is being conducted, but approximately 4700 onsite spaces have been identified for fairgrounds use.

Councilmember Sledge spoke in favor of the application. The community plan amendment and rezoning for these 10 acres has the potential to have a very positive district impact. Metro is not a party to the community benefits agreement, which is a third party discussion. The fairgrounds are often under-utilized or not utilized at all.

**Chairman Adkins closed the Public Hearing.**

Mr. Tibbs spoke in favor of the application. This meets policy, doesn't displace housing, and will be very complimentary to the area.

Dr. Bichell asked Legal if this is compatible with the 2011 referendum and Metro Charter.

Jon Cooper, Metro Legal, confirmed that it is consistent with Metro Charter.

Councilmember Bedne spoke in favor of the application as it is a good way to save the fairgrounds. Community benefits agreements are private agreements and are not allowed to be added as conditions.

Ms. Moore spoke in favor of the application.

Mr. Haynes clarified that NashvilleNext was not intended to be a rigid, static document. It was intended to be a flexible, guiding tool to the changing needs of the city. This is the right project at the right time.

**Mr. Haynes moved and Mr. Tibbs seconded the motion to approve. (6-0)**

**Resolution No. RS2018-172**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-015-001-001 is approved (6-0)**

**1b. 2018SP-047-001**

On Consent: No  
Public Hearing: Open

**FAIRGROUNDS MIXED-USE DISTRICT**

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

A request to rezone from IWD to SP-MU zoning on a portion of property located at 300 Rains Avenue, east of the terminus of Benton Avenue (10.0 acres), to permit a mixed-use development, requested by Smith Gee Studio, applicant; Metro Government, owner. (See associated case # 2018CP-015-001)

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

**APPLICANT REQUEST**

**Zone change to permit a mixed use development.**

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan – Mixed Use (SP-MU) on a portion of property located at 300 Rains Avenue, east of the terminus of Benton Avenue, to permit a mixed-use development, (10.0 acres).

**Existing Zoning**

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

**Proposed Zoning**

Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. *No other parts of the Fairgrounds property are under review with this application for plan amendment or rezoning.*

**SOUTH NASHVILLE COMMUNITY PLAN**

**Existing Policy**

Open Space (OS) is intended to preserve and enhance areas that contain a variety of recreational activities enjoyed by visitors on publicly-owned land. Open space areas accommodate active and passive open space land uses and serve areas that range in size from local to regional. Open spaces may range from small, such as pocket parks, squares and landscaped plazas to large, such as community centers, golf courses and regional parks. Open Space policy areas may also contain multi-use athletic complexes such as the Centennial Sportsplex and major event venues like the Ascend Amphitheater.

District Impact (DI) is intended to create and enhance areas that are zoned to accommodate a concentration of a singular impactful use. Typical principal uses include airports and large amusement and entertainment complexes. DI policy is typically surrounded by policies that allow transitional uses to serve as buffers that reduce potential impacts on established residential areas.

**Proposed Policy**

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

Consistent with Policy?

The project site consists of a 10 acre portion of the larger Fairgrounds property, Parcel 301, and is located east of the terminus of Benton Avenue. The site is predominantly within the Open Space policy; however, a portion lies within the District Impact policy area. The proposed SP is consistent with the proposed T4 CC policy, which is intended to enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings. The SP proposes high density residential and commercial development within the same buildings, while maintaining an intensity that is consistent with other proposed uses for the site. The plan provides a transition in intensity at the western development boundary where less intense land use policies are present. This SP will allow a range of commercial uses intended to serve the residents of the surrounding neighborhood as well as the proposed residents within this plan. The plan proposes to extend Benton Avenue through the project site to connect to Wedgewood Avenue while providing enhanced pedestrian and bicycle facilities throughout the property, improving the connectivity of the greater area.

## **PLAN DETAILS**

The 10 acre site is located at 300 Rains Avenue, east of the terminus of Benton Avenue. The property is currently developed with multiple pavilions and exposition buildings associated with Fairgrounds operations and some office/storage facilities associated with Speedway operations. The existing Speedway is located immediately east of the site while additional fairgrounds expo buildings are located to the south. Fair Park is currently under construction further south on the property. Properties to the north and west are developed with one and two family uses along with a recreational center.

### Site Plan

The proposed SP is a regulatory plan; however, a series of conceptual site layouts and exhibits that coincide with proposed standards are included for illustrative purposes. The plan proposes a mixed use development allowing all uses permitted in the MUG-A zoning district with the exception of select prohibited uses as noted in the plan. The plan is divided into three blocks situated at the corners of the proposed intersection of Benton Avenue and Rains Avenue. Uniform bulk standards are provided for all three blocks providing floor area and design requirements which will regulate the form of the development. The plan delineates portions of the development area along primary and secondary streets as a "Plaza Zone" which responds to the proposed plaza at the intersection of Benton Avenue and Rains Avenue. These areas are intended to provide higher intensity development along the street and at the prominent intersections such as the proposed plaza. A separate delineation is made for portions of the plan designated as "Active Use Priority Zones". These areas are identified as priority locations required to be occupied by retail, office, institutional, entertainment, or recreational uses on the ground floor.

Access to the site is provided primarily from the Benton Avenue extension which ties into Wedgewood Avenue to the north and Bransford Avenue to the west. Wedgewood Avenue is identified as an arterial per the Major and Collector Street Plan, while Bransford Avenue is identified as a collector. Pedestrian access will be provided from Rains Avenue to the north and a proposed pedestrian path connecting the project site to Fair Park, which is currently being constructed to the south. The plan proposes improvements to Wedgewood Avenue across the site. Benton Avenue and Rains Avenue are identified to be an Enhanced Pedestrian Priority Streets per the proposed plan, which are intended to prioritize the safe movement of pedestrians and cyclists while implementing design strategies that slow vehicular traffic while attracting a high volume of pedestrians. Two alleys are proposed on the west and north side of Block A to provide additional access away from primary streets. Structured parking is provided in all three blocks with an allowance of minimal surface parking at the rear or interior of the site. All proposed uses will meet the parking requirements of the Metro Zoning Code. Proposed street improvements will include enhanced sidewalks and planting strips as well as enhanced bicycle facilities consistent with MCSP standards.

Perimeter and internal landscaping is proposed throughout the plan. The plan includes bulk standards including floor area ratio and maximum heights as well as architectural design standards for minimum glazing and entrances, minimum floor heights, and prohibited materials. Heights are limited to a maximum of eight stories in 118 feet within the "plaza zone" and six stories in 80 feet for the remaining areas. The SP also includes additional requirements for the screening of parking structures where visible from public right of way or open spaces.

## **ANALYSIS**

The proposed SP is consistent with the goals of the proposed T4 CC policy. The plan will create a new mixed use district where a variety of active uses are provided and prioritize the pedestrian experience. The site takes access from Wedgewood Avenue, which is a major arterial, and extends Benton Avenue from Bransford Avenue, which is identified as a Collector. The site is also in proximity to multiple Tier 1 Centers as identified by NashvilleNext. The site plan provides transitions in intensity to the lower density residential uses to the west of the property. Both the existing residents of the neighborhood and the residents within the proposed plan will benefit from an easily accessible development that includes a range of commercial uses. The site has frontage on two existing streets and one proposed street. All buildings are oriented to address street frontages or open spaces consistent with the design guidance in T4 CC policy, which call for shallow setbacks and building forms that address the pedestrian realm.

Common open space for the private development as well as public open space is proposed throughout the plan while enhanced bicycle and pedestrian facilities are proposed on site consistent with the goals existing and proposed policies.

## **FIRE MARSHAL RECOMMENDATION**

### **Approve with conditions**

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

## **WATER SERVICES RECOMMENDATION**

### **Approve with conditions**

- As all our previous issues have been addressed with the latest Preliminary SP revision (stamped-received 7/5/18), approval is recommended as a Preliminary SP only. Significant public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval. (The study may be updated before payment, to reflect a more accurate flow estimate once a detailed development design is reached.)

## **STORMWATER RECOMMENDATION**

### **Approve with conditions**

- This project is required to meet LID regulations before final SP.

## **PUBLIC WORKS RECOMMENDATION**

### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- The design of the public infrastructure is to be coordinated with this Final SP and The Fairgrounds redevelopment. The roads, pedestrian infrastructure, bicycle routes, etc. are to be designed and constructed per MPW standards and specifications.
- With the Final SP, indicate the location of the back of house for each structure, loading zones, vehicular and pedestrian access points, Code required bicycle parking, etc.

## **TRAFFIC AND PARKING RECOMMENDATION**

### **Approve with conditions**

In accordance with the Fairgrounds Mixed Use TIS Addendum findings the developer shall comply with following traffic recommendations to mitigate the project's traffic impact.

- The revised new road alignments are proposed as follow:
- Wedgewood Avenue extension, from Rains Avenue, to intersect with Craighead Street
- Benton Avenue Extension, from its existing terminus east of Bransford Avenue, to intersect with the Wedgewood Avenue extension east of Rains Avenue
- Rains Avenue extension, from Wedgewood Avenue, to provide access to parking and truck loading/unloading associated with the mixed use development, yet not to intersect with the Benton Avenue extension.
- Mixed Use developer shall construct the following roadway improvements if not previously constructed by the Fairgrounds redevelopment project unless a revised TIS is submitted.

#### Wedgewood Avenue Extension

- Create the Wedgewood Avenue Extension between Rains Avenue and Craighead Street.
- Construct Wedgewood Avenue Extension as a 3-lane section with one (1) travel lane in each direction and a center two-way left-turn lane.
- Provide pedestrian and bicycle accommodations, which may consist of sidewalks, bicycle lanes, and/or a cycle track.

#### Benton Avenue Extension

- Create the Benton Avenue Extension between its existing terminus (east of Bransford Avenue) and Wedgewood Avenue Extension (east of Rains Avenue).
- Construct Benton Avenue Extension as a 2-lane section with one (1) travel lane in each direction and on-street parking on each side of the avenue, where feasible.
- Provide pedestrian and bicycle accommodations, which may consist of sidewalks and/or bicycle lanes

#### Rains Avenue Extension

- Create the Rains Avenue Extension south of Wedgewood Avenue.
- Construct Rains Avenue Extension as a 2-lane section with one (1) travel lane in each direction.

#### Nolensville Pike at Craighead Street

- Modify the signal timings to accommodate the changes in traffic patterns that will occur due to the background developments and the new road alignments that are under consideration.

#### Nolensville Pike at Wingrove Street

- Construct an eastbound right-turn lane along Wingrove Street to provide two (2) stop-controlled approach lanes at the intersection with Nolensville Pike.
- Install a traffic signal when warranted.
- In conjunction with a traffic signal, provide pedestrian crossing infrastructure that includes crosswalk pavement markings, truncated dome surfaces, pedestrian signal heads, and push buttons.

- Mixed use developer shall construct the following roadway improvements with development of the mixed use development if not previously constructed by Fairgrounds redevelopment project.

#### Nolensville Pike at Craighead Street

- Construct a 2nd eastbound left-turn lane along Craighead Street to provide two (2) left-turn lanes and one (1) right-turn lane at the intersection with Nolensville Pike.

#### Wedgewood Avenue at Rains Avenue

- Install a traffic signal when warranted. The multi-hour (4 or 8 hour) signal warrants are not likely to be met with the build-out of this project; hence, traffic volumes should be re-evaluated as the overall Fairgrounds site is nearing build-out.

- In conjunction with a traffic signal, provide pedestrian crossing infrastructure that includes crosswalk pavement markings, truncated dome surfaces, pedestrian signal heads, and push buttons.
- Modify the intersection approach geometry such that all four (4) approaches consist of one (1) left turn lane and one (1) shared through / right-turn lane.

Wedgewood Avenue Extension at Benton Avenue Extension

- Construct the northbound approach to consist of one (1) left-turn lane and one (1) right-turn lane and operate as a stop-controlled approach.

Craighead Street at Wedgewood Avenue Extension

- Install a traffic signal when warranted. The multi-hour (4 or 8 hour) signal warrants are not likely to be met with the build-out of this project; hence, traffic volumes should be re-evaluated as the overall Fairgrounds site is nearing build-out.
- In conjunction with a traffic signal, provide pedestrian crossing infrastructure that includes crosswalk pavement markings, truncated dome surfaces, pedestrian signal heads, and push buttons.
- In conjunction with a traffic signal, construct a northbound left-turn lane along Craighead Street at the intersection with Wedgewood Avenue Extension, and provide protected-permissive left-turn phasing.
- Construct three (3) eastbound approach lanes along Wedgewood Avenue Extension to provide two (2) left-turn lanes and one (1) right-turn lane at the intersection with Craighead Street. The second left-turn lane should not be striped as such unless the traffic signal is constructed.
- Mixed Use developer shall submit a focused TIS prior to approval of Final Mixed Use SP plan.
- Mixed Use developer shall determine appropriate internal roadway widths to accommodate required bike lanes, transit facilities, loading facilities, on street parking, adequate sight distance at driveways and intersections, appropriate access spacing with adequate queueing storage between streets and aligned access drives.
- Adequate pedestrian facilities and crossings to adjacent Fairgrounds development and adjacent neighborhoods should be addressed.
- It is recommended that hotel check-in and short term delivery/postal activities, valet etc. and ride share be accommodated on site for each proposed land use.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	10.0	0.8 F	348,480 S.F.	607	68	70

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (221)	10.0		900 U	4904	295	366

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Non-Residential (310, 710, 820)			350,000 S.F.	9924	512	888

Traffic changes between maximum: **IWD and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+14221	+739	+1184

## METRO SCHOOL BOARD REPORT

Given the mix of uses permitted, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature.

### STAFF RECOMMENDATION

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

### CONDITIONS

1. Permitted land uses shall be limited to all uses permitted in the MUG-A zoning district. Prohibited uses shall be as specified in the plan.
2. Comply with all conditions and requirements of Metro agencies.
3. All off-street surface parking shall be located at the rear or interior of the project.
4. Parking structures visible from public street right of way or public open space shall be screened with landscaping or architectural features.
5. Upon submittal of final site plan, detailed information shall be provided explaining how the pedestrian experience along Rains Avenue (Pedestrian Zone) will function separate from "back of house" operations located in this area. Final design shall require approval from Planning Staff.
6. Residential uses along public streets shall include stoops or articulation that engages the pedestrian environment.
7. Prior to final SP approval, revise street network map with the following:
  - Identify locations of Nashville MTA bus shelters/stops.
  - Identify rideshare-designated drop off locations, if any.
  - Identify parking lot/garage locations and their access points.
8. Prior to final SP approval, provide a bikeway connectivity map for the Fairgrounds property and at access points to surrounding neighborhoods.
9. Identify Wedgewood Avenue with a major separated bikeway from Benton Avenue to the Craighead Street terminus. Consult with Public Works and Planning before Final SP to confirm bikeway facility design.
10. Consult with Planning and Public Works about identifying other bicycle facilities (bike lanes and neighborways supporting WalknBike Plan).
11. Indicate that bicycle parking will be provided per Code. Identify bicycle parking locations.
12. Identify bikeshare and dockless bikeshare/scootershare locations, if any.
13. Prior to final SP approval, Update plan to indicate the following sidewalk requirements:
  - Arterial-Boulevards and Collector-Avenues shall be constructed per Major and Collector Street Plan standards
  - Local Streets shall be constructed with a 4' grass strip including street trees and an 8' sidewalk.
  - Consult with Planning and Public Works before Final SP to determine additional guidance or other design elements needed for the Pedestrian Priority zone.
14. Update plans to include the following TDM strategy:
  - Consult with Planning to produce a Transportation Demand Management (TDM) plan and implementation strategy that includes transportation modal shift goals that reduce number of single occupancy vehicle (SOV) trips to and from the development. Complete plan and implementation agreement before issuance of Use and Occupancy permit.
15. 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 MUG-A zoning district.
16. 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.
17. 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.
18. 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.
19. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

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

Items 1a and 1b were heard and discussed together.

Laura Womack, 620 Sugarmill Dr, spoke in favor of the application. The fairgrounds have not seen significant investment in decades.

Ned Horton, 2006 Ridley Blvd, spoke in favor of the application. It is good for the fairgrounds and good for the city.

Hunter Gee, 713 Benson St, spoke in favor of the application. This plan accommodates all current fair uses, will bring more people to the fairgrounds, will enhance the overall fairgrounds experience, and will enhance the neighborhood.

Adam Lanning, 513 Moore Ave, spoke in favor of the application due to increased walkability and jobs.

Marcus Whitney, 1810B Allison Pl, spoke in favor of the application. This is the right location for the soccer stadium.

Renata Soto, 2195 Nolensville Pk, spoke in favor of the application because it is an exciting development that will increase walkability and business development.

Rose Faeges-Easton, 1809 Cedar Lane, spoke in favor of the application. This location is very important to the success of the Master Plan.

Marc Buehler, 608A/B Hamilton Ave, spoke in favor of the application.

Chris Redhose, 1206 15<sup>th</sup> Ave S, spoke in favor of the application. Soccer is a way to unify the city.

Rebecca West, 2416 Cloverdale Rd, spoke in favor of the application. Soccer is a common language among all cultures, a unifying sport.

Paul Chinetti, 1255 1<sup>st</sup> Ave S, spoke in favor of the application as it will be great for increased walkability.

Taylor Johnson, 1225 4<sup>th</sup> Ave S, spoke in favor of the application.

Jason Howes, 510 Waycross Ave, spoke in favor of the application due to increased walkability.

Ida Andal, 2197 Nolensville Pk, spoke in favor of the application as it will be a great improvement to the neighborhood.

Kenneth Hirt, 4021 Dorcus Dr, spoke in favor of the application.

Wyatt Archer, 2197 Nolensville Pk, spoke in favor of the application.

Shawn Bailes, 3716 West End Ave, spoke in favor of the application.

Eric Coons, 225 Ben Allen Rd, spoke in favor of the application.

Kyle Mountsier, 705 Ellie Dr, spoke in favor of the application.

Diane Palmer, 1523 Ashwood Ave, spoke in favor of the application along with a community benefits agreement.

Dana Smith, 2005A Ashwood Ave, spoke in favor of the application along with a community benefits agreement.

Rosemarie Rieger, 308 Harpeth Ridge Rd, spoke in favor of the application along with a community benefits agreement.

Donald Jenkins, 1701 Neal Terrace, spoke in favor of the application.

Derek Milner, 536B Moore Ave, spoke in favor of the application.

Josh Severence, 1421 Old Hickory Blvd, spoke in favor of the application.

Hunt Thompson, 2630 Elm Hill Pk, spoke in favor of the application.

Grace Stranch, 14311 Barton's Run Trace, spoke in favor of the application along with a community benefits agreement.

Callie Jennings, 700 Church St, spoke in favor of the application along with a community benefits agreement.

Paul Attea, 2928 Ironwood Dr, spoke in favor of the application along with a community benefits agreement.

Duane Cuthbertson, 438 Wingrove St, spoke in favor of the application, especially the SP.



Dana Terebessy, 1715 Allison Pl, spoke in favor of the application due to increased walkability.

Brittany Walker, 1300 Little Hamilton Ave, spoke in favor of the application.

Trey Walker, 1300 Little Hamilton Ave, spoke in favor of the application.

Odessa Kelly spoke in favor of the application along with a community benefits agreement.

Patrick Reed, 1716 Carvelle Ave, spoke in favor of the application.

Robert Crump, 4704A Kentucky Ave, spoke in favor of the application. It is fully compatible with the 2011 referendum.

Anne Barnett, 618 Larchwood Dr, spoke in favor of the application along with a community benefits agreement.

Shane Smiley, 4220 Brush Hill Rd, spoke in opposition to the application. This goes against what voters said they wanted and will set a precedent.

George Gruhn, 915 Old Lebanon Dirt Rd, spoke in opposition to the application as this property is not under-utilized.

Raphaella Keohane, 117 30<sup>th</sup> Ave N, spoke in opposition to the application. SP's are constantly being approved for the benefit of the developers and is pushing people out of the city.

Russ Anthony, 446 Clearwater Dr, spoke in opposition to the application. This will cost Metro money when we were told there wasn't any money in the budget. Taxpayers shouldn't have to pay for this.

Lewis Laska, 1700 Neely's Bend Rd, spoke in opposition to the application because it is a violation of Metro Charter.

Susan Heffernon, 1710 Neal Terrace, spoke in opposition to the application because it is too large for the area.

Danavan Hylton, 739 Garrison Dr, asked the commission to consider Metro Center for the stadium.

Daniel Baron, 1912 Bransford Ave, spoke in opposition to the application as it is too intense for this area and will lower the quality of life for the residents.

Tony Tenpenny, 3000 Mavert Dr, spoke in opposition to the application. We should be honoring the 2011 referendum.

Jerry Coble, 1104 N Graycroft, spoke in opposition to the application. There is no real access in and out of the property for a stadium. Traffic is a huge issue.

Liu Tacker, 790 Elysian Fields, spoke in opposition to the application. More people won't come to the fairgrounds; different people will. The current fairgrounds uses can't continue under this plan.

Tony Watson, 539 Fairlane Dr, spoke in opposition to the application. We should adhere to the 2011 referendum and move this to a different location.

Gicola Lane, 1208 3<sup>rd</sup> Ave S, spoke in opposition to the application because it reeks of privilege.

Jenna Laska, 1007 Falls Ave, spoke in opposition to the application.

Mark Melman, 3204 Lakeford Dr, spoke in opposition and asked that the fairgrounds be left alone.

Duane Dominy, 101 Cherokee Pl, spoke in opposition to the application. It is unclear where the fair will be held or where the parking will be for the fair. This violates Metro Charter as well as the NashvilleNext process.

Rick Williams, 120 Winthrop Pl, spoke in opposition to the application.

Jim Roberts, 6611 Clearbrook Dr, spoke in opposition to the application. NashvilleNext was just in place a few years ago.

Paulette Coleman, 6205 Willow Oak Dr, spoke in opposition to the application.

Hunter Gee explained that a traffic impact study was done earlier this year and then amended; it has been public record for six weeks now. A parking study is being conducted, but approximately 4700 onsite spaces have been identified for fairgrounds use.

Councilmember Sledge spoke in favor of the application. The community plan amendment and rezoning for these 10 acres has the potential to have a very positive district impact. Metro is not a party to the community benefits agreement, which is a third party discussion. The fairgrounds are often under-utilized or not utilized at all.

**Chairman Adkins closed the Public Hearing.**

Mr. Tibbs spoke in favor of the application. This meets policy, doesn't displace housing, and will be very complimentary to the area.

Dr. Bichell asked Legal if this is compatible with the 2011 referendum and Metro Charter.

Jon Cooper, Metro Legal, confirmed that it is consistent with Metro Charter.

Councilmember Bedne spoke in favor of the application as it is a good way to save the fairgrounds. Community benefits agreements are private agreements and are not allowed to be added as conditions.

Ms. Moore spoke in favor of the application.

Mr. Haynes clarified that NashvilleNext was not intended to be a rigid, static document. It was intended to be a flexible, guiding tool to the changing needs of the city. This is the right project at the right time.

**Mr. Haynes moved and Mr. Tibbs seconded the motion to approve with conditions and disapprove without all conditions (6-0)**

**Resolution No. RS2018-172**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-047-001 is **approved with conditions and disapprove without all conditions subject to approval of the associated plan amendment. (6-0)**

**CONDITIONS**

1. Permitted land uses shall be limited to all uses permitted in the MUG-A zoning district. Prohibited uses shall be as specified in the plan.
2. Comply with all conditions and requirements of Metro agencies.
3. All off-street surface parking shall be located at the rear or interior of the project.
4. Parking structures visible from public street right of way or public open space shall be screened with landscaping or architectural features.
5. Upon submittal of final site plan, detailed information shall be provided explaining how the pedestrian experience along Rains Avenue (Pedestrian Zone) will function separate from "back of house" operations located in this area. Final design shall require approval from Planning Staff.
6. Residential uses along public streets shall include stoops or articulation that engages the pedestrian environment.
7. Prior to final SP approval, revise street network map with the following:
  - Identify locations of Nashville MTA bus shelters/stops.
  - Identify rideshare-designated drop off locations, if any.
  - Identify parking lot/garage locations and their access points.
8. Prior to final SP approval, provide a bikeway connectivity map for the Fairgrounds property and at access points to surrounding neighborhoods.
9. Identify Wedgewood Avenue with a major separated bikeway from Benton Avenue to the Craighead Street terminus. Consult with Public Works and Planning before Final SP to confirm bikeway facility design.
10. Consult with Planning and Public Works about identifying other bicycle facilities (bike lanes and neighborways supporting WalknBike Plan).
11. Indicate that bicycle parking will be provided per Code. Identify bicycle parking locations.
12. Identify bikeshare and dockless bikeshare/scootershare locations, if any.
13. Prior to final SP approval, Update plan to indicate the following sidewalk requirements:
  - a. Arterial-Boulevards and Collector-Avenues shall be constructed per Major and Collector Street Plan standards
  - b. Local Streets shall be constructed with a 4' grass strip including street trees and an 8' sidewalk.
  - c. Consult with Planning and Public Works before Final SP to determine additional guidance or other design elements needed for the Pedestrian Priority zone.
14. Update plans to include the following TDM strategy:
  - a. Consult with Planning to produce a Transportation Demand Management (TDM) plan and implementation strategy that includes transportation modal shift goals that reduce number of single occupancy vehicle (SOV) trips to and from the development. Complete plan and implementation agreement before issuance of Use and Occupancy permit.
15. 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 MUG-A zoning district.

16. 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.
17. 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.
18. 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.
19. 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.

- 2a. 2018CP-006-001** On Consent: No  
**BELLEVUE COMMUNITY PLAN AMENDMENT** Public Hearing: Open  
 Council District 34 (Angie Henderson)  
 Staff Reviewer: Dara Sanders

A request to amend the Bellevue Community Plan by changing from T3 Suburban Neighborhood Maintenance to T3 Suburban Community Center on a portion of property located at 7037 Highway 70 South, approximately 1,040 feet northeast of Old Hickory Boulevard, zoned R15 (3.16 acres), requested by Bradley Arant Boulton and Cummings, LLP, applicant; BSM Bellevue Land, LLC, owner. (See associated case # 2018SP-043-001)  
**Staff Recommendation: Defer to the August 9, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018CP-006-001 to the August 9, 2018, Planning Commission meeting. (7-0)**

- 2b. 2018SP-043-001** On Consent: No  
**SECURITY CENTRAL STORAGE** Public Hearing: Open  
 Council District 34 (Angie Henderson)  
 Staff Reviewer: Latisha Birkeland

A request to rezone from R15 to SP-C zoning on property located at 7037 Highway 70 South, approximately 1,030 feet northeast of Old Hickory Boulevard (12.2 acres), to permit self-storage, requested by Civil Design Consultants, LLC, applicant; BSM Bellevue Land, LLC, owner. (See associated case # 2018CP-006-001)  
**Staff Recommendation: Defer to the August 9, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018SP-043-001 to the August 9, 2018, Planning Commission meeting. (7-0)**

- 3. 2018SP-017-001** On Consent: No  
**GLENDALE & SCENIC SP** Public Hearing: Open  
 Council District 25 (Russ Pulley)  
 Staff Reviewer: Levi Hill

A request to rezone from R20 to SP-R zoning on property located at 1120 Glendale Lane, at the northwest corner of Glendale Lane and Scenic Drive, (19.87 acres), to permit 31 single-family lots and/or a community education use of up to 200 persons, a religious institution, an orphanage, or a day care center (over 75). requested by Councilmember Russ Pulley, applicant; Monroe Harding Children's Homes, owner.  
**Staff Recommendation: Defer to the August 9, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018SP-017-001 to the August 9, 2018, Planning Commission meeting. (7-0)**

4. **2018SP-024-001** On Consent: Yes  
1207 PIERCE ROAD SP Public Hearing: Open  
Council District 09 (Bill Pridemore)  
Staff Reviewer: Shawn Shepard

A request to rezone from RS7.5 to 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, requested by Dale and Associates, applicant; Ruby Lee Grant, owner.

**Staff Recommendation: Defer to the August 23, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018SP-024-001 to the August 23, 2018, Planning Commission meeting. (7-0)**

5. **2018SP-035-001** On Consent: No  
ELM HILL PLACE SP Public Hearing: Open  
Council District 13 (Holly Huevo)  
Staff Reviewer: Gene Burse

A request to rezone from RS10 to 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 117 multi-family residential units, requested by Southeastern Development Enterprise, LLC, applicant; Gregg and Susan Eatherly and Gerre Goss White, owners.

**Staff Recommendation: Defer to the September 13, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018SP-35-0011 to the September 13, 2018, Planning Commission meeting. (6-0-1)**

6. **2018NHC-001-001** On Consent: No  
BL2018-1245/Colby Sledge Public Hearing: Open  
**EDGEHILL NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT**  
Council District 17 (Colby Sledge); 19 (Freddie O'Connell)  
Staff Reviewer: Abbie Rickoff

A request to apply a Neighborhood Conservation Overlay District to various properties along South Street, Villa Place, Wedgewood Avenue, 15th Avenue South, Tremont Street, and Edgehill Avenue, north of Wedgewood Avenue, zoned R6-A and RS5 and partially within a Planned Unit Development Overlay District (approximately 42.96 acres), requested by Councilmembers Colby Sledge and Freddie O'Connell, applicants; various owners.

**Staff Recommendation: Approve.**

**APPLICANT REQUEST**  
**Apply Neighborhood Conservation Zoning Overlay.**

Neighborhood Conservation Zoning Overlay

A request to apply a Neighborhood Conservation Overlay District to various properties along South Street, Villa Place, Wedgewood Avenue, 15th Avenue South, Tremont Street, and Edgehill Avenue, north of Wedgewood Avenue, zoned One and Two-Family Residential-Alternative (R6-A) and Single-Family Residential (RS5) and partially within a Planned Unit Development Overlay District (approximately 42.96 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.

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.

**Proposed Overlay**

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

**HISTORY**

This case was deferred at the June 28, 2018, Planning Commission meeting at the request of Councilmember Sledge.

**CRITICAL PLANNING GOALS**

- Preserves Historic Resources

The Neighborhood Conservation Zoning Overlay District is intended to preserve historic structures within the Edgehill Neighborhood through the implementation of development and design guidelines by the Metro Historic Zoning Commission and staff.

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

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

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

Consistent with Policy?

Yes. All policies encourage the preservation and protection of historic features. The proposed Edgehill Neighborhood Conservation Zoning Overlay District will aid implementation of the design principles provided for the land use policy.

**REQUEST DETAILS**

The properties to be included in the proposed Edgehill Neighborhood Conservation Zoning Overlay are generally located along both sides of Villa Place and along South Street, Wedgewood Avenue, 15th Avenue South, Tremont Street, and Edgehill Avenue, north of Wedgewood Avenue. The area consists of primarily one and two-family residential uses located in the T4 NM policy. One notable exception is Edgehill Village, located south of Edgehill Avenue along Villa Place, which includes non-residential uses and is located in the T4 NC policy. There are also scattered community/institutional and office uses.

The following background information from the Metro Historical Commission staff was available in the staff report to the MHZC. This information refers to the application for the Edgehill Neighborhood Conservation Overlay.

***Metro Historic Zoning Commission staff recommendation***

Applicable Ordinance: Article III. Historic Overlay Districts, 17.36.120 Historic districts defined.

A. Historic Preservation and Neighborhood Conservation Districts. These districts are defined as geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development, and that meet one or more of the following criteria:

1. The district is associated with an event that has made a significant contribution to local, state or national history; or
2. It includes structures associated with the lives of persons significant in local, state or national history; or
3. It contains structures or groups of structures that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. It has yielded or may be likely to yield archaeological information important in history or prehistory; or
5. It is listed or is eligible for listing in the National Register of Historic Places.

**Background:**

Conversations between neighborhood leaders and staff of the MHZC began in the spring of 2017. The first community meeting was held on September 6, 2017 at the Midtown Police Precinct. Three additional community meetings were held at the Edgehill United Methodist Church on February 22 and April 26, 2018 and the Midtown Police Precinct on May 2, 2018. The public hearing for the Planning Commission is scheduled for June 28, 2018 and Metro Council for July 3, 2018. The draft design guidelines will have been available on line for approximately two months by June 20, 2018.

The architectural resource study was conducted by the Center of Historic Preservation at Middle Tennessee State University, led by Katherine Hatfield during the winter of 2017.

The area first developed as a refuge for white property owners fleeing the city. The convenience of the streetcar and its location near Fort Negley helped to build the African-American population. African Americans, who had outnumbered whites nearly two to one in 1890, were soon living mostly on the inside streets (14<sup>th</sup> to 10th Avenues South). Prominent business owners and professionals in the neighborhood included architects Moses and Calvin McKissack and highly-regarded sculptor William Edmondson. *For a more complete history, please see the draft design guidelines attached to this report and for photographs please see the attached draft design guidelines.*

The neighborhood is also significant for its turn-of-the-century architecture (1890s-1960s). The most typical form in the district is the 1.5-story bungalow with a small number of 2-story American Foursquares. Styles include craftsman, English cottage and Queen Anne.

Sixty-two percent of the lots contain a principal building that is contributing to the historic character of the district. The rest are either vacant or non-contributing.

**Analysis and Findings:**

The neighborhood meets criterion 3 of section 17.36.120 of the ordinance for its turn-of-the-century architecture and criterion 1 for its association with the development of an early Nashville African-American neighborhood after the Civil War.

**Recommendation:**

Staff suggests that the Commission recommend approval of the Edgehill Neighborhood Conservation Zoning Overlay, finding the area to meet criteria 1 and 3 of section 17.36.120.

Staff recommends that adoption of the draft design guidelines proposed for the new district finding that they are consistent with the Secretary of Interior's Standards.

**METRO HISTORIC ZONING COMMISSION RECOMMENDATION**

On June 20, 2018, the MHZC unanimously voted to recommend approval to Council of the proposed overlay finding that the project meets the criteria 1 and 3 of ordinance section 17.36.120.

**STAFF RECOMMENDATION**

Staff recommends approval of the proposed Edgehill Neighborhood Conservation Overlay.

**Ms. Blackshear stepped back in the room at 7:35 p.m.**

Ms. Rickoff presented the staff recommendation of approval.

Ronald Miller, 905 Villa Pl, spoke in favor of the overlay as it will preserve and protect the area.

Rob Benshoof, 916 14<sup>th</sup> Ave S, spoke in favor of the overlay.

Dr. Derah Myers, 1025 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Joel Dark, 1027 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Theo Antoniadis, 1720 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Karin Kalodimos, 907 Villa Pl, spoke in favor of the overlay.

Donald McCord, 1008 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Cynthia Matthews, 2923 Vox Lane, spoke in favor of the overlay.

Allison Schacter, 1022 Villa Pl, spoke in favor of the overlay.

Rebecca Alexander, 3521 Central Ave, spoke in favor of the overlay.

Ben Tran, 1022 Villa Pl, spoke in favor of the overlay as it will promote growth and development in the area.

Rodney King, 907 Villa Pl, spoke in favor of the overlay.

Mamie Turner, 1034 13<sup>th</sup> Ave S, spoke in favor of the overlay.

Randy Parks, 1066 18<sup>th</sup> Ave S, spoke in favor of the overlay.

Eric Schmeller, 1010 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Marguerite Chapman, 1721 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Gladys Lawrence, 1706 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Matthew Sullivan, 1002 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Alice Rolli, 1400 Villa Pl, spoke in favor of the overlay.

Veta Cicoello, 1720 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Jennifer Jones, 1031 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Maxine Miller, 905 Villa Pl, spoke in favor of the overlay.

Chris Cotton, 2209 Elliott Ave, spoke in favor of the overlay.

Terri Chapman, 1721 15<sup>th</sup> Ave S, spoke in favor of the overlay.

Brett Withers, 1113 Granada Ave, spoke in favor of the overlay.

Jill Bader, 1220 Villa Pl, spoke in opposition to the overlay and explained that the majority of the residents are not in favor.

Charles Howe, 1009 15<sup>th</sup> Ave S, spoke in opposition to the overlay.

Brian Seward, 1309 Tremont, spoke in opposition to the overlay.

Vishnu Jaya, 1024 Villa Pl, spoke in opposition to the overlay. It stifles progress and a lot of these homes don't have true architectural historic value.

David Yates, 1502 South St, spoke in opposition to the overlay as it is discriminatory.

Carolyn Rambo, 3801 Dartmouth Ave, spoke in opposition to the overlay as it does not allow flexibility and it has divided the community.

Alan Messer, 1019 Villa Pl, spoke in opposition to the overlay.

Sharon Bell, 1028 Villa Pl, spoke in opposition to the overlay; she wants to be able to make decisions about her own property.

Kendra Thompson, 2300 10<sup>th</sup> Ave S, spoke in opposition to the overlay.

Jamie Kearney, 1024 15<sup>th</sup> Ave S, spoke in opposition to the overlay.

Carole Sofka, 3821 West End Ave, spoke in opposition to the overlay due to concerns with property values.

Ron Sofka, 3821 West End Ave, spoke in opposition to the overlay.

Sean Kelly, 1023B Villa Pl, spoke in opposition to the overlay.

Chris Sofka, 1023B Villa Pl, spoke in opposition to the overlay.

Isabella Kearney, 1024 15<sup>th</sup> Ave S, spoke in opposition to the overlay and noted that the process has divided the neighborhood.

Mike Slarve, 1508 Edgehill, spoke in opposition to the overlay.

Paul Huddleston, 1516 Villa Pl, spoke in opposition to this very restrictive overlay.

John Moore spoke in opposition to the overlay.

Andy Wehby, 1504 South St, spoke in opposition to the overlay because he will lose his property rights.

Tana Smith, 1013 15<sup>th</sup> Ave S, spoke in opposition to the overlay.

Wanda Moore, 1212 Villa Pl, spoke in opposition to the overlay.

Betty Bader, 1221 Villa Pl, spoke in opposition to the overlay.

Teena Camp, 1607 Villa Pl, spoke in opposition to the overlay because it is tearing the neighborhood apart.

Batia Karamel, 1703 15<sup>th</sup> Ave S, spoke in opposition to the overlay.

Jan White, 1004 Villa Pl, spoke in opposition to the overlay.

Robert Murray, 1004 Villa Pl, spoke in opposition to the overlay.

Doug Colton, 1506 South St, spoke in opposition to the overlay.

Susan Rogers, 904B Villa Pl, spoke in opposition to the overlay.

Theresa Bynum, 1005 Villa Pl, spoke in opposition to the overlay.

Amy Colton, 1506 South St, spoke in opposition to the overlay.

**Chairman Adkins closed the Public Hearing.**

Mr. Haynes spoke in opposition to the overlay; not sure this is the right tool given the diversity in this area.

Councilmember Bedne spoke in favor of the overlay, but noted there is still room for conversation between the councilmember and the residents to make sure everyone understands.

Dr. Bichell spoke in favor of the overlay as it seems that it will maintain the character of the neighborhood and will not reduce the flexibility of the people who want to alter their houses.

Ms. Blackshear expressed concerns with supporting the overlay due to the amount of division among the neighbors.

Mr. Tibbs spoke in favor of the overlay.

**Mr. Tibbs moved and Dr. Bichell seconded the motion to approve. (4-3) Ms. Blackshear, Mr. Haynes, and Chairman Adkins voted against.**

Ms. Blackshear left the meeting at 9:50 p.m.

**Resolution No. RS2018-173**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2018NHC-001-0011 is approved. (4-3)**



7. **2018S-084-001** On Consent: No  
**MCKANNA SUBDIVISION LOT 1 AND SEVEN HILLS** Public Hearing: Open  
**SECTION 8 LOT 327**  
Council District 34 (Angie Henderson)  
Staff Reviewer: Latisha Birkeland

A request for final plat approval to shift lot lines on properties located at 1480 Georgetown Court and 4604 Mountainview Drive, approximately 335 feet southwest of Hildreth Drive, zoned R40 (6.49 acres), requested by Dale and Associates, applicant; James McKanna, owner.

**Staff Recommendation: Defer to the August 9, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018S-084-001 to the August 9, 2018, Planning Commission meeting. (7-0)**

8. **2018S-093-001** On Consent: No  
**OLD MATTHEWS AND WEBSTER ROAD** Public Hearing: Open  
Council District 02 (DeCosta Hastings)  
Staff Reviewer: Patrick Napier

A request for concept plan approval to create 22 lots on properties located at Toney Road (unnumbered), Old Matthews Road (unnumbered) and 2504, 2506, and 2528 Old Matthews Road, approximately 290 feet north of Yokley Road, zoned RS7.5 (5.21 acres), requested by Dale & Associates, applicant; REI615, LLC, owner.

**Staff Recommendation: Defer to the August 9, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018S-093-001 to the August 9, 2018, Planning Commission meeting. (7-0)**

9. **2018S-102-001** On Consent: Yes  
**DRAKES BRANCH DEVELOPMENT** Public Hearing: Open  
Council District 01 (Jonathan Hall)  
Staff Reviewer: Abbie Rickoff

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 RS15 (31.44 acres), requested by Kimley-Horn and Associates, applicant; Nashland Builders, LLC, owner.

**Staff Recommendation: Defer to the August 23, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018S-102-001 to the August 9, 2018, Planning Commission meeting. (7-0)**

10. **2018CP-014-002** On Consent: Yes  
**DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT** Public Hearing: Open  
Council District 12 (Steve Glover)  
Staff Reviewer: Anita McCaig

A request to amend the Donelson-Hermitage Community Plan by changing from T3 Residential Corridor and T3 Neighborhood Center to T3 Community Center on various properties along Central Pike, North New Hope Road, Earhart Road and Timberview Lane, east of the intersection of Valley Grove Drive and Central Pike, zoned CN, MUN, OR20, RS15 and SP-MU (265.49 acres), requested by Councilmember Steve Glover, applicant; various owners.

**Staff Recommendation: Approve.**

**APPLICANT REQUEST**

**Amend Donelson-Hermitage-Old Hickory Community Plan to change the policy.**

### Major Plan Amendment

A request to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the Community Character Policy from Suburban Residential Corridor (T3 RC) and Suburban Neighborhood Center (T3 NC) to Suburban Mixed Use Corridor (T3 CM), adopting a land use and mobility concept plan, adopting supplemental policy guidance, and amending the Major and Collector Street Plan (MCSP) to change the street designation for various properties, located along Central Pike, east of Old Hickory Boulevard (approximately 265 acres).

### **DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

#### **Current Policy**

Suburban Residential Corridor (T3 RC) is intended to maintain, enhance, and create suburban residential corridors that have a variety of residential uses. T3 RC areas are located along prominent streets that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 RC areas provide high access management (limiting the number of individual curb cuts) and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

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

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

Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent streets that are served by multiple modes of transportation and are designed and operated to enable safe and comfortable access and travel for all users. T3 CM areas have high access management (limiting the number of individual curb cuts) and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

### **BACKGROUND**

The community plan amendment was requested to continue discussions with the community about changing the policy along the Central Pike corridor, east of Old Hickory Boulevard to the Wilson County Line. In recent years, a large amount of growth has occurred in this area of Hermitage and in Mt. Juliet in Wilson County which has resulted in additional traffic along this stretch of Central Pike.

### **COMMUNITY PARTICIPATION**

In fall of 2017, a plan amendment request for one property within the study area moved forward. At the October community meeting for that plan amendment and original study area, most all of the attendees expressed support for changing the policy from T3 RC, which allows only residential uses, to a policy that allows a mixture of uses. Attendees also expressed a desire for changing the policy for the larger T3 RC area. Many of the participants expressed a need for a "master plan" for the larger area prior to moving forward with such a large area plan amendment.

Several property owners along Central Pike are interested in developing their properties and are working with development professionals to create an overall development concept. Meeting attendees expressed a desire to reconvene when the overall concept is created to see the proposed mix of uses, access, and traffic circulation. In spring of 2018, staff worked with the district Councilmember Steve Glover and area property representatives to create a "concept plan" for the area that further defined land uses and increased mobility.

On June 26, 2018, a community meeting was held at the Hermitage Police Precinct, located at 3701 James Kay Lane, to discuss the plan amendment for the larger study area. Approximately 25 people attended. However, the majority of attendees did not attend the previous community meeting held in October, 2017.

Planning staff spoke and answered questions at the meeting regarding the policy, the plan amendment, the concept plan, and the separate process for rezoning properties. Attendees generally expressed support for the plan amendment and the introduction of a mix of uses along this portion of Central Pike. The main concerns for attendees were additional traffic along Central Pike and the need for additional infrastructure, including sidewalks. Attendees expressed negative opinions about having solely moderate- to high-density residential uses along this portion of Central Pike. Instead, they felt that having a mixture of uses provides some services and destinations along with residential uses that provide benefit to the community.

## **ANALYSIS**

The proposed amendment area is a suitable location for T3 CM policy.

### Context

The plan amendment area is located east of Old Hickory Boulevard in Hermitage. Its southern boundaries are an adjacent area of T3 Suburban Community Center (T3 CC) policy and Interstate 40; its eastern boundary is the Wilson County Line. The study area is adjacent to a larger Suburban Community Center area that includes retail, offices, and stacked flats to the west/southwest. As you cross into Wilson County, additional housing is under construction and more growth is anticipated.

### Policy Application

T3 CM policy is applied to major corridors and intersections with the intent of encouraging a mix of higher-density residential, commercial, and mixed use development.

### Transportation

Central Pike is a major arterial and is envisioned to be widened to 5 lanes. TDOT has a project to widen Central Pike and is scheduled to begin in 2028. North New Hope, South New Hope, and Earhart Roads are all collectors. Central Pike connects to Old Hickory Boulevard, another major arterial that runs north/south, to the west of the study area. Central Pike crosses Old Hickory Boulevard and continues west/northwest to connect with Lebanon Pike. There is an interstate exit on Old Hickory Boulevard directly south of its intersection with Central Pike. Central Pike in this location carries traffic from both Davidson and Wilson Counties.

### Zoning and Existing Land Uses

The majority of the study area is zoned RS15 (residential single family, 15,000 square foot minimum lots). Within the study area are several small office and commercial zonings, including CN (commercial neighborhood), MUN (mixed use neighborhood), OR20 (office and residential, maximum 20 dwelling units per acre), and a recently approved SP (specific plan) zoning to reuse an existing house for a medical office. There is also an approved mixed use SP zoning for an assisted living facility on 15 acres that was approved in 2014.

Currently, existing land uses are predominantly single family and vacant properties, along with some offices and religious institutions. An approximately six-acre property is owned by NES. Utility transmission lines run through the southeastern portion of the study area.

### Natural Environment

A few streams and wetlands are scattered throughout the study area. There are limited steep slopes associated with one stream. The majority of the amendment area is not constrained by sensitive environmental features.

### Expressed Interest

The community has expressed an interest in having a mixture of uses that provides some services and destinations along with residential uses that contribute convenience and benefit to the community.

## **PROPOSAL**

### **Amend the Community Character Policy.**

Amending the Community Character Policy from T3 RC to T3 CM is appropriate because of the area's location along a major arterial that parallels Interstate 40 and adjacent to a larger community center policy area and the community's desire for a mix of uses along the corridor.

**Adopt supplemental policies related to mobility and connectivity.** Staff learned through the amendment review process that the community stakeholders would like additional details beyond the policy guidance found in the Community Character Manual. The proposed supplemental policies address issues identified by the community related to the mix of land uses, mobility, connectivity, and pedestrian infrastructure. This guidance will be considered for all applicable zoning requests.

### Mix of Land Uses

The supplemental policy contains a concept plan (see graphic below) which provides refinement on the mix of land uses. The most intense mixed use area is located along Central Pike's intersections with North New Hope and South New Hope Roads. The remainder of the corridor is framed by a mix of residential uses with scattered commercial uses. To the north of the corridor, the mixed use area transitions to a mix of residential uses to complement the adjacent existing single family character. To the south of Central Pike and adjacent to the interstate is an area of office and mixed use.

### Mobility Supplemental Policy

Issues identified by the community were related to mobility within the study area for drivers and pedestrians. The mobility guidance is intended to improve connectivity and promote safe and efficient modes of transportation across the study area and along Central Pike through new development and redevelopment that creates a system of streets with multiple routes and connections.

The mobility supplemental policy contains guidance for increasing connectivity as properties are developed or redeveloped. This supplemental policy is accompanied by the concept plan (see graphic below) that shows a conceptual network of proposed street connectivity (shown in darker brown) throughout the study area that would provide a strong and cohesive block structure in support of the Community Character Policies.

Central Pike within the study area does not provide sidewalks. As a result of the proposed policy amendments for planned mixed use and residential development along this portion of the Central Pike corridor, this policy calls for appropriately enhanced pedestrian accommodations expected to be built in partnership with future redevelopment along and across the corridor.

The Concept Plan illustrates providing multiple direct, local street connections to and between local destinations, such as shopping, neighborhood offices, and jobs without requiring the use of Central Pike. Benefits of a connected street network include multiple routes and connections, lower traffic volumes and traffic delays on major streets, efficient service delivery, parallel route and alternative route choices, better and redundant emergency vehicle access, and efficient subdivision of land. Increasing the number of street connections and intersections also enhances pedestrian and bicycle travel.

Connectivity will primarily be achieved through the zoning and subdivision processes when properties develop or redevelop. The intent is to have logical, direct routes that make cross parcel driving possible – including, but not limited to, a road that traverses the land from one property line to the opposite property line.

As a conceptual network, alignments may vary as the result of property consolidation pattern, topography, and other environmental constraints that may be observed during detailed analysis and design of individual initiatives. All applicable development applications will be reviewed for consistency with the intent of this policy.

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 amendment area. These elements will be better aligned to the proposed policy update with the following amendments to the MCSP:

- Amend the designation of Central Pike from South New Hope Road to the Wilson County Line from T3-R-AB5 to T3-M-AB5 to reflect T3 Suburban Mixed Use Corridor policy.

This change involves only the land use context of the MCSP designation. Currently, the corridor functions as a suburban arterial in support of adjacent residential land use policy. The change to incorporate a Suburban Mixed Use context will ensure a wider, consistent six-foot-wide grass strip and eight-foot-wide sidewalks are constructed along Central Pike as properties redevelop.

### **STAFF RECOMMENDATION**

Staff recommends approval of the amendment request.

Mr. Jones presented the staff recommendation of approval.

Roy Dale, 516 Heather Pl, spoke in favor of the application.

Andy Clark spoke in favor of the application.

Darlene Kemp, 6115 N New Hope Rd, expressed concerns with existing infrastructure.

Bart Kemp, 6115 N New Hope Rd, expressed concerns with stormwater runoff.

Roberta Brown, 6128 N New Hope Rd, expressed concerns with inadequate infrastructure and stormwater runoff.

Roy Dale asked for approval and explained that mixed-use needs to be in this area.

**Chairman Adkins closed the Public Hearing.**

**Mr. Tibbs moved and Ms. Moore seconded the motion to approve. (6-0)**

**Resolution No. RS2018-174**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-014-002 is **approved. (6-0)**

**11a. 2018CP-014-005**

On Consent: Yes

**DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT** Public Hearing: Open

Council District 11 (Larry Hagar)

Staff Reviewer: Marty Sewell

A request to amend the Donelson-Hermitage-Old Hickory Community Plan by changing from T3 Neighborhood Evolving to T3 Neighborhood Maintenance on various properties along Rymer Court, Northstar Court, River Landing Way, Keeton Court, Warren Drive, Hiller Drive, Hickman Street, Hickerson Street, Keeton Avenue, Scenic View Boulevard, Shelby Street, Hillman Place, Rayon Drive, Ensley Avenue, Swinging Bridge Road, Bridgeway Avenue and Newell Avenue, at the southwest corner of Swinging Bridge Road and Warren Drive (155.24 acres), requested by the Metro Planning Department, applicant; various owners. (See associated case # 2018Z-069PR-001)

**Staff Recommendation: Approve.**

**APPLICANT REQUEST**

**Amend Donelson-Hermitage-Old Hickory Community Plan to change the policy.**

Minor Plan Amendment

A request to amend the Donelson-Hermitage-Old Hickory Community Plan by changing from T3 Neighborhood Evolving to T3 Neighborhood Maintenance on various properties along Rymer Court, Northstar Court, River Landing Way, Keeton Court, Warren Drive, Hiller Drive, Hickman Street, Hickerson Street, Keeton Avenue, Scenic View Boulevard, Shelby Street, Hillman Place, Rayon Drive, Ensley Avenue, Swinging Bridge Road, Bridgeway Avenue and Newell Avenue, at the southwest corner of Swinging Bridge Road and Warren Drive (155.24 acres).

**DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

**Current Policy**

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. It 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.

**Proposed Policy (Note: Conservation is proposed to remain)**

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.

**BACKGROUND**

The amendment area is surrounded by two policy areas:

- Conservation (CO) to west, which is the Cumberland River floodplain area
- District Industrial (D IN) to the northeast, east, and southeast, which is intended to maintain, enhance, and create Industrial Districts in appropriate locations.

The *Growth & Preservation Concept Map of NashvilleNext*, identifies the plan amendment area primarily within the Neighborhood area, with the northeastern portion within the Green Network area, and a small portion of the southwest corner within both a Transition & Infill. Special Impact area is identified for property east/northeast of the study area, which is a heavy industrial district. Transition & Infill areas are generally applied to developed areas where there is a desire for redevelopment and infill that produces a different character inclusive of increased housing diversity and connectivity. Special Impact areas include intense industrial areas, airports, landfills, and other uses that should be kept separate from homes.

The Major and Collector Street Plan (MCSP) identifies Bridgeway Avenue as a two-lane Collector Avenue (T4-M-CA2); however, properties fronting Bridgeway Avenue area not proposed to change with this plan amendment request.

**COMMUNITY PARTICIPATION**

As part of the application process, the Executive Director determined the plan amendment is minor and the applicant is required to hold a community meeting. Staff hosted a community meeting at the Old Hickory Community Center on Wednesday, July 9, 2018, attended by 61 people from the community, including the District 11 Councilmember. Attendees were generally in support of the proposed policy change.

**ANALYSIS**

The Community Character Manuel defines the features that should be present in order to apply T3 NM policy to a property:

- Zoned residential;
- Primary land use is residential, or that are envisioned to remain primarily residential;
- An expressed interest by the community in maintaining the predominant, existing developed condition and that condition is believed to be stable and sustainable over time

The subject properties are regulated by the R6, R10, and R15 zoning districts, which allow for single- and two-family dwellings. The associated zone change application to RS5 and RS10 would further maintain the primarily single-family residential character of Rayon City.

The Rayon City community has expressed an interest in maintaining the existing single-family development pattern for the area. They have advocated for policies that would prevent existing single-family lots from being redeveloped with multiple units on lots that may be out of character with surrounding properties, and the application of T3 NM policy is consistent with residential policy applied to other developed residential areas to the southeast in Old Hickory Village.

The proposed plan amendment is consistent with the goals of T3 NM policy by offering to maintain the general character of the neighborhood as characterized by its development pattern, building form, land use, and associated public realm.

**STAFF RECOMMENDATION**

Staff recommends approval.

**Approve. Consent Agenda. (7-0)**

**Resolution No. RS2018-175**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-014-005 is **approved. (7-0)**”

**11b. 2018Z-069PR-001**

Council District 11 (Larry Hagar)  
Staff Reviewer: Gene Burse

On Consent: Yes  
Public Hearing: Open

A request to rezone from R6 to RS5 zoning and from R10, R15 and AR2a to RS10 zoning on various properties along Warren Drive, Hiller Drive, Hickman Street, Hickerson Street, Keeton Avenue, Scenic View Boulevard, Shelby Street, Hillman Place, Rayon Drive, Ensley Avenue, Swinging Bridge Road and Newell Avenue, at the southwest corner of Swinging Bridge Road and Warren Drive (276.49 acres), requested by Councilmember Larry Hagar, applicant; various owners.

**Staff Recommendation: Disapprove as submitted. Approve with a substitute ordinance.**

**APPLICANT REQUEST**

Zone change from R6 to RS5 zoning and from R10, R15 and AR2a to RS10 zoning.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Single-Family Residential (RS5) zoning and from One and Two-Family Residential (R10, R15), and Agricultural/Residential (AR2a) to Single-Family Residential (RS10) zoning on various properties along Warren Drive, Hiller Drive, Hickman Street, Hickerson Street, Keeton Avenue, Scenic View Boulevard, Shelby Street, Hillman Place, Rayon Drive, Ensley Avenue, Swinging Bridge Road and Newell Avenue, at the southwest corner of Swinging Bridge Road and Warren Drive (276.49 acres).

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre including 25 percent duplex lots.

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.35 dwelling units per acre including 25 percent duplex lots.

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.90 dwelling units per acre including 25 percent duplex lots.

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan.

**Proposed Zoning**

Single-Family Residential (RS5) 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.

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.35 dwelling units per acre.

**DONELSON- HERMITAGE-OLD HICKORY COMMUNITY PLAN**

**Existing Policy**

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built

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

**Proposed Policy** (note: the CO policy is proposed to remain)

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

Consistent with Policy?

Yes. The proposed Single-Family Residential zoning districts (RS5 and RS10) are consistent with the proposed T3 Suburban Neighborhood Maintenance policy area. Both proposed zoning districts will help to preserve the general character of the existing suburban pattern of development in the Rayon City neighborhood.

**ANALYSIS**

The zone change area includes properties located along various streets in the Rayon City Neighborhood within the Donelson-Hermitage-Old Hickory Community Plan Area. This area consists primarily of single-family residential uses, some two-family residential uses, multi-family residential uses and vacant parcels. The proposed RS5 and RS10 zoning districts would limit development in the area to single-family residential uses.

NashvilleNext calls for the integration of more diverse housing types into neighborhoods to allow for aging in place, to address the overall affordability of housing, and to respond to demographic changes that are driving changes in housing preferences. In order to ensure adequate opportunities for housing diversity and avoid creating nonconformities, staff recommends approval of a substitute ordinance to remove parcels from the zone change area. The permitted duplexes in the area promote a diversity of housing options today, and retaining the R10 zoning on those parcels allows the two-family units to continue to provide opportunities for housing diversity in the future while minimizing creation of nonconformities.

Additionally, the area that is proposed to remain as Neighborhood Evolving policy on the eastern end of the rezoning area is proposed to be removed from the initial rezoning to keep its current zoning. Staff's recommendation is intended to provide a balance between maintaining the existing residential character and the General Plan goals for housing diversity.

**Substitute Ordinance No. BL2018-1268**

Staff recommends disapproval as submitted and approval with a substitute to remove the following parcels from the downzoning. Parcels to be removed are indicated on the map below.

**STAFF RECOMMENDATION**

Disapprove as submitted. Approve with a substitute ordinance.

**Approve. Consent Agenda. (7-0)**

**Resolution No. RS2018-176**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-069PR-001 is **disapproved as submitted. Approved with a substitute ordinance (7-0)**

**12. 2018SP-038-001**

**5700 CALIFORNIA AVENUE SP**

Council District 20 (Mary Carolyn Roberts)

Staff Reviewer: Abbie Rickoff

On Consent: Yes

Public Hearing: Open

A request to rezone from CS to SP-MR zoning on properties located at 1601 57th Avenue North and 5700 California Avenue, at the northwest corner of California Avenue and 57th Avenue North (4.15 acres), to permit 80 multi-family residential units, requested by Dale and Associates, applicant; Renaissance Stone Cutting, LLC, owner.

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

**APPLICANT REQUEST**

**Preliminary SP to permit up to 80 multi-family residential units.**

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan – Mixed Residential (SP-MR) zoning on properties located at 1601 57th Avenue North and 5700 California Avenue, at the northwest corner of California Avenue and 57th Avenue North, to permit 80 multi-family residential units (4.15 acres).



## **Existing Zoning**

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

## **Proposed Zoning**

Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types.

## **CRITICAL PLANNING GOALS**

- Supports Infill Development
- Provides a Range of Housing Choices
- Creates Walkable Neighborhoods

This request creates an opportunity for urban development that fills in gaps in areas served by existing infrastructure. Locating development in areas served by existing, adequate infrastructure does not burden Metro with the cost of upgrading or building new infrastructure. This proposal includes attached units and stacked flats, which will provide an additional housing choice for residents in the area. The plan includes a new public street with sidewalks, enhancing the area with a connected street system. Sidewalks consistent with the local street standard will also be included along the California Avenue and 57<sup>th</sup> Avenue North development frontage.

## **WEST NASHVILLE COMMUNITY PLAN**

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

When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

## Consistent with Policy?

The proposed SP is consistent with the T4 NM policy at this location. The site is near the northern edge of T4 NM policy, in close proximity to higher intensity policy areas where additional residential density could be supported. Urban Mixed Use Corridor policy (T4 CM), which encourages higher density residential and mixed use development, is located opposite the site on the west side of 60<sup>th</sup> Avenue North, and Urban Mixed Use Neighborhood policy (T4 MU), which also encourages mixed residential and nonresidential uses, is located on the north side of Centennial Boulevard. Policy guidance in the Community Character Manual recommends that properties on the edge of a Neighborhood Maintenance policy with adjacency to more intense policies, such as this property, are appropriate for more intensity than may otherwise be appropriate within Maintenance policy. The plan is compatible with adjacent policy areas and also proposes a new public street, which will improve connectivity to the surrounding neighborhood, achieving another goal of the Maintenance policy. Additionally, the existing CS zoning is inconsistent with the policy and allows for uses that are not in keeping with the goals of residential policy areas. The proposed SP brings the site closer to those goals by providing development that is supported by the T4 NM policy.

## **PLAN DETAILS**

The site is approximately 4.15 acres and currently contains warehouses associated with an industrial supply company. The site is located south of Centennial Boulevard, between 57<sup>th</sup> Avenue N and 60<sup>th</sup> Avenue N, north of California Avenue.

Surrounding land uses include industrial, commercial, and mixed residential development along Centennial Boulevard, transitioning to primarily mixed-residential south of Centennial Boulevard, internal to the neighborhood. There are several multi-family properties that have recently developed immediately south of the site.

The site plan proposes 80 multi-family residential units, including 48 attached townhomes and 32 stacked flat units. The 48 townhome units will front California Avenue (south), 57<sup>th</sup> Avenue N (east), and a new public street that bisects the site from the current terminus of New York Ave (east) to California Avenue (southwest). The 32 stacked flat units are located north of the proposed street near the northern property line; these units are 4 stories and are comprised of lower level parking, one two-story unit, and a residential flat on the fourth floor.

Vehicular access is provided from the proposed street to several shared drives that are located interior to the site, behind the units. All of the units include rear loaded garages, in addition to surface parking that is located off of the shared drives. On-street parking is also provided along the proposed street. Public sidewalks and a planting strip will be constructed along 57<sup>th</sup> Avenue N, California Avenue, and the new public street, consistent with local street standards.

Landscaping is incorporated throughout the development including a central open space, south of the proposed street behind the townhome units. Landscape buffers have been provided along the northern and western property lines. Internal sidewalks connect to the interior units and central open space, and also extend to the 60<sup>th</sup> Avenue N right-of-way through the northwestern corner of the site, providing a western pedestrian connection.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 35 feet for the attached units, and four stories in 45 feet for the multi-family units.

**ANALYSIS**

The SP is consistent with the site's land use policies and it also meets several critical planning goals. The development transitions in scale, mass, and height from the northern portion of the site, adjacent to higher intensity policy areas, to the southern portion of the site, along 57<sup>th</sup> Avenue N and California Avenue, interior to the T4NM policy area. The SP provides for additional housing choice for residents in the area, and the proposed architectural standards and treatments enhance the design quality of the neighborhood.

**FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

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

**STORMWATER RECOMMENDATION**

**Approve**

**WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- For the latest Preliminary SP Revision (stamped-received 4/13/18), the latest availability study has been revised to match these plans. Therefore, this case is 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.
- For the latest Preliminary SP revision (stamped-received 5/23/18), our latest conditional approval still applies.

**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.
- Submit copy of ROW dedications prior to bldg. permit sign off.
- Proposed road must be bonded with the plat.

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

- Each of the project accesses should be constructed to include one entering lane and one exiting lane. No parking spaces should be located within this storage for exiting vehicles. Also, the turning radii should be adequate for school buses, moving trucks, and delivery vehicles.
- Provide adequate sight distance at access drives. For a speed of 30 mph, the minimum stopping sight distance is 200 feet. The minimum intersection sight distance is 335 feet. California Avenue and 57th Avenue, N. include minimal horizontal and vertical curvature, and so initial observations and measurements indicate that the minimum sight distances are available.
- The site's internal traffic should be controlled by stop signs as shown in Figure 9.
- Metro Codes requires 1.5 parking spaces per unit, so a total of 120 parking spaces are required for the 80 homes. Each home will have a two-car garage, and so 160 private parking spaces will be provided. Also, 18 off-street parking spaces and 13 on-street parking spaces will be provided for visitors.
- Currently, there are no existing or planned Metro bus stops or bicycle facilities on the roadways that provide access to the project site. However, sidewalks are provided on the south side of California Avenue, opposite the project site.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	4.15	0.6 F	108,464 S.F.	7160	162	672

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.15		80 U	609	43	62

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-6,551	-119	-610

**METRO SCHOOL BOARD REPORT**

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

Projected student generation proposed SP-MR district: 29 Elementary 14 Middle 14 High

The proposed SP zoning is expected to generate 57 more students than the existing CS zoning. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

**STAFF RECOMMENDATION**

The proposal is consistent with the land use policies and supports several critical planning goals. Therefore, staff recommends approval with conditions and disapproval without all conditions.

**CONDITIONS**

1. Permitted uses within the SP shall be limited to a maximum of 80 multi-family units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal’s Office and Department of Public Works.
3. On the corrected copy, add “measured to roofline” for height standards of all units.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. On the final site plan, the solid waste containers shall be screened with a 6 foot decorative opaque wall or fence, and landscaping.
6. On the final site plan, include a public access easement on the sidewalk that extends the 60<sup>th</sup> Avenue N. right-of-way to the new public street.
7. The final site plan shall comply with Metro Zoning Code Parking requirements.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. 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.
10. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
11. 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.
12. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. Comply with all conditions of Stormwater, Water Services, and Public Works.
15. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

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

**Resolution No. RS2018-177**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-038-001 is **approved with conditions disapprove without all conditions. (7-0)**

**CONDITIONS**

1. Permitted uses within the SP shall be limited to a maximum of 80 multi-family units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal’s Office and Department of Public Works.
3. On the corrected copy, add “measured to roofline” for height standards of all units.

4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. On the final site plan, the solid waste containers shall be screened with a 6 foot decorative opaque wall or fence, and landscaping.
6. On the final site plan, include a public access easement on the sidewalk that extends the 60<sup>th</sup> Avenue N. right-of-way to the new public street.
7. The final site plan shall comply with Metro Zoning Code Parking requirements.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. 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.
10. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
11. 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.
12. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. Comply with all conditions of Stormwater, Water Services, and Public Works.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**13. 2018SP-045-001**

**3939 PINHOOK ROAD SP**

Council District 33 (Antoinette Lee)

Staff Reviewer: Abbie Rickoff

On Consent: No

Public Hearing: Open

A request to rezone from AR2a to SP-R zoning on properties located at 3939 and 3947 Pin Hook Road, approximately 880 feet east of Old Hickory Boulevard (14.5 acres), to permit 43 single-family lots, requested by Dale and Associates, applicant; Wahidi Construction, LLC, owner.

**Staff Recommendation: Defer to the August 23, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018SP-045-001 to the August 23, 2018, Planning Commission meeting. (7-0)**

**14. 2018S-117-001**

**3700 WOODLAWN SUBDIVISION**

Council District 24 (Kathleen Murphy)

Staff Reviewer: Abbie Rickoff

On Consent: No

Public Hearing: Open

A request for concept plan approval to create four lots on property located at 3700 Woodlawn Drive, approximately 775 feet west of Bowling Avenue, zoned RS20 (2.96 acres), requested by Smith Gee Studio, applicant; Phyllis Pennington, owner.

**Staff Recommendation: Defer to the August 9, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018S-117-001 to the August 9, 2018, Planning Commission meeting. (7-0)**

**15. 2017Z-089PR-001**

BL2018-1254/Scott Davis  
Council District 05 (Scott Davis)  
Staff Reviewer: Gene Burse

On Consent: Yes  
Public Hearing: Open

A request to rezone from SP to R6-A zoning for property located at 869 Joseph Avenue, at the southeast corner of Cleveland Street and Joseph Avenue (0.21 acres), requested by Councilmember Scott Davis, applicant; 786 Properties, LLC, owner.

**Staff Recommendation: Approve.**

**APPLICANT REQUEST**

Zone change from SP to R6-A.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential (R6-A) zoning for property located at 869 Joseph Avenue, at the southeast corner of Cleveland Street and Joseph Avenue (0.21 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 includes only one residential building type.

**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 1 duplex lot for a total of 2 residential units.*

**EAST NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T4 Neighborhood Evolving policy at this location. The proposed zoning 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 and creates an opportunity for additional development in areas served by existing infrastructure.

**ANALYSIS**

The property is located on 0.21 acres at the southeast corner of Cleveland Street and Joseph Avenue in the East Nashville Community Plan area. Existing site conditions include a single-family house. The site is served by existing MTA service with a bus stop approximately 500 feet away at the corner of Cleveland Street and Dickerson Pike. Surrounding properties consist primarily of residential land uses, including two-family residential, multi-family residential east of the site and commercial uses west of the site along Dickerson Pike. 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: **SP**

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)	0.21		1 U	10	1	2

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)	0.21	7.26 D	2 U	20	2	3

\*Based on two-family lots

Traffic changes between maximum: **SP-R and R6-A**

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

**METRO SCHOOL BOARD REPORT**

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

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

The proposed R6-A zoning is not expected to generate more students than the existing SP-R zoning district. Students would attend Glenn Enhanced Option 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 at this location.

**Approve. Consent Agenda. (7-0)**

**Resolution No. RS2018-178**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-089PR-001 is **approved. (7-0)**”

**16. 2018Z-053PR-001**

Council District 17 (Colby Sledge)  
Staff Reviewer: Latisha Birkeland

On Consent: Yes  
Public Hearing: Open

A request to rezone from IR to MUL-A zoning on properties located at 500 and 516 Hagan Street, at the corner of Chestnut Street and Hagan Street (1.68 acres), requested by Scott C. Chambers, applicant and owner.

**Staff Recommendation: Approve.**

**APPLICANT REQUEST**

**Zone change from IR to MUL-A**

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited – Alternative (MUL-A) zoning for properties located at 500 and 516 Hagan Street, at the corner of Chestnut Street and Hagan Street (1.68 acres).

**Existing Zoning**

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

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

**SOUTH NASHVILLE COMMUNITY PLAN**

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, 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 rezoning is consistent with the T4 Urban Mixed Use Neighborhood policy. The proposed zoning allows for a mixture of uses including commercial and residential, with building placement and bulk standards designed to create walkable neighborhoods. The parcel is located along Chestnut Street which is considered collector street, which makes the application of MUL-A zoning appropriate and consistent with the policy.

**ANALYSIS**

The requested rezoning to MUL-A is consistent with the policy for the area and is an appropriate zoning given the surrounding land uses and land use policy. The parcels are located along the south side of Chestnut Street which is designated in the Major and Collector Streets Plan as an urban, mixed-use collector-avenue.

The rezoning allows for redevelopment of a lot that has existing infrastructure in a way that enhances the street frontages and meets the goals of the policy.

The bulk and building placement standards associated with MUL-A zoning ensure mixed-use development that addresses the pedestrian realm and relegates parking to the side or rear of buildings.

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.68	0.6 F	43,908 S.F.	157	53	36

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

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)	0.84	1.0 F	37 U	348	22	38

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.42	1.0 F	18,295 S.F.	361	49	49

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.42	1.0 F	18,295 S.F.	821	22	66

Traffic changes between maximum:

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1,373	+40	+117

**METRO SCHOOL BOARD REPORT**

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

Projected student generation proposed MUL-A district: 13 Elementary 5 Middle 6 High

The proposed MUL-A zoning district will generate 24 additional students than what could be generated under the existing IWD zoning. Students would attend Fall-Hamilton Elementary, Cameron Middle School, and Glenclyff High School. Fall-Hamilton Elementary has been identified as over capacity. There is capacity within the cluster for elementary school students. 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 Mixed Use Neighborhood policy.

**Approve. Consent Agenda. (6-0-1)**

**Resolution No. RS2018-179**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-053PR-001 is **approved. (6-0-1)**”

**17. 2018Z-057PR-001**

Council District 05 (Scott Davis)  
Staff Reviewer: Levi Hill

On Consent: Yes  
Public Hearing: Open

A request to rezone from MUN-A to CN zoning on properties located at 722 and 726 McFerrin Avenue, at the southwest corner of McFerrin Avenue and Cleveland Street, within the Maxwell Heights Neighborhood Conservation District (0.55 acres), requested by Councilmember Scott Davis, applicant; KNW 722 LLC and KNW 726 LLC, owners.

**Staff Recommendation: Approve.**

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Mixed Use Neighborhood - Alternative (MUN-A) to Commercial Neighborhood (CN) on properties located at 722 and 726 McFerrin Avenue, at the southwest corner of McFerrin Avenue and Cleveland Street, within the Maxwell Heights Neighborhood Conservation District (0.55 acres).

**Existing Zoning**

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

**Proposed Zoning**

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

**EAST NASHVILLE COMMUNITY PLAN**

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



Consistent with Policy?

Yes. The T4 Neighborhood Center policy is generally applied to areas located at prominent intersections and that are envisioned for pedestrian friendly centers containing a mixture of uses. The requested rezoning would be reverting to the previous zoning for this property and would permit development that is consistent with the goals of the T4 NC policy. The request will allow for limited commercial services in proximity to existing neighborhoods.

**ANALYSIS**

The site consists of 0.55 acres and is located at 722 and 726 McFerrin Avenue, at the southwest corner of McFerrin Avenue and Cleveland Street. The site is currently developed with a commercial market. The adjacent properties to the south and west are developed with single-family residences while property to the east is developed with multi-family residential uses.

Adjacent property to the north consists of a mix of commercial and residential uses. The existing zoning allows for a low intensity mixture of residential, retail, and office uses.

The Urban Neighborhood Center policy is applied to areas intended to create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. The requested rezoning to Commercial Neighborhood is consistent with the land use policy for the area.

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.25	0.6 F	7 U	166	8	22

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.15	0.6 F	3,920 S.F.	111	15	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.15	0.6 F	3,920 S.F.	206	11	31

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.55	0.25 F	5,990 S.F.	294	12	36

Traffic changes between maximum: **MUN-A and CN**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		777	46	104

**STAFF RECOMMENDATION**

Staff recommends approval.

**Approve. Consent Agenda. (7-0)**

**Resolution No. RS2018-180**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-057PR-001 is **approved. (7-0)**

**18. 2018Z-061PR-001**

Council District 17 (Colby Sledge)  
Staff Reviewer: Latisha Birkeland

On Consent: No  
Public Hearing: Open

A request to rezone from IR to MUL-A zoning for properties located at 425 Chestnut Street and 1201 Brown Street, at the corner of Chestnut Street and Martin Street (2.04 acres), requested by Tune, Entrekin & White, PC, applicant; May Hosiery Partnership, LLC, owner.

**Staff Recommendation: Defer to the August 9, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018Z-061PR-001 to the August 9, 2018, Planning Commission meeting. (7-0)**

**19. 2018Z-062PR-001**

Council District 05 (Scott Davis)  
Staff Reviewer: Gene Burse

On Consent: Yes  
Public Hearing: Open

A request to rezone from RS5 to R6-A zoning on property located at 310 Arrington Street, approximately 220 feet east of Meridian Street (0.2 acres), requested by Crystal Conyers, applicant and owner.

**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 (R6-A) zoning on property located at 310 Arrington Street, approximately 220 feet east of Meridian Street (0.2 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 8.71 dwelling units per acre. *RS5 would permit 1 single-family residential lot.*

**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 1 duplex lot for a total of 2 single-family residential units.*

**EAST NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

Yes. The proposed rezoning is consistent with the T4 Neighborhood Maintenance policy at this location as it allows for development with appropriate design standards that relate to driveway access and garage orientation. Because there is an existing alley, access will be limited to the alley. The redevelopment of the site will enhance the pedestrian realm through design while maintaining the existing character of the neighborhood. This request creates an opportunity for additional development in areas served by existing infrastructure.

**ANALYSIS**

The property is located on 0.2 acres approximately 220 feet east of the intersection of Meridian Street and Arrington Street in the East Nashville Community Plan area. Existing site conditions include a single-family house. The site is served by existing MTA service with a bus stop approximately 250 feet away at the corner of Meridian Street and Arrington Street. Surrounding properties consist primarily of existing residential land uses. Other nearby land uses include two-family residential, commercial and office.

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 Maintenance policy is to maintain the general character of existing urban residential neighborhoods. For this particular block, there is not a consistent development or land use pattern as there are non-residential uses on the block as well as significant vacant land. Rezoning this parcel to R6-A will provide an opportunity for this site to develop with additional residential options while improving the pedestrian realm.

**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)	0.2	8.71 D	1 U	16	6	2

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)	0.2	7.26 D	2 U	29	7	3

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
-	-	-	+1 U	+13	+1	+1

**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 R6-A zoning is not expected to generate more students than the existing SP-R zoning district. Students would attend Glenn Enhanced Option 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 Maintenance policy at this location.

**Approve. Consent Agenda. (7-0)**

**Resolution No. RS2018-181**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-062PR-001 is **approved. (7-0)**”

**20. 2018Z-067PR-001**

Council District 21 (Ed Kindall)  
Staff Reviewer: Levi Hill

On Consent: Yes  
Public Hearing: Open

A request to rezone from RS5 to R6-A zoning on property located at 712 26th Avenue North, approximately 495 feet south of Booker Street (0.18 acres), requested by Catalyst Design Group, applicant; Cottage Partners, LLC, owner.

**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 property located at 712 26th Avenue North, approximately 495 feet south of Booker Street (0.18 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 single-family residential unit based on acreage alone.*

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 1 duplex lot for a total of 2 residential units, as confirmed by the Codes Department.*

## **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

Supplemental Policy (SPA 08-T4-NE-01 – Fisk/Meharry/McKissack Park) is intended to encourage gradual redevelopment over this planning period rather than wholesale change. To facilitate redevelopment while managing growth and the preservation of housing affordability, the intensity of development should occur on the lower range of the T4 NE policy, utilizing design-based zoning or an Alternative zoning district.

#### Consistent with Policy?

The proposed zone change is consistent with the site’s Urban Neighborhood Evolving policy. The requested R6-A zoning would allow up to two units on this lot. The neighborhood is made up of predominantly one and two family residential uses. The site is approximately 300 feet from Clifton Avenue which is identified as a collector by the Major and Collector Street Plan. Bus service runs along 28<sup>th</sup> Avenue North and an MTA bus stop is located to the west, approximately 1,500 feet from the site. The requested change would add diversity in housing stock for the immediate neighborhood while the alternative zoning district will require enhanced design and access standards consistent with the goals of the T4 NE policy. Additionally, the requested rezoning will allow development on the lower range of the T4 NE policy encouraging gradual change of the area, consistent with the supplemental policy in place.

## **ANALYSIS**

The property contains 0.18 acres located at 712 26<sup>th</sup> Avenue North, approximately 495 feet south of Booker Street. The R6-A zoning district includes enhanced standards for the location of access, driveways, and parking designed to enhance the pedestrian environment, consistent with the goals of the land use policy. The proposed rezoning will allow for increased diversity in housing stock for the area while allowing more density in proximity to the corridor.

## **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)	0.18	8.71 D	1 U	16	6	2

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)	0.18	7.26 D	2 U	29	7	3

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
-	-	-	+1 U	+13	+1	+1

**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 is expected to generate no additional students beyond the existing zoning. Students would attend Park Avenue Enhanced Elementary School, McKissack Middle School, and Pearl Cohn High School. None of the schools has been identified as being over capacity. 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 in this location.

**Approve. Consent Agenda. (7-0)**

**Resolution No. RS2018-182**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-067PR-001 is **approved. (7-0)**”

**21. 2018Z-071PR-001**

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

On Consent: Yes  
Public Hearing: Open

A request to rezone from IR to MUG zoning on property located at 341 Great Circle Road, approximately 240 feet northeast of Athens Way (11.13 acres), requested by Southeastern Property Acquisitions, LLC, applicant; United Methodist Publishing House, owner.

**Staff Recommendation: Approve.**

**APPLICANT REQUEST**

**Rezoned from IR to MUG.**

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed- Use General (MUG) zoning for property located at 341 Great Circle Road, approximately 240 feet northeast of Athens Way (11.13 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed- Use General (MUG) is intended to implement the moderate high intensity mixed-use policies of the general plan including residential, commercial, and office uses. It is an appropriate use near major concentrations of employment, commercial, or industrial uses.

**NORTH NASHVILLE COMMUNITY PLAN**

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

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

Consistent with Policy?

This rezoning request is consistent with the proposed policy. The MUG district is an appropriate zoning under the District Employment Center and particularly in this area, as it adds an opportunity for a diverse mix of uses.

The Conservation policy is in response to water courses that cross the site and intermittent sloped areas present along the norther property boundary. The Conservation policy recognizes the need to protect sensitive environmental features while also allowing for additional development. The appropriate stormwater regulations and Metro standards for hillside development will ensure that future development is respectful of the site’s environmentally sensitive features.

**ANALYSIS**

This property is located at 341 Great Circle Road in North Nashville and is currently used for light manufacturing. The property is located less than 100 feet from an MTA stop and also has access to the Cumberland River Greenway at the rear of the property. The current IR zoning district permits a wide range of light manufacturing uses. The requested MUG zoning would allow for a greater diversity of uses including retail, office, and residential uses, bringing the property closer to goals of the District Employment Center policy. While the D EC policy is intended to enhance and create concentrations of employment, a balance of nonresidential uses and residential uses is appropriate. There are currently 667 permitted dwelling units within this policy area which is not considered to be an over concentration of residential uses, however careful consideration should be given to future rezoning requests in this area that would permit residential uses.

**FIRE MARSHAL 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: **IR**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	11.13	0.6	290,893 S.F.	506	61	63

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

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)	6.0		261 U	1933	119	139

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	2.565	3.0 F	335,194 S.F.	3430	342	360

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	2.565	3.0 F	335,194 S.F.	13685	158	1330

Traffic changes between maximum: **IR and MUG**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+18542	+558	+1766

**METRO SCHOOL BOARD REPORT**

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

Projected student generation proposed MUG district: 18 Elementary 14 Middle 11 High

The proposed MUG zoning district would generate 43 more students than what is typically generated under the existing IR zoning district. Students would attend Buena Vista Enhanced Elementary School, John Early Middle School, and Pearl Cohn High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated December 2017.

**STAFF RECOMMENDATION**

Staff recommends approval.

**Approve. Consent Agenda. (7-0)**

**Resolution No. RS2018-183**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-071PR-001 is **approved. (7-0)**

**22. 2018Z-072PR-001**

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

On Consent: No  
Public Hearing: Open

A request to rezone from RS5 to MUL-A zoning on properties located at 2702, 2704, 2706 Clifton Avenue, 701, 703, 705 and 707 27th Avenue North, at the northwest corner of 27th Avenue North and Clifton Avenue (1.0 acre), requested by Catalyst Design Group, applicant; E3 Construction Services, LLC, Max Khazanov, Jeffery D. Tramil, and Zvezda 1, LLC, owners.

**Staff Recommendation: Defer to the August 23 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018Z-072-001 to the August 23, 2018, Planning Commission meeting. (7-0)**

**23. 2018Z-073PR-001**

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

On Consent: No  
Public Hearing: Open

A request to rezone from RS5 and IR to MUL-A zoning on properties located at 707, 709, 711, 715, 717 26th Avenue North, 2600, 2604 and 2606 Clifton Avenue, at the northwest corner of 26th Avenue North and Clifton Avenue (1.39 acres), requested by Catalyst Design Group, applicant; Nick Dorrol, E3 Construction Services, LLC and Jeffery Hampton, owners.

**Staff Recommendation: Defer to the August 23, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018Z-073PR-001 to the August 23, 2018, Planning Commission meeting. (7-0)**

**H: OTHER BUSINESS**

24. Employee contract renewal for Karimeh Sharp

**Resolution No. RS2018-184**

"BE IT RESOLVED by The Metropolitan Planning Commission that the Employee contract renewal for Karimeh Sharp- **is approved (7-0)**

25. Historic Zoning Commission Report

26. Board of Parks and Recreation Report

27. Executive Committee Report

28. Accept the Director's Report and Approve Administrative Items

**Resolution No. RS2018-185**

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report and Administrative Items **is approved (7-0)**

29. Legislative Update

**I: MPC CALENDAR OF UPCOMING EVENTS**

**August 9, 2018**

MPC Meeting

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

**August 23, 2018**

MPC Meeting

4 pm, 700 Second Ave South, Howard Office Building, Sonny West Conference Center (Note: meeting location may change subject to the need for a run-off election. Please refer to Planning Department website for updates).



**September 13, 2018**

MPC Meeting

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

**September 27, 2018**

MPC Meeting

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

**J: ADJOURNMENT**

The meeting adjourned at 10:12 p.m.

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Secretary