

# Metropolitan Planning Commission



Staff Reports

**August 01, 2018**



## Metro Planning Commission Meeting of 8/1/2018

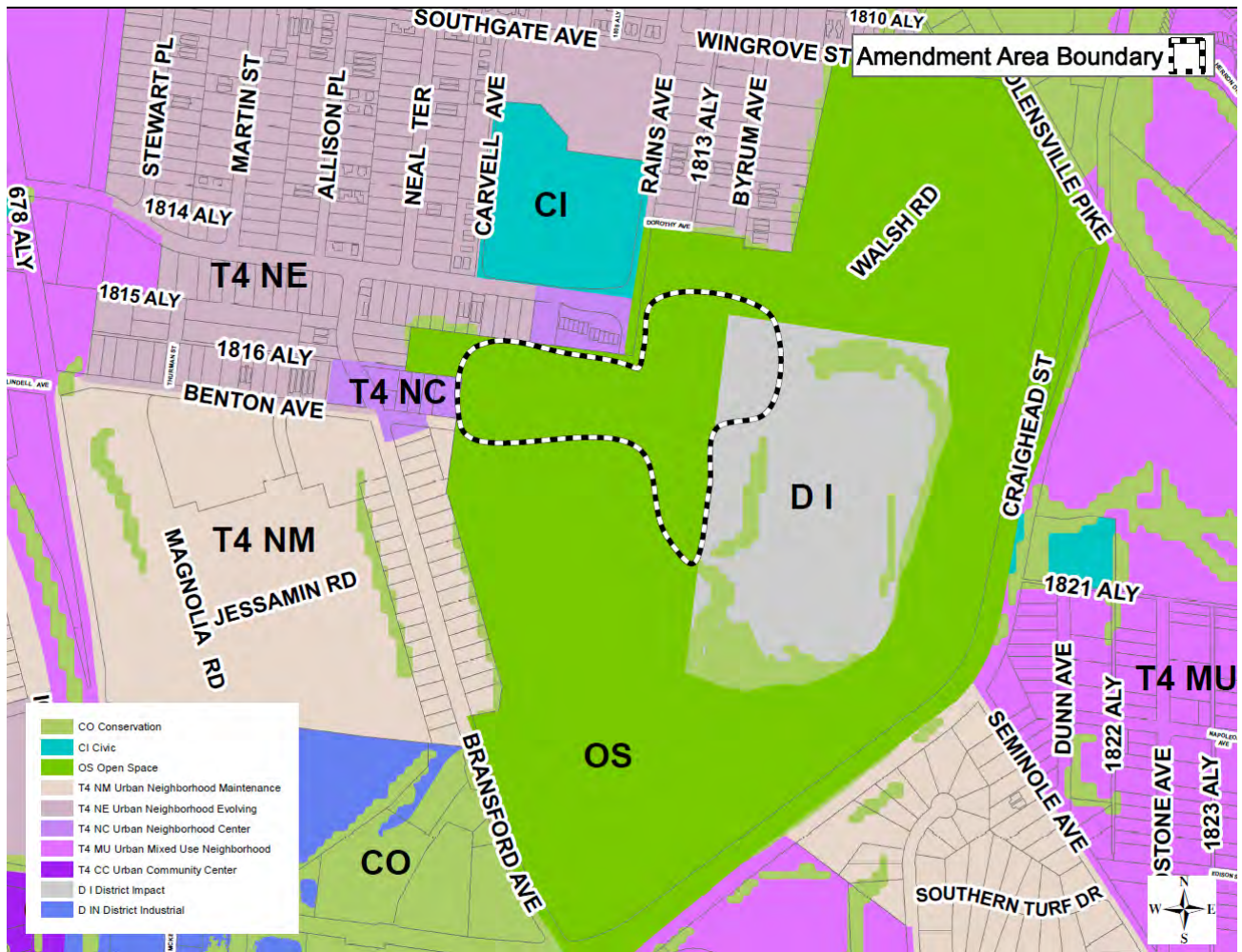
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/1/2018



**2018CP-015-001**

**SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT**

Map 105-11, Part of Parcel 301

11, South Nashville

17 (Colby Sledge)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-015-001</b>
<b>Project Name</b>	<b>South Nashville Community Plan Amendment</b>
<b>Associated Cases</b>	2018SP-047-001
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Smith Gee Studio, applicant; Metro Government-Fair Grounds, owner.
<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Approve.</i>

**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:



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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



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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:



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- 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 indentified 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 policed 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,





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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.



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July 23, 2018

Mr. Greg Adkins, Chair  
Metropolitan Planning Commission  
475 Craighead Street  
Nashville, TN 37204

Dear Chairman Adkins,

As applicant for the rezoning of 10-acres of property located at The Fairgrounds Nashville, I would like to share with you how this proposal fits in with Fairgrounds improvement efforts. The Fairgrounds Nashville has not seen significant investment in over 50 years. There have been several studies conducted and recommended master plans considered over the years but no action. The proposal to construct a Major League Soccer stadium on Fairgrounds property brings with it significant capital funding that will allow the Fairgrounds to make improvements necessary to support efforts at creating a financially and physically sustainable facility for generations to come.

For background, in 2013, a Phase I and Phase II Master Plan study on the Fairgrounds was presented to Metro Planning. Phase I analyzed the property's condition, recommended a market supportable program, and detailed scenarios from "do nothing" to full relocation and redevelopment. Phase II efforts produced a recommended master plan as requested by Metro. The recommendations contained in that report support both public infrastructure improvements and private development on the Fairgrounds property and in the immediate neighborhood surrounding the site. Included in the scope were improvements to open / park space, greenway and Brown's Creek restoration, streetscapes and roadways, civic / institutional buildings, residential, retail, industrial and office space. At the time of the study, market analysis showed that the demand for these types of spaces was strong and would remain strong. The study also calculated dramatic economic impact increase once redevelopment was realized. Currently, the Fairgrounds is working with Metro Parks to construct a 22-acre community park at the intersection of Craighead Street and Bransford Avenue. This open space will activate the property on a daily basis and will also continue to serve as temporary event parking for the Fairgrounds when needed. This effort aligns with the recommended plan.

The leasing of 10 acres of property is a critical piece of the stadium financing plan and will provide the Fairgrounds with significant annual revenue from a property tax split. In addition, the mixed-use development will provide additional services, amenities, and enhance entertainment options for our customers and guests. It is anticipated that additional exposure from the stadium and development will benefit existing uses and create opportunity for growth and broadening of our event schedule. The mixed use will provide parking for its tenants and has committed to shared use of structured parking for other campus events.

There has been significant intentional public engagement throughout this planning process. Along with monthly updates and discussion at Board of Fair Commissioners meetings, in May

THE FAIRGROUNDS NASHVILLE P.O. Box 40208 Nashville, TN 37204  
Office (615) 862-8994 Fax (615) 862-8992  
thefairgrounds.com



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2018 the Fairgrounds launched a community visioning, workshop and design studio effort that was facilitated by Nashville Civic Design Center. With over 35 facilitators and 230 participants representing event promoters, local businesses, flea market vendors, partners, and neighbors, we received valuable insight and feedback on the base site plan which relocated the Fairgrounds buildings to the lower portion of the property and placed the mixed use development on the hill in closer proximity to the stadium. The design charrettes were interactive and provided attendees the hands on input needed to assist design teams as the site plan was refined and now as specific building plans are developed. The consideration for relocation of Fairgrounds facilities was initiated by a Fair Board member and was recommended for approval by myself and our program manager for several reasons including ensuring existing uses will be able to continue safely during construction, existing uses will be transitioned to new facilities prior to any demolition, and cost of construction.

I have participated in several other engagement opportunities including individual meetings with our contracted business partners, FiftyForward, Stand Up Nashville, and the South Nashville Action People (SNAP). We continue our outreach to stakeholders and will be engaging a User Advisory Committee, as suggested during our vendor workshop, to provide a mechanism for ongoing input over the next several years.

The Fair Board voted unanimously in June 2018 to approve the site plan contingent upon adoption or approval of all other agreements, leases, and legislative actions required. Additionally, the Fair Board voted unanimously on July 17, 2018 to approve the ground lease agreement between the Fair Board and the Sports Authority for the MLS stadium. The Fair Board has been steadfast in their support of this project and have moved forward with an unwavering commitment to maintain existing Fairgrounds uses while considering the integration of new uses.

It is with great anticipation for the investment the Fairgrounds will receive through this project and a full understanding of the criticality of the 10-acre mixed use development in the MLS stadium plan that this rezoning request was submitted. We ask for your support and consideration as it proceeds through the Planning Commission and Metro Council in the weeks to come.

Regards,

Laura Womack  
Executive Director

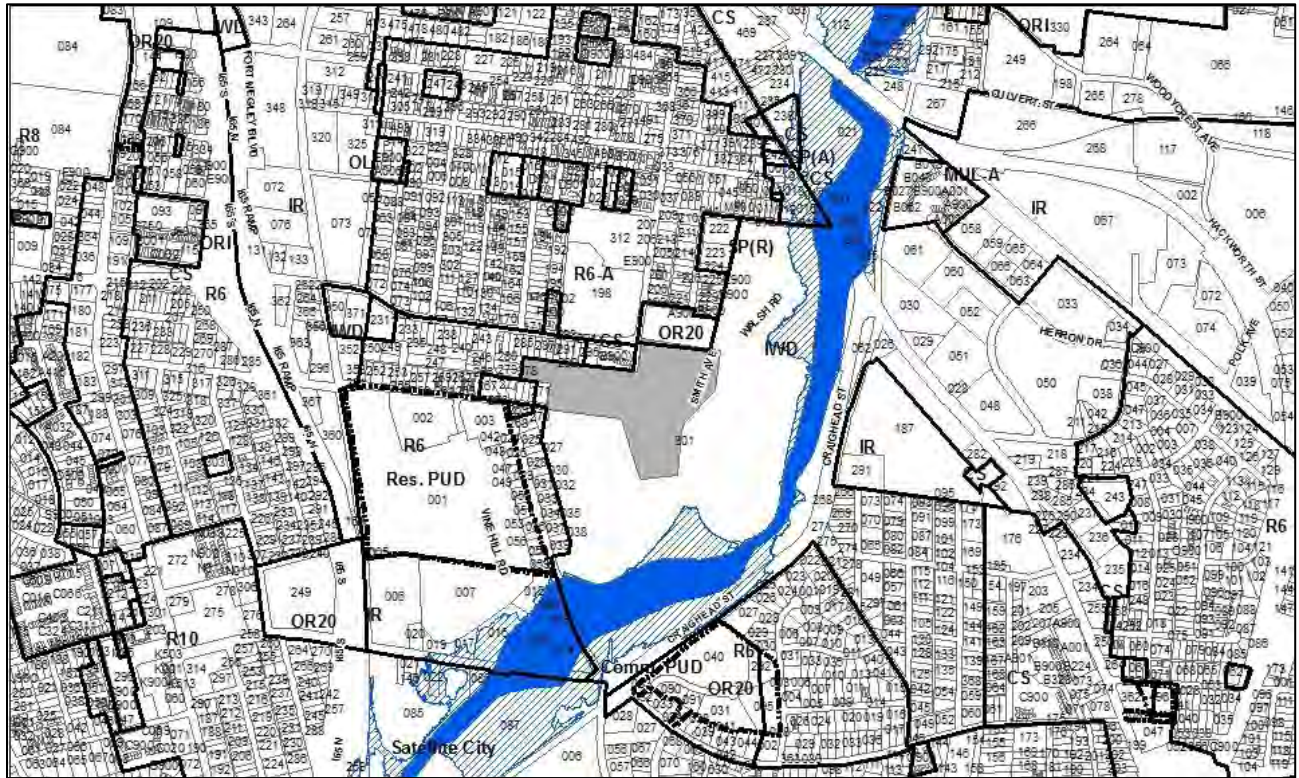
cc: Lucy Kempf, Director, Metro Planning  
Ned Horton, Chair, Board of Fair Commissioners

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## Metro Planning Commission Meeting of 8/1/2018



**2018SP-047-001**  
FAIRGROUNDS MIXED-USE DISTRICT  
Map 105-11, Part of Parcel 301  
11, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Specific Plan 2018SP-047-001</b>
<b>Project Name</b>	<b>Fairgrounds Mixed-Use District</b>
<b>Associated Case</b>	2018CP-015-001
<b>Council District</b>	17 - Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Smith Gee Studio, applicant; Metro Government, owner.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>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.</i>

**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 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.



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**Proposed Site Plan**



## Metro Planning Commission Meeting of 8/1/2018

### **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.





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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.





## **Metro Planning Commission Meeting of 8/1/2018**

### **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.



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### 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.



## Metro Planning Commission Meeting of 8/1/2018

### 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 queuing 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 Planning Commission Meeting of 8/1/2018

### 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

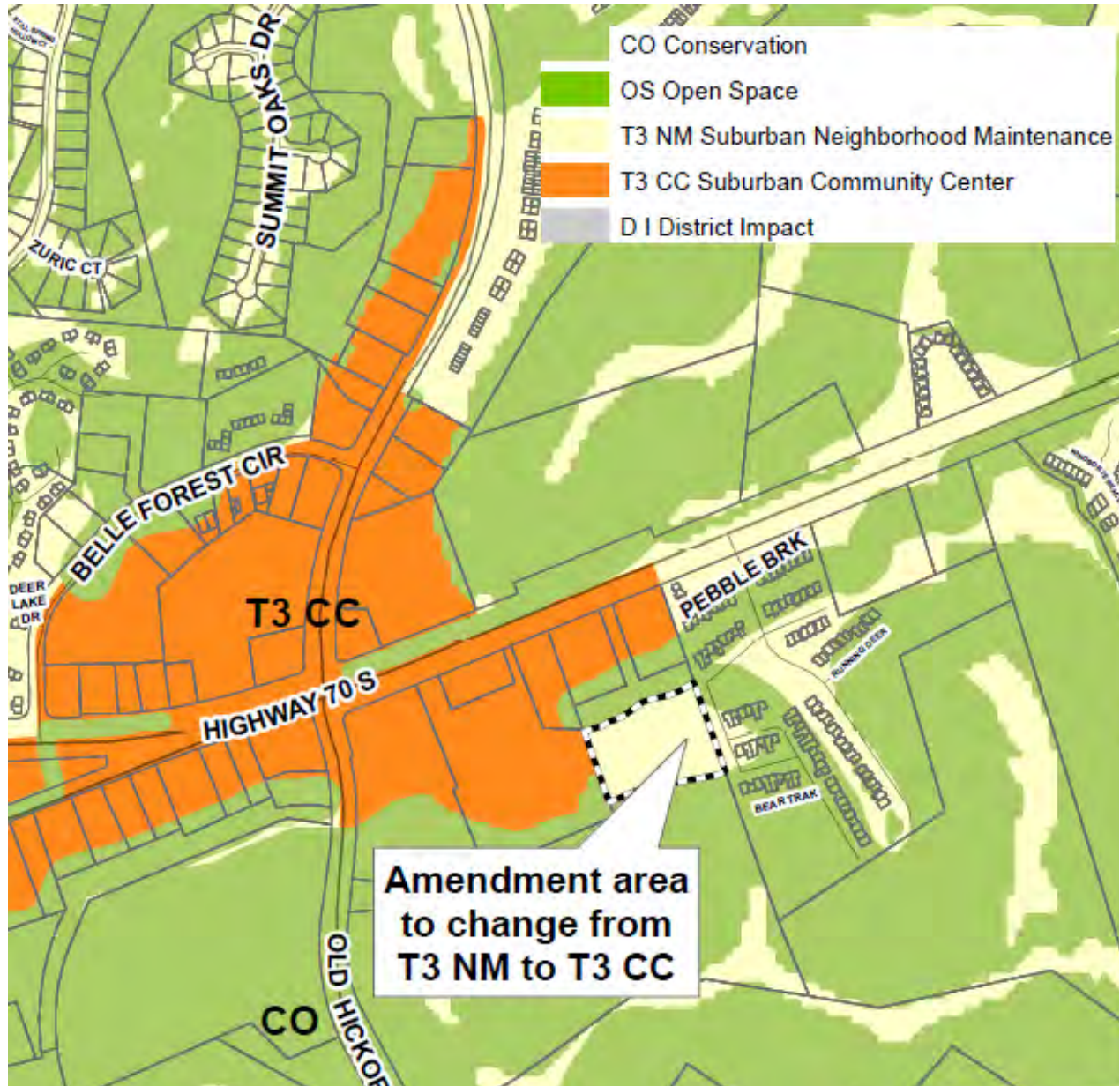


## Metro Planning Commission Meeting of 8/1/2018

- 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.



## Metro Planning Commission Meeting of 8/1/2018



**2018CP-006-001**

BELLEVUE COMMUNITY PLAN AMENDMENT

Map 142, Part of Parcel 106

06, Bellevue

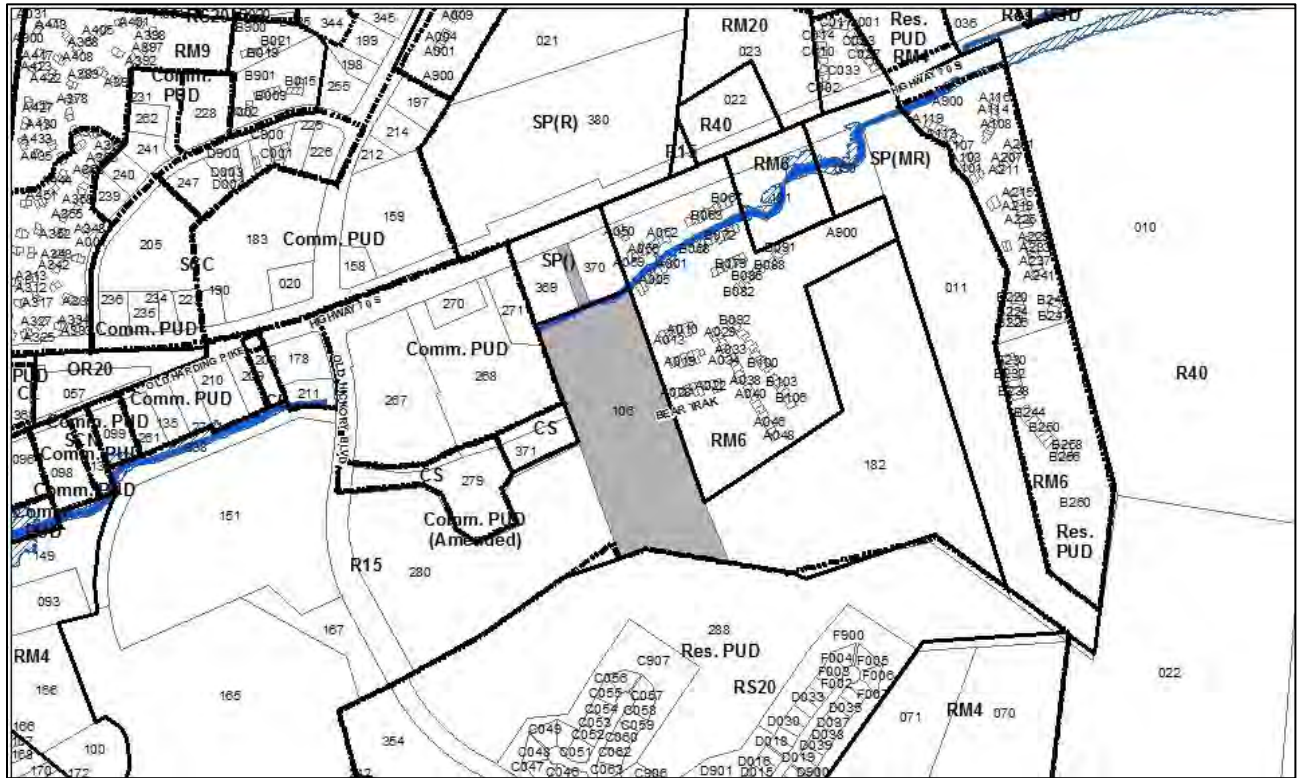
34 (Henderson)







## Metro Planning Commission Meeting of 8/1/2018



**2018SP-043-001**  
**SECURITY CENTRAL STORAGE**  
Map 142, Parcel(s) 106  
06, Bellevue  
34 (Angie Henderson)





**Project No.** Specific Plan 2018SP-043-001  
**Project Name** Security Central Storage  
**Associated Case** 2018P-006-001  
**Council District** 34 – Henderson  
**School District** 9 – Frogge  
**Requested by** Civil Design Consultants, LLC, applicant; BSM Bellevue Land, LLC, owner.

**Deferrals** This item was deferred at the June 28, 2018, Planning Commission meeting. No public hearing was held.

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

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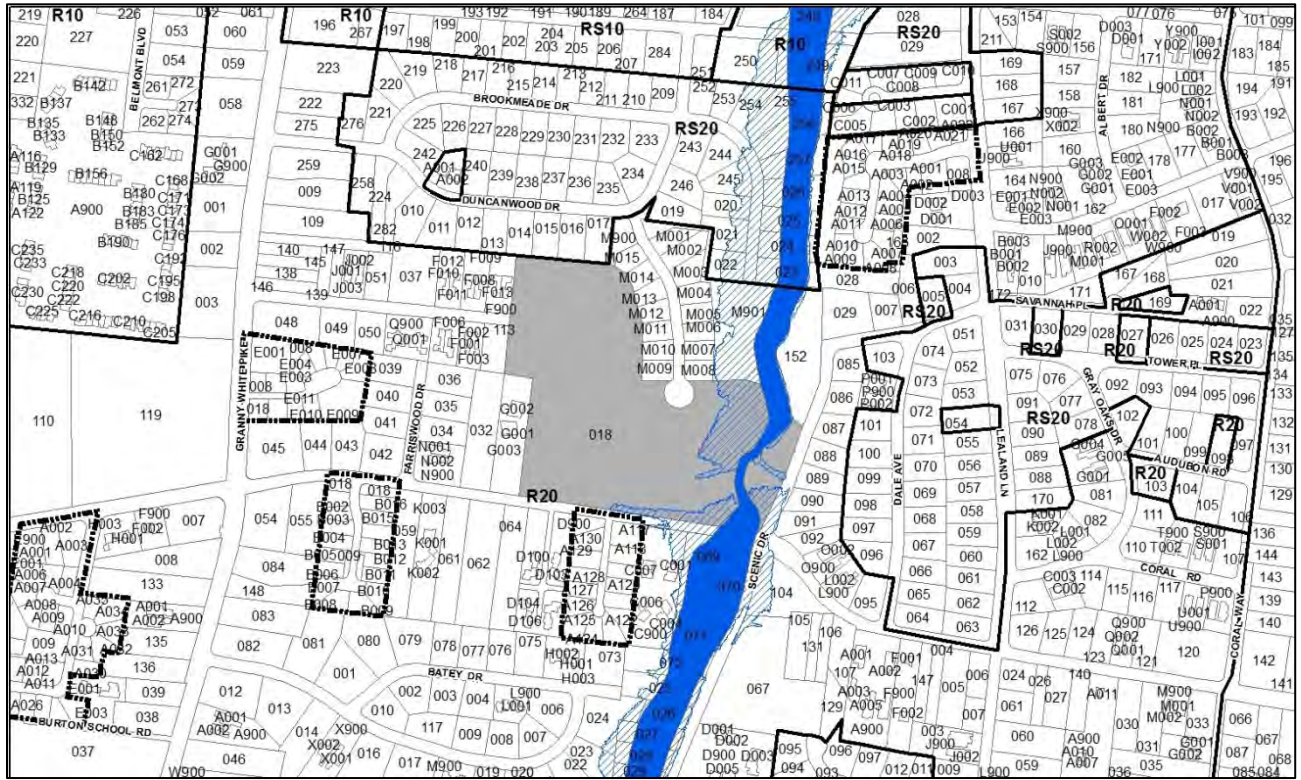
**APPLICANT REQUEST**  
**Zone change from R15 to SP-C.**

Preliminary SP  
A request to rezone from One and Two-Family Residential (R15) to Specific Plan – Commercial (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-service storage.

**STAFF RECOMMENDATION**  
Staff recommends deferral to the August 9, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 8/1/2018



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



**Project No.** Specific Plan 2018SP-017-001  
**Project Name** Glendale and Scenic SP  
**Council District** 25 – Pulley  
**School District** 8 – Pierce  
**Requested by** Councilmember Russ Pulley, applicant; Monroe Harding Children’s Home, owner.

**Deferrals** This item was deferred at the January 11, 2018, February 22, 2018, March 22, 2018, April 26, 2018, May 10, 2018, May 24, 2018, and June 14, 2018, Planning Commission meetings. No public hearing was held.

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

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

Preliminary SP

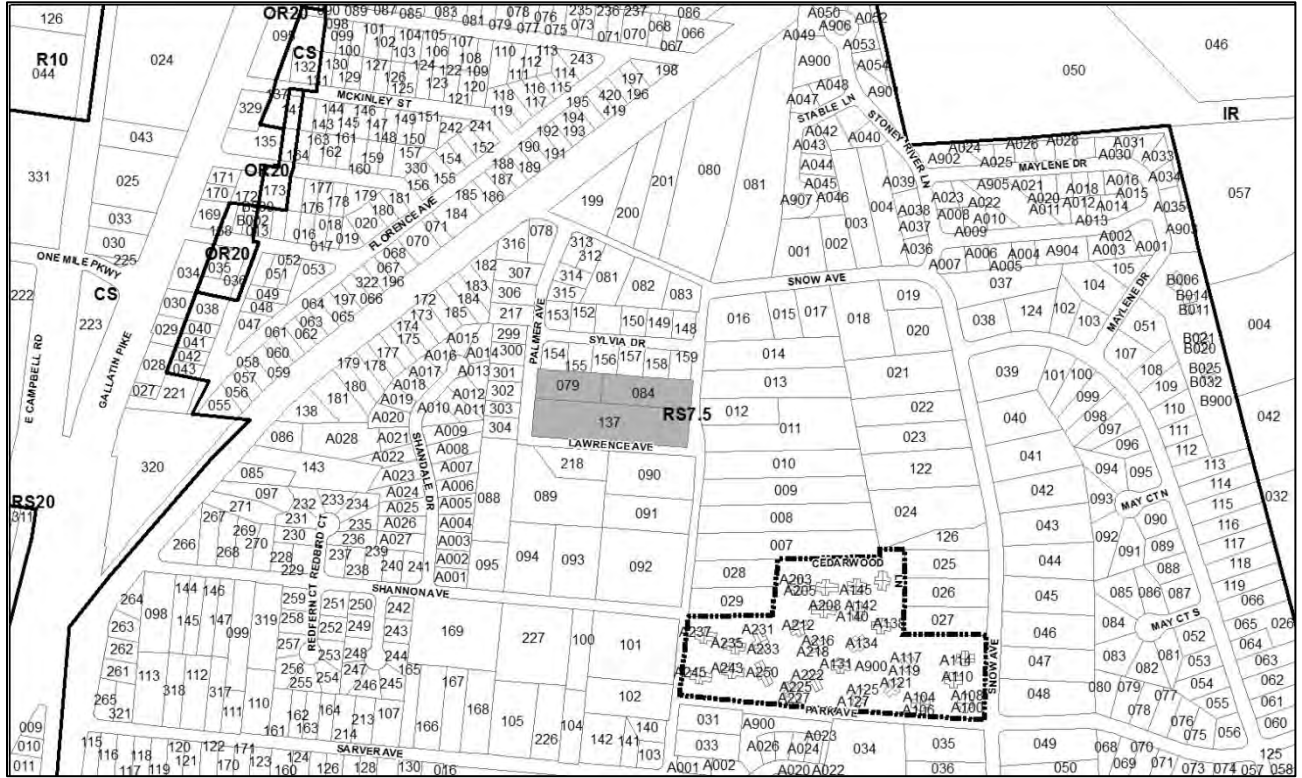
A request to rezone from One and Two-Family Residential (R20) to Specific Plan-Residential (SP-R) zoning on property located at 1120 Glendale Lane, at the northwest corner of Glendale Lane and Scenic Drive, (19.87 acres), to permit two single-family lots and/or a community education use of up to 200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

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 9, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 8/1/2018



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



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

**Deferrals** This item was deferred at the May 24, 2018, Planning Commission meeting and deferred indefinitely at the June 14, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Defer to the August 9, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.*

**APPLICANT REQUEST**

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

Preliminary SP

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

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 16 units, subject to compliance with all standards of the Metro Subdivision Regulations.*

**Proposed Zoning**

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

**MADISON COMMUNITY PLAN**

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed





## Metro Planning Commission Meeting of 8/1/2018

areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

### Consistent with Policy?

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

### **PLAN DETAILS**

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

### Site Plan

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

### **ANALYSIS**

The proposed SP is consistent with the goals of the T4 NE policy in this location. The land use in the area is primarily single-family, but the lot pattern in the neighborhood varies. North and west of



## **Metro Planning Commission Meeting of 8/1/2018**

the site, the pattern includes lots of approximately 7,500 square feet, consistent with the existing zoning.

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

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Approved FD access and radius for emergency equipment.
- Fire Code issues will be addressed in the permit phase.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

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

#### **Plans under review; recommendation forthcoming**

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- The layout submitted would require a dumpster OR prior to building permit submit copy of HOA/ master deed establishing private hauler for solid waste.





## Metro Planning Commission Meeting of 8/1/2018

- Indicate on the plans the installation of ground mounted “now entering private property” signage at driveway locations.
- Driveway ramps not required at terminus of the new public street.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Provide adequate sight distance at access drives off alley.

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	3.36		28 U	268	21	29

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

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

### STAFF RECOMMENDATION

Staff recommends deferral to the August 9, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS (if approved)

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



## **Metro Planning Commission Meeting of 8/1/2018**

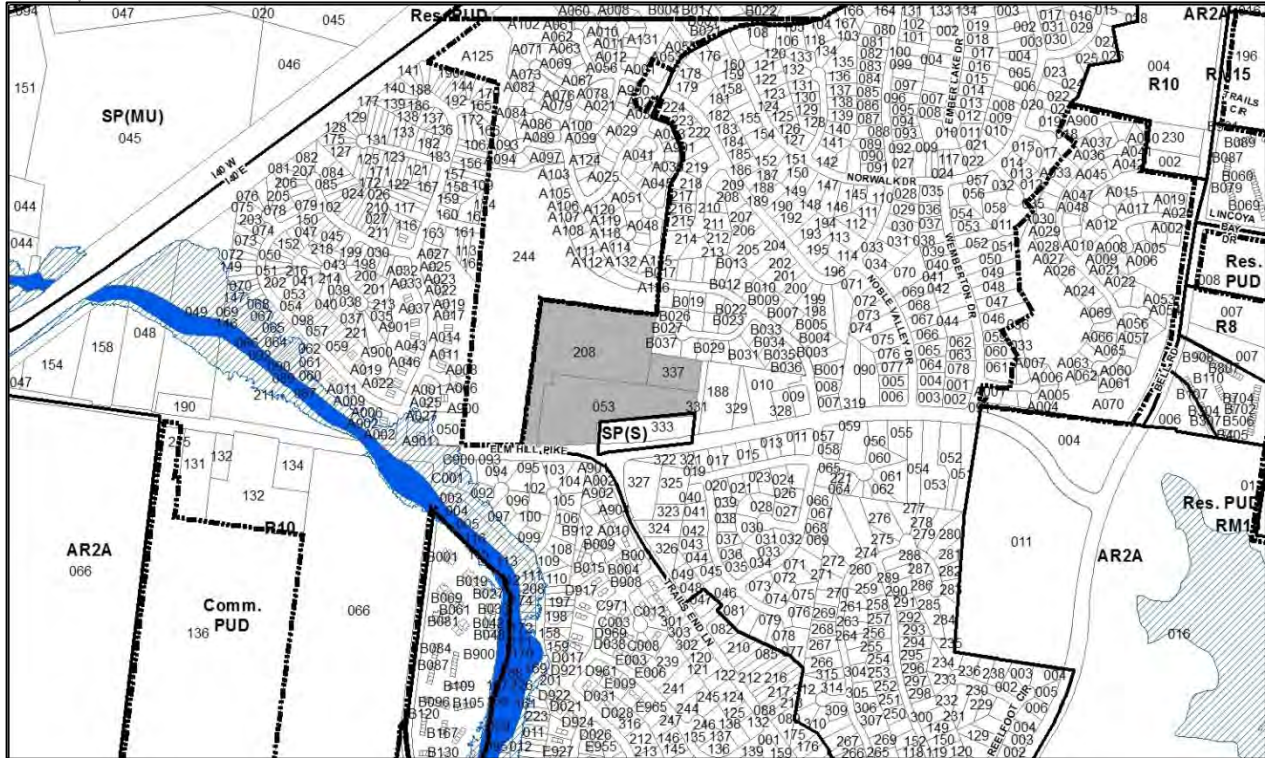
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/1/2018



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



<b>Project No.</b>	<b>Specific Plan 2018SP-035-001</b>
<b>Project Name</b>	<b>Elm Hill Place SP</b>
<b>Council District</b>	13- Huevo
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Dale and Associates and Southeastern Development Enterprises, LLC, applicants; Gerre Goss White, Eatherly, Gregg H. and Susan Lyn, owners.

**Deferrals** This item was deferred at the May 24, 2018, June 14, 2018, and June 28, 2018, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

Rezone to SP to permit 117 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan- Residential (SP-R) zoning on properties located at 3112, 3128 Elm Hill Pike and Elm Hill Pike (unnumbered), approximately 415 feet east of Timber Valley Drive (13.56 acres), to permit 117 multi-family residential units.

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.35 dwelling units per acre. *RS10 would permit a maximum of 59 lots based on acreage. Application of the Subdivision Regulations may result in fewer lots.*

**Requested 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.

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

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







## **Metro Planning Commission Meeting of 8/1/2018**

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

### Consistent with Policy?

Yes. The proposed SP is consistent with the T3 Suburban Neighborhood Maintenance policy at this location as it retains the existing pattern of development within the immediate area. The proposal also provides for an appropriate transition to the single-family development to the east. The pedestrian network will be enhanced through improvements along site frontage on Elm Hill Pike.

### **PLAN DETAILS**

The 13.56 acre site is located 415 feet west of the intersection of Elm Hill Pike and Timber Valley Drive in the Donelson community. Existing conditions include two single-family residential houses with accessory structures on 13.56 acres of land.

This proposal includes 117 multi-family residential units in the form of two-story attached townhomes and two-story detached residential structures. A network of private sidewalks is included on the site plan, which will provide a pedestrian connection from each unit to proposed public sidewalks along Elm Hill Pike. Units orient to an existing public road, private drives or proposed open space. Detached units oriented to Elm Hill Pike have a larger building footprint and are spaced 30 feet apart, consistent with the existing development pattern of the neighborhood. Other detached units are located on the south and east portions of the site, providing for appropriate transitions. Units in the east portion of the site orient to common open space and are served by a private drive that functions as an alley. Detached units have attached parking and attached townhome units are served by surface parking.

The site is accessed from two private drives located along Elm Hill Pike. This proposal includes sidewalk improvements along Elm Hill Pike consistent with Major and Collector Street Plan standards, which require a sidewalk 6 feet in width and a planting strip 8 feet in width along site frontage. Open space areas include a walking trail and areas for stormwater mitigation. A standard C landscape buffer is proposed along the perimeter of the site to buffer between existing multi-family residential units west of the site, a commercial use east of the site and single-family residential uses northeast of the site.

### **ANALYSIS**

The plan proposes infill development along Elm Hill Pike in the form of a multi-family residential use. The proposed plan maintains the existing character of the immediate area through placement of larger detached residential units along Elm Hill Pike on the south portion of the site. This reflects the established single-family residential pattern of development to the south and to the east of the site. This plan incorporates a large buffer area between the subdivision to the east and detached units. The most intense uses are located in the central portion of the site and closer to an existing multi-family residential development to the west. Layout of the site provides for adequate transition of intensity to reflect the existing pattern of development within the surrounding area.



## **Metro Planning Commission Meeting of 8/1/2018**

The proposed SP is consistent with the T3 Suburban Neighborhood Maintenance policy area at this location. This plan provides for infill development that will help to maintain the existing character of the neighborhood and improve pedestrian connectivity within the immediate area.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval. If these units are to be individually-owned, than a Shared Private Sewer Variance must be approved by Metro Water Services, including a Letter of Responsibility, before Final SP approval.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to final approval if sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
- Comply with MPW Traffic Engineer conditions of approval
- Indicate recycling containers within the dumpster enclosures.~ Submit copy of private hauler agreement and recorded HOA documents that establish private hauler solid waste and recycling pickup.

### **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, striped as a shared left and right turn lane with at least 50 feet of storage. No parking spaces should be located within this storage for exiting vehicles.
- Provide adequate sight distance at access drives. Specifically, The Green Book indicates that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on Elm Hill Pike will need to come to a stop if a vehicle turning from the project creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 445 feet. This is the distance that a motorist on a project access will need to safely complete a turn onto Elm Hill Pike.
- Developer shall submit sight distance exhibit with final sp.





## Metro Planning Commission Meeting of 8/1/2018

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	13.56	4.35 D	59 U	640	47	62

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)	13.56		117 U	844	56	68

Traffic changes between maximum: **RS10 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+58 U	+204	+9	+6

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 district: 6 Elementary 3 Middle 3 High**

**Projected student generation proposed SP-R district: 48 Elementary 29 Middle 23 High**

The proposed SP-R zoning is expected to generate 88 more students than the existing RS10 zoning. Students would attend Ruby Major Elementary School, Donelson Middle School, and McGavock 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

Approve with conditions and disapprove without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to 117 multi-family residential units. Short term rental properties are prohibited.
2. Sidewalks with a minimum width of 6 feet and a grass strip with a minimum width of 8 feet shall be installed along site frontage on Elm Hill Pike.
3. 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.
4. 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.
5. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.



## **Metro Planning Commission Meeting of 8/1/2018**

7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/1/2018



**2018NHC-001-001**  
EDGEHILL NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT  
Various Maps, Various Parcels  
10, Green Hills-Midtown  
17 (Colby Sledge); 19 (Freddie O'Connell)



**Project No.** Neighborhood Conservation Overlay  
**2018NHC-001-001**

**Project Name** Edgehill Neighborhood Conservation Overlay  
**District**

**Council Bill** BL2018-1245  
**Council District** 17 – Sledge; 19 – O’Connell  
**School District** 5 – Buggs  
**Requested by** Councilmembers Colby Sledge and Freddie O’Connell,  
 applicants; various property owners.

**Deferrals** This item was deferred from the June 28, 2018, Planning  
 Commission meeting. No public hearing was held.

**Staff Reviewer** Rickoff  
**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



## Metro Planning Commission Meeting of 8/1/2018

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:





## Metro Planning Commission Meeting of 8/1/2018

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.



## **Metro Planning Commission Meeting of 8/1/2018**

### **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**

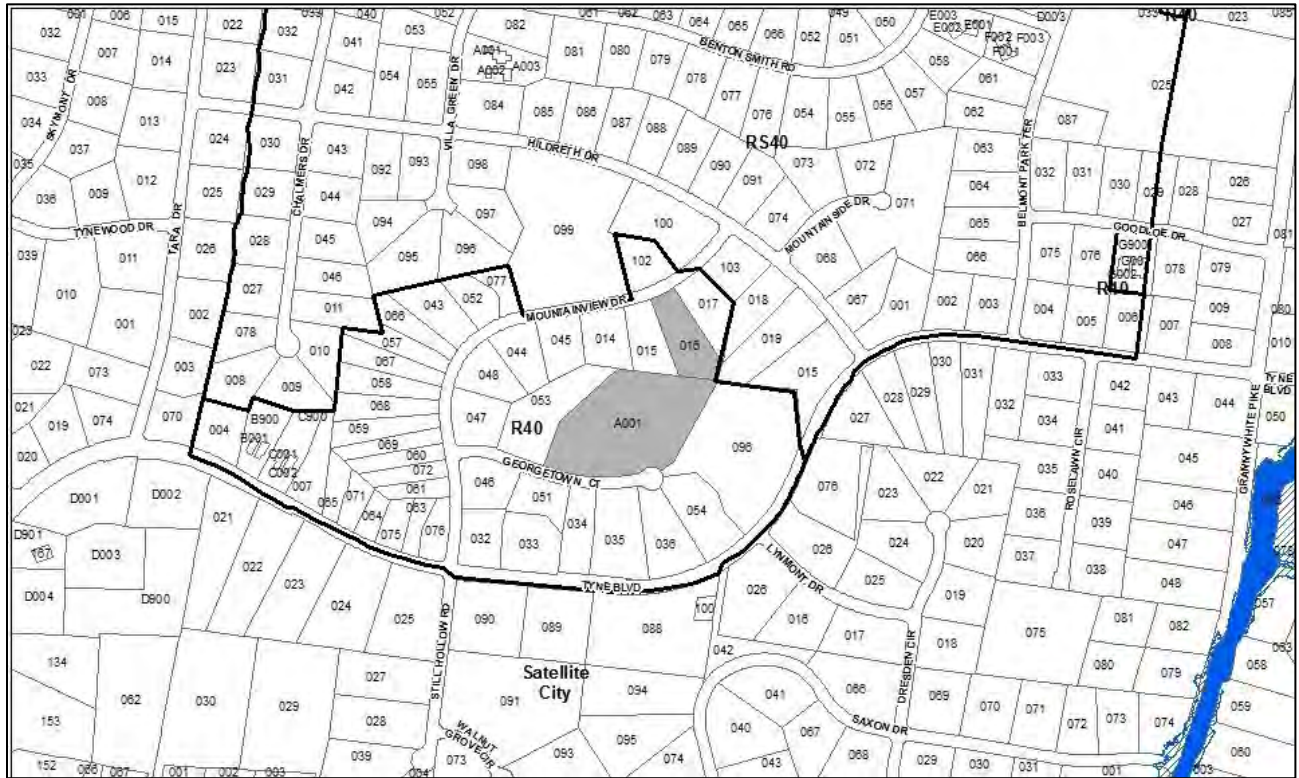
Staff recommends approval of the proposed Edgehill Neighborhood Conservation Overlay.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 8/1/2018



### **2018S-084-001**

MCKANNA SUBDIVISION LOT 1 AND SEVEN HILLS SECTION 8 LOT 327

Map 145-02, Parcel(s) 016

Map 145-02-0-A, Parcel(s) 001

10, Green-Hills Midtown

34 (Angie Henderson)



**Project No.** **Final Plat 2018S-084-001**  
**Project Name** **McKanna Subdivision Lot 1 and Seven Hills Section 8 Lot 327**  
**Council District** 25- Henderson  
**School District** 8 – Pierce  
**Requested by** Dale and Associates, applicant; James McKanna, owner.

**Deferrals** This item was deferred at the June 28, 2018, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**

Final plat approval to shift lot lines.

Final Plat

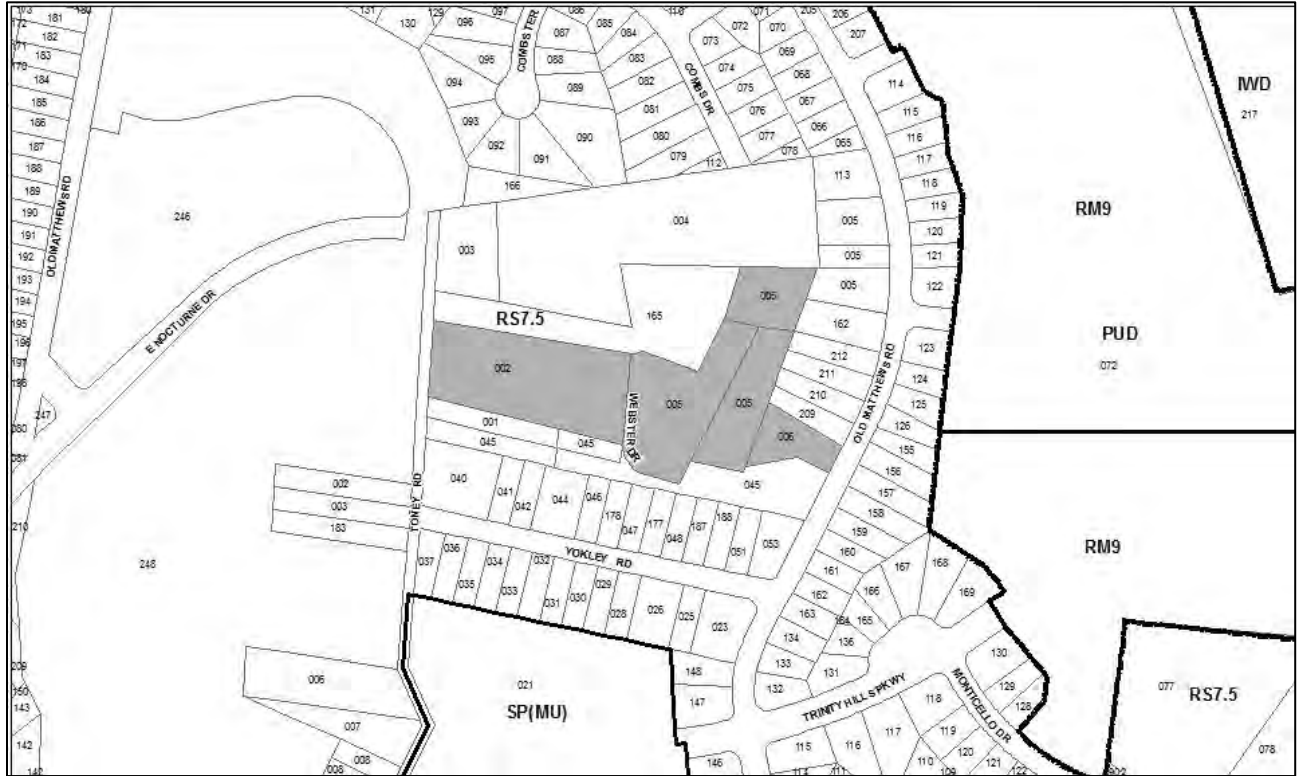
A request for final plat approval to shift lot lines on properties located at 1480 Georgetown Court and 4604 Mountainview Drive, approximately 335 feet southwest of Hildreth Drive, zoned One and Two-Family Residential (R40) (6.49 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 9, 2018, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 8/1/2018



### 2018S-093-001

OLD MATTHEWS AND WEBSTER ROAD

Map 060-13, Parcel(s) 005.01, 005.02, 005.03, 002, 006

03, Bordeaux - Whites Creek

02 (DeCosta Hastings)





<b>Project No.</b>	<b>Concept Plan 2018S-093-001</b>
<b>Project Name</b>	<b>Old Matthews and Webster Road</b>
<b>Council District</b>	02 - Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Dale & Associates, applicant; REI615, LLC, owner.

**Deferrals** This item was deferred at the June 28, 2018, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**

**Concept Plan approval to create up to 22 lots.**

Concept Plan

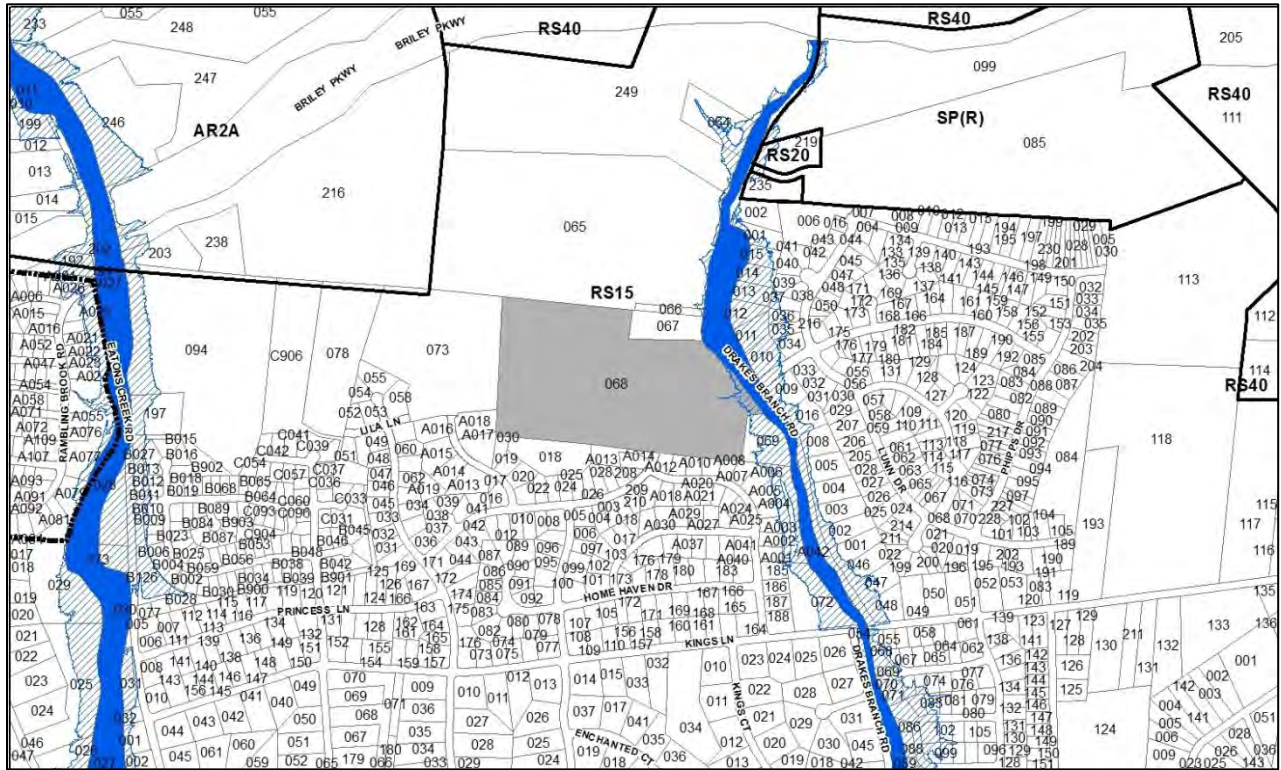
A request for concept plan approval to create 22 lots on properties located at Toney Road (unnumbered), Old Matthews Road (unnumbered) and 2504, 2506, and 2528 Old Matthews Road, approximately 290 feet north of Yokley Road, zoned Single-Family Residential (RS7.5) (5.21 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 9, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 8/1/2018



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



<b>Project No.</b>	<b>Concept Plan 2018S-102-001</b>
<b>Project Name</b>	<b>Drakes Branch Development</b>
<b>Council District</b>	01 – Hall
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Kimley-Horn and Associates, applicant; Nashland Builders, LLC, owner.

**Deferrals** This item was deferred from the June 14, 2018, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**  
**Create 68 residential cluster lots.**

Concept Plan

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

**Existing Zoning**

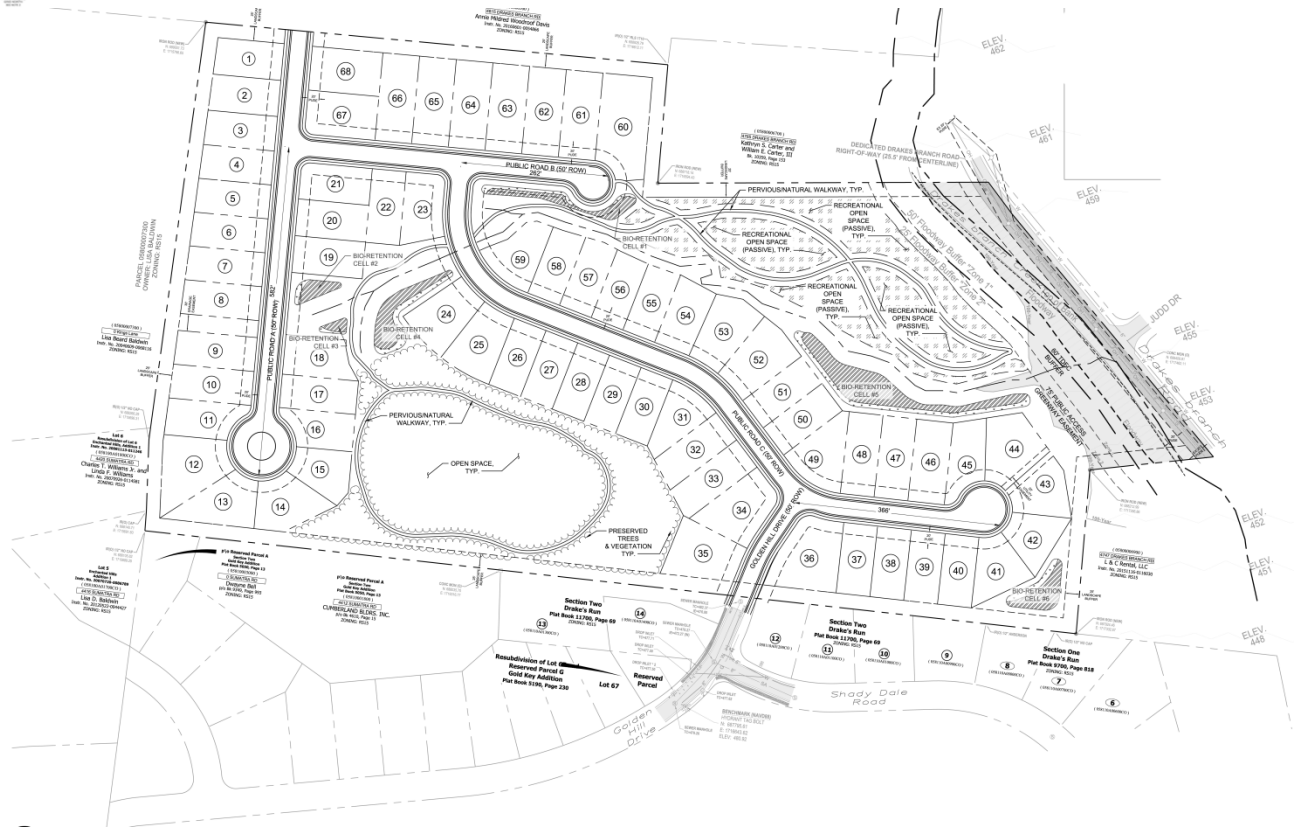
Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 77 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer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

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

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



# Metro Planning Commission Meeting of 8/1/2018



**Proposed Subdivision**



## Metro Planning Commission Meeting of 8/1/2018

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.

### **BACKGROUND**

This case was deferred by the applicant at the June 14, 2018, Metro Planning Commission meeting to allow sufficient time for an applicant-led neighborhood meeting with additional community discussion. No public hearing was held.

### **PLAN DETAILS**

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

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

### Site Plan

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

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

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



## **Metro Planning Commission Meeting of 8/1/2018**

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

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

### **ANALYSIS**

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PARKS RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

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

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

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

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



## Metro Planning Commission Meeting of 8/1/2018

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

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

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

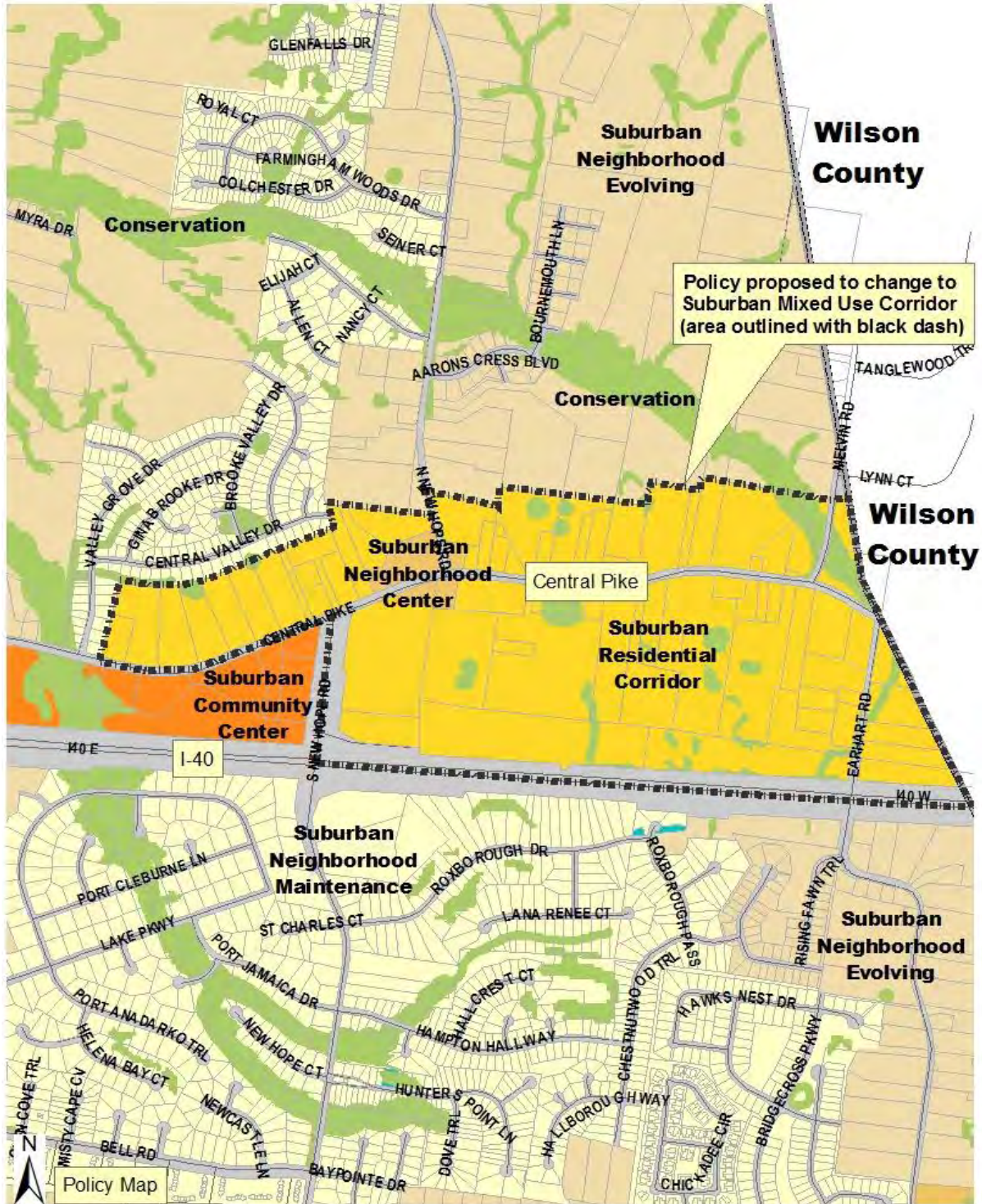
### **CONDITIONS**

1. All conditions from Metro Public Works and Metro Water Services must be completed or bonded prior to the recording of the final plat.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply must be met prior to the issuance of building permits.
3. Construction of the Golden Hills Drive road extension shall occur within right-of-way areas only.
4. A public access greenway easement shall be recorded with the final plat, consistent with Parks requirements.
5. A tree protection plan shall be provided with the final site plan application to indicate preservation of trees within common open space.
6. On the final site plan, add the following note to all open spaces except for recreational areas and areas reserved for stormwater management/treatment: "All existing trees in designated open spaces shall be preserved. These areas shall remain undisturbed." Then remove the "Preserved Trees & Vegetation, Typ" note identified within the southern open space.
7. On the final site plan, correct the open space summary to be consistent with the Open Space Data Table on the cover sheet.
8. Stormwater management devices should be treated as community amenities in addition to their other functions.
9. Any lots designated as critical lots shall be developed in compliance with the critical lot requirements pursuant to Section 17.28.030 of the Metro Zoning Code. If critical lots cannot be developed in compliance with the critical lot requirements, the lot layout shall be modified accordingly.
10. On the final site plan, the 25' landscape buffer shall be identified as a standard "C" landscape buffer.
11. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.





## Metro Planning Commission Meeting of 8/1/2018



**2018CP-014-002**

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

AMENDMENT

Various parcels

14, Donelson/Hermitage/Old Hickory

12 (Steve Glover)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-014-002</b>
<b>Project Name</b>	<b>Donelson-Hermitage-Old Hickory Community Plan Amendment</b>
<b>Council District</b>	12 – Glover
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	Councilmember Steve Glover, applicant; various owners.
<b>Staff Reviewer</b>	McCaig
<b>Staff Recommendation</b>	<i>Approve.</i>

**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.



## **Metro Planning Commission Meeting of 8/1/2018**

### **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.



## Metro Planning Commission Meeting of 8/1/2018

### 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.



## Metro Planning Commission Meeting of 8/1/2018

**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.

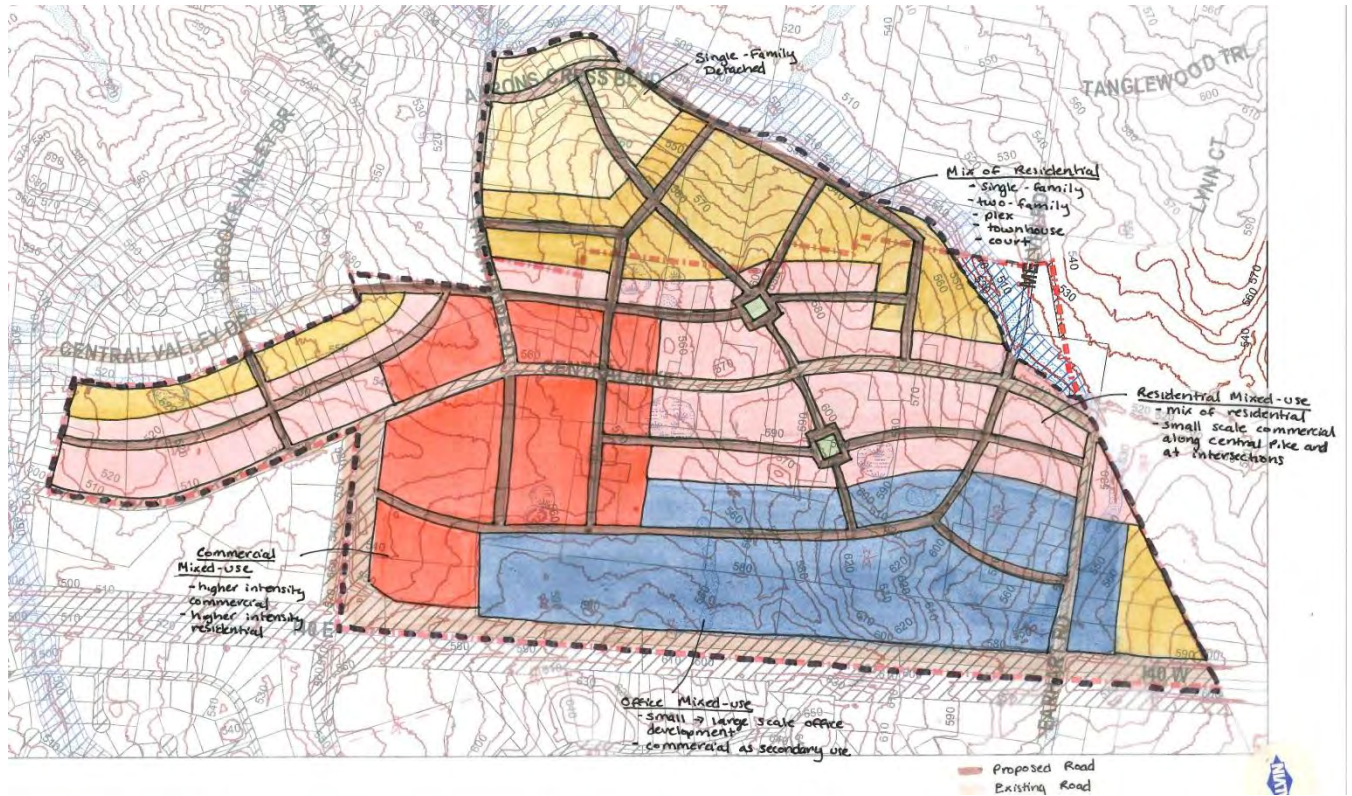
Connectivity will primarily be achieved through the zoning and subdivision processes when properties develop or redevelop. The intent is to have logical, direct routes that make cross parcel driving possible – including, but not limited to, a road that traverses the land from one property line to the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





## Metro Planning Commission Meeting of 8/1/2018

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.



### Amend the Major and Collector Street Plan.

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

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

The mobility concept shown in the MCSP needs to be amended to show Metro's current vision integrating land use and transportation connectivity in the 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.



## **Metro Planning Commission Meeting of 8/1/2018**

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.

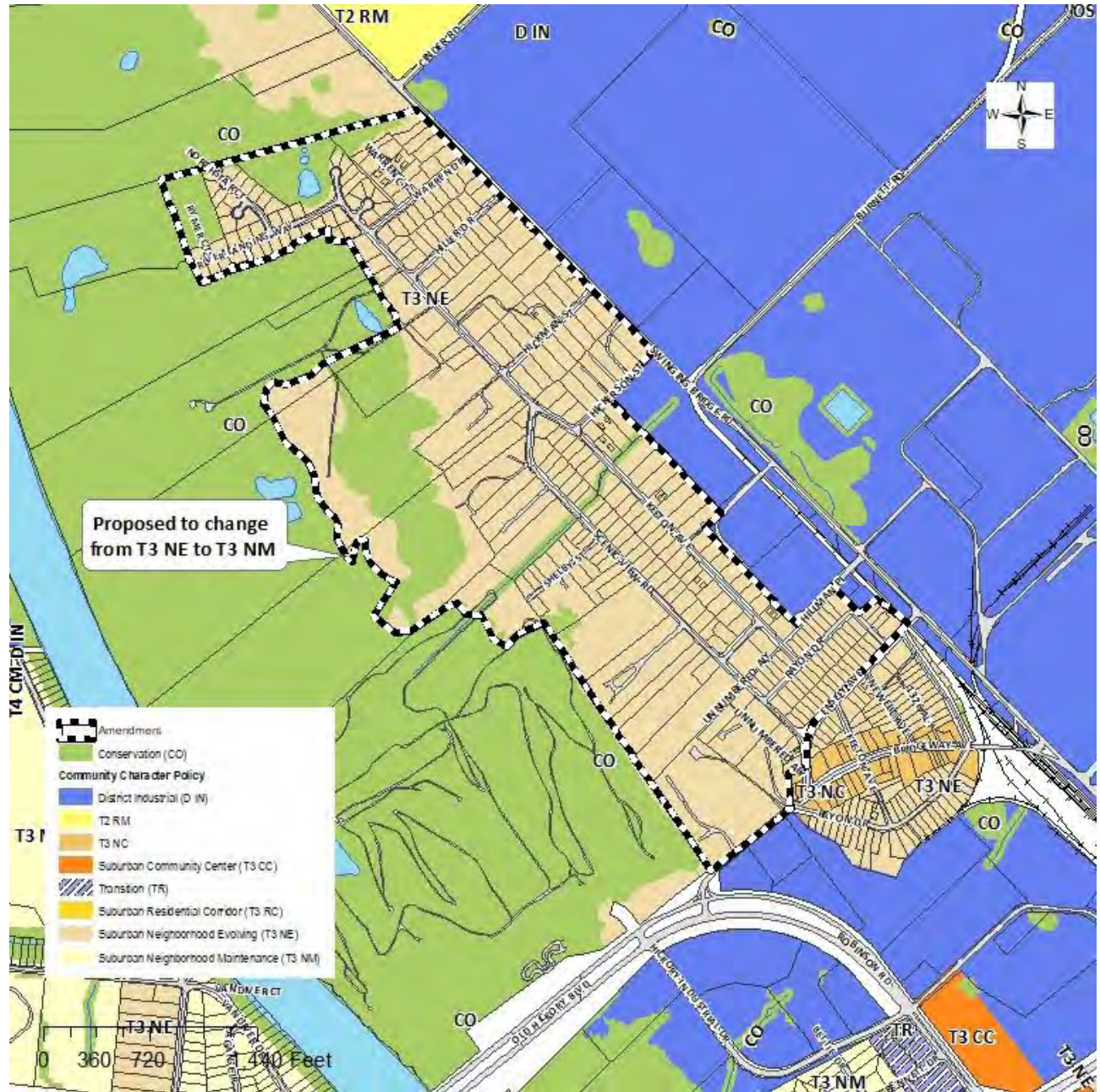




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 8/1/2018



**2018CP-014-005**  
DONELSON-HERMITAGE-OLD HICKORY  
COMMUNITY PLAN AMENDMENT  
Various Properties  
14, Donelson-Hermitage-Old Hickory  
11 (Hagar)



<b>Project No.</b>	<b>Minor Plan Amendment 2018CP-014-005</b>
<b>Project Name</b>	<b>Donelson-Hermitage-Old Hickory Community Plan Amendment</b>
<b>Associated Case</b>	2018Z-069PR-001
<b>Council District</b>	11 – Hagar
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	Planning Department, applicant. Various owners.
<b>Staff Reviewer</b>	Sewell
<b>Staff Recommendation</b>	<i>Approve.</i>

**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



## Metro Planning Commission Meeting of 8/1/2018

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.



## **Metro Planning Commission Meeting of 8/1/2018**

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.

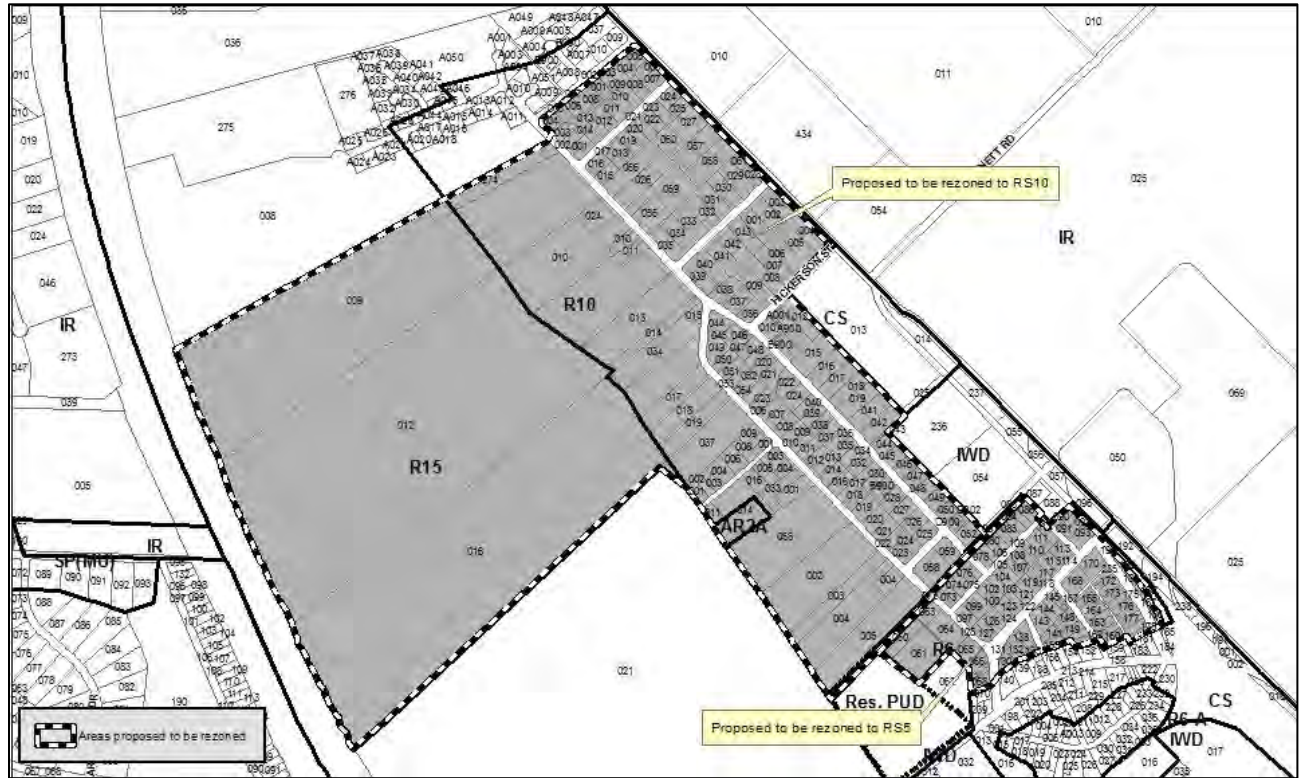
### **STAFF RECOMMENDATION**

Staff recommends approval.





# Metro Planning Commission Meeting of 8/1/2018



**2018Z-069PR-001**  
Various Maps, Various Parcels  
14, Donelson-Hermitage-Old Hickory  
11 (Larry Hagar)



<b>Project No.</b>	<b>Zone Change 2018Z-069PR-001</b>
<b>Associated Case</b>	2018CP-014-005
<b>Council Bill No.</b>	BL2018-1268
<b>Council District</b>	11- Hagar
<b>School District</b>	4- Shepherd
<b>Requested by</b>	Councilmember Larry Hagar, applicant; various property owners.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Disapprove as submitted. Approve with a substitute ordinance</i>

**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.





## Metro Planning Commission Meeting of 8/1/2018

### 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.



## Metro Planning Commission Meeting of 8/1/2018

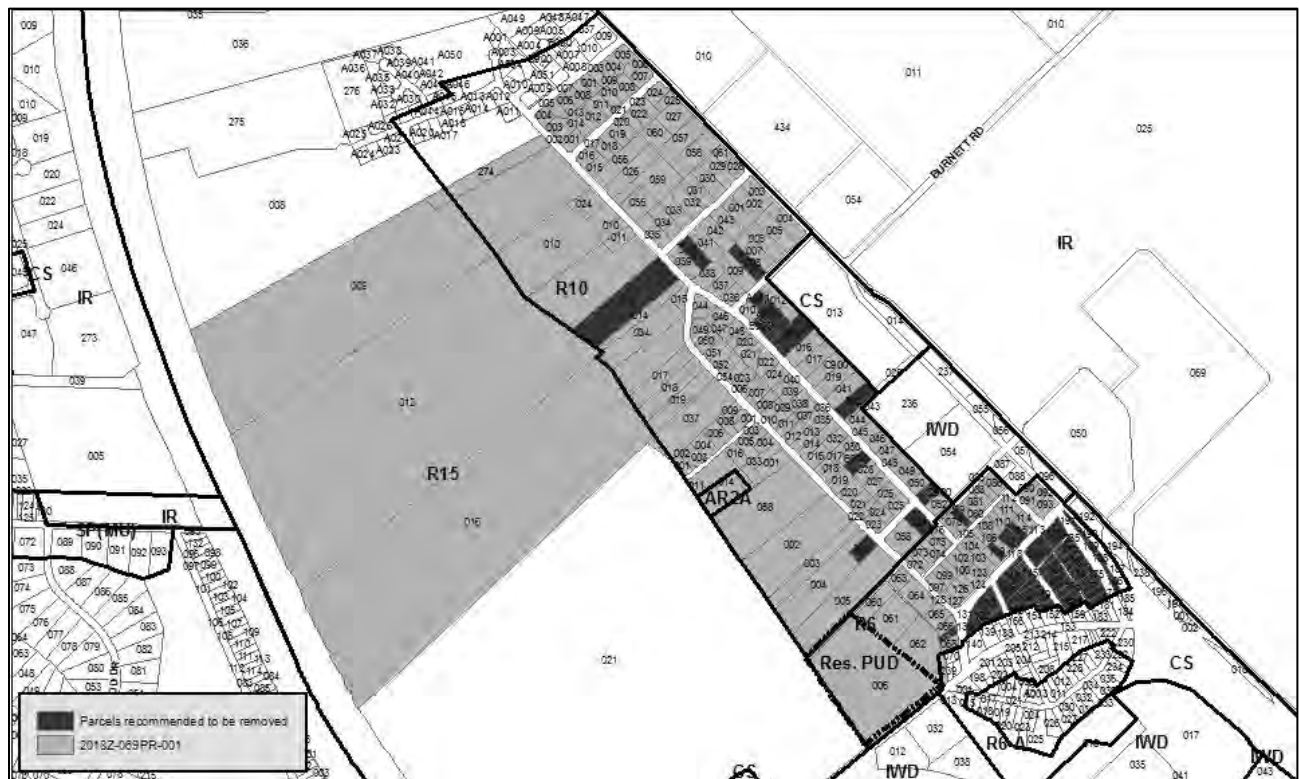
Additionally, the area that is proposed to remain as Neighborhood Evolving policy on the eastern end of the rezoning area is proposed to be removed from the initial rezoning to keep its current zoning. Staff's recommendation is intended to provide a balance between maintaining the existing residential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

- Map 043, Parcel 013
- Map 044, Parcel 115
- Map 044, Parcel 004.01
- Map 043-04, Parcel 040
- Map 044-01, Parcel 008
- Map 044-01, Parcel 015
- Map 044-05, Parcel 059
- Map 044-05, Parcel 080
- Map 044-05, Parcel 116-117
- Map 044-05, Parcel 119
- Map 044-05, Parcel 235
- Map 044-05, Parcel 129
- Map 044-05, Parcel 130-135

- Map 044-05, Parcel 141-145
- Map 044-05, Parcel 147-151
- Map 044-05, Parcel 160-168
- Map 044-05, Parcel 170-179
- Map 044-05, Parcel 186-191
- Map 044-01-0-A, Parcel(s) 001-002, 900
- Map 044-01-0-B, Parcel(s) 001-002, 900
- Map 044-05-0-B, Parcel(s) 001-002, 900
- Map 044-01-0-C, Parcel(s) 001-002, 900
- Map 044-05-0-C, Parcel(s) 001-002, 900
- Map 044-05-0-D, Parcel(s) 001-002, 900
- Map 044-05-0-A, Parcel(s) 001-002, 900

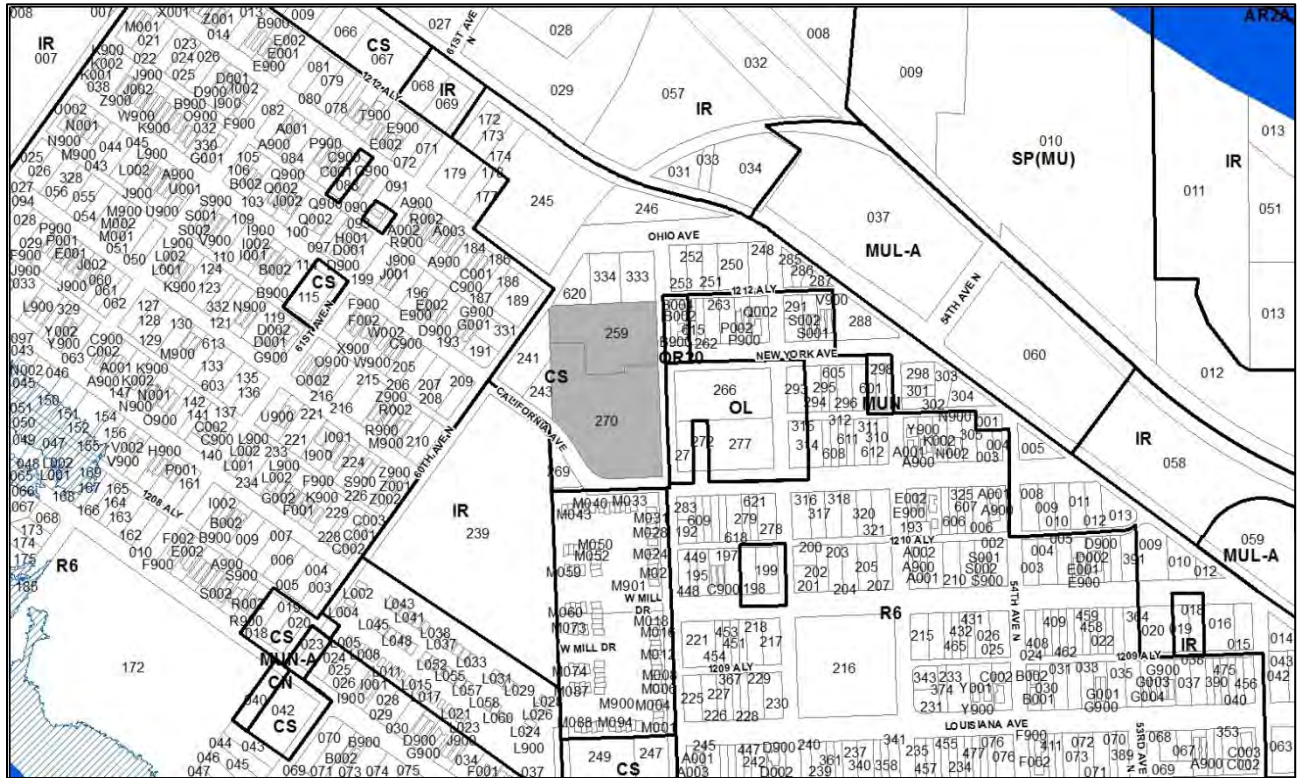


### STAFF RECOMMENDATION

Disapprove as submitted. Approve with a substitute ordinance.



# Metro Planning Commission Meeting of 8/01/18



**2018SP-038-001**  
5700 CALIFORNIA AVENUE SP  
Map 091-02, Parcel(s) 259, 270  
07, West Nashville  
20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Specific Plan 2018SP-038-001</b>
<b>Project Name</b>	<b>5700 California Avenue SP</b>
<b>Council District</b>	20 – Roberts
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Dale & Associates, applicant; Renaissance Stone Cutting, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**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.

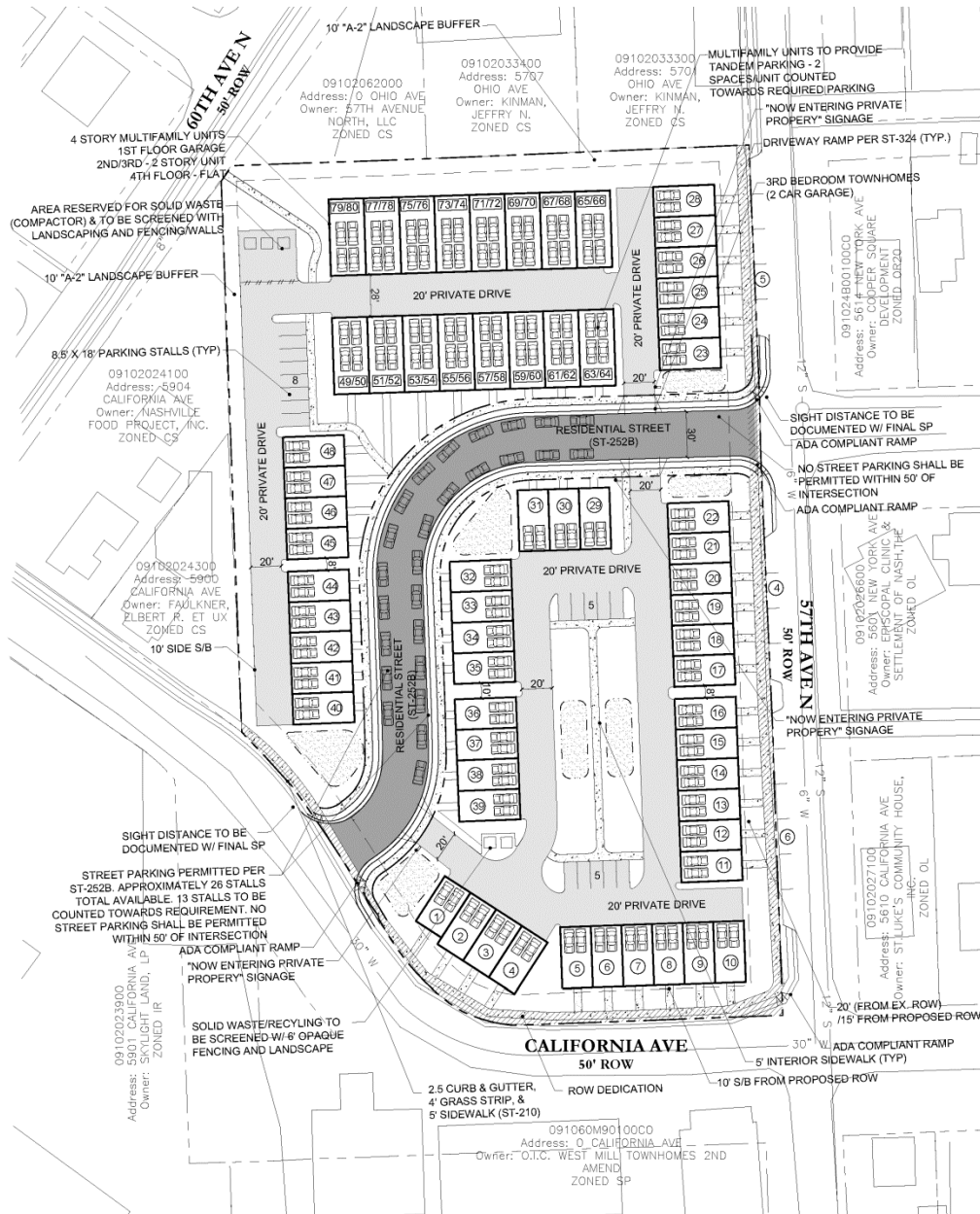
**CRITICAL PLANNING GOALS**

- 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.



# Metro Planning Commission Meeting of 8/01/18



## Proposed Site Plan



## Metro Planning Commission Meeting of 8/01/18

### 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.



## **Metro Planning Commission Meeting of 8/01/18**

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.





## Metro Planning Commission Meeting of 8/01/18

### 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.



## Metro Planning Commission Meeting of 8/01/18

### 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

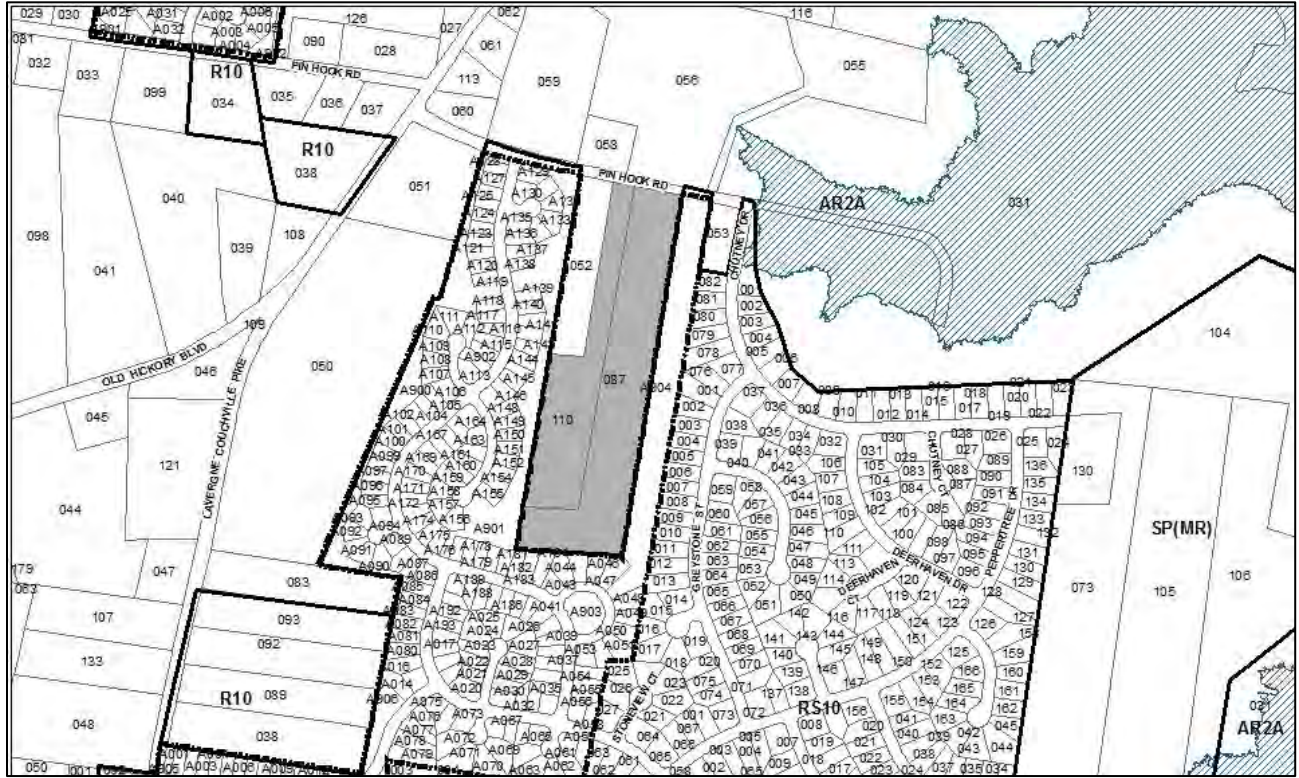
1. Permitted uses within the SP shall be limited to a maximum of 80 multi-family units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
3. On the corrected copy, add "measured to roofline" for height standards of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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/01/18



## 2018SP-045-001

3939 PINHOOK ROAD SP  
Map 165, Parcel(s) 087, 110  
13, Antioch-Priest Lake  
33 (Antoinette Lee)



<b>Project No.</b>	<b>Specific Plan 2018SP-045-001</b>
<b>Project Name</b>	<b>3939 Pinhook Road SP</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	6 - Hunter
<b>Requested by</b>	Dale & Associates, applicant; Wahidi Construction, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Defer to the August 23, 2018, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit up to 43 single-family lots.**

Preliminary SP

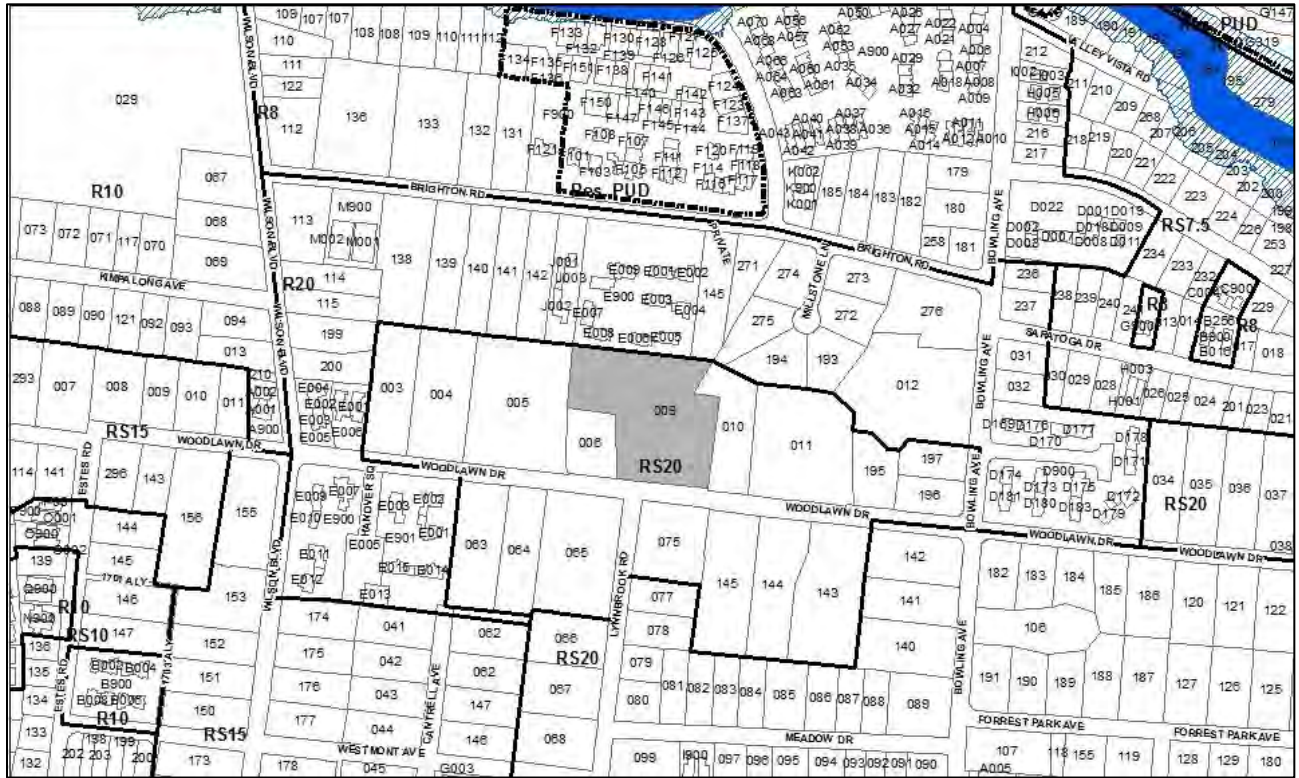
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Residential (SP-R) zoning on properties located at 3939 and 3947 Pin Hook Road, approximately 880 feet east of Old Hickory Boulevard to permit 43 single-family lots (14.5 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 23, 2018, Planning Commission meeting as requested by the applicant.



# Metro Planning Commission Meeting of 8/01/18



**2018S-117-001**  
3700 WOODLAWN SUBDIVISION  
Map 117-01, Parcel 009  
10, Green Hills-Midtown  
24 (Kathleen Murphy)



<b>Project No.</b>	<b>Concept Plan 2018S-117-001</b>
<b>Project Name</b>	<b>3700 Woodlawn Subdivision</b>
<b>Council District</b>	24 – Murphy
<b>School District</b>	8 - Pierce
<b>Requested by</b>	Smith Gee Studio, LLC, applicant; Phyllis Pennington, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Defer to the August 9, 2018, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Request for concept plan approval to create four lots.**

Concept Plan

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 Single-Family Residential (RS20) (2.88 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 9, 2018, Planning Commission meeting at the request of the applicant.





# Metro Planning Commission Meeting of 8/01/18



**2017Z-089PR-001**  
Map 082-03, Parcel(s) 543  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2017Z-089PR-001</b>
<b>Council Bill No.</b>	BL2018-1254
<b>Council District</b>	05- Davis
<b>School District</b>	5- Buggs
<b>Requested by</b>	Council Member Scott Davis, applicant; 786 Properties, LLC, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve.</i>

**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



## Metro Planning Commission Meeting of 8/01/18

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 Planning Commission Meeting of 8/01/18**

### **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**

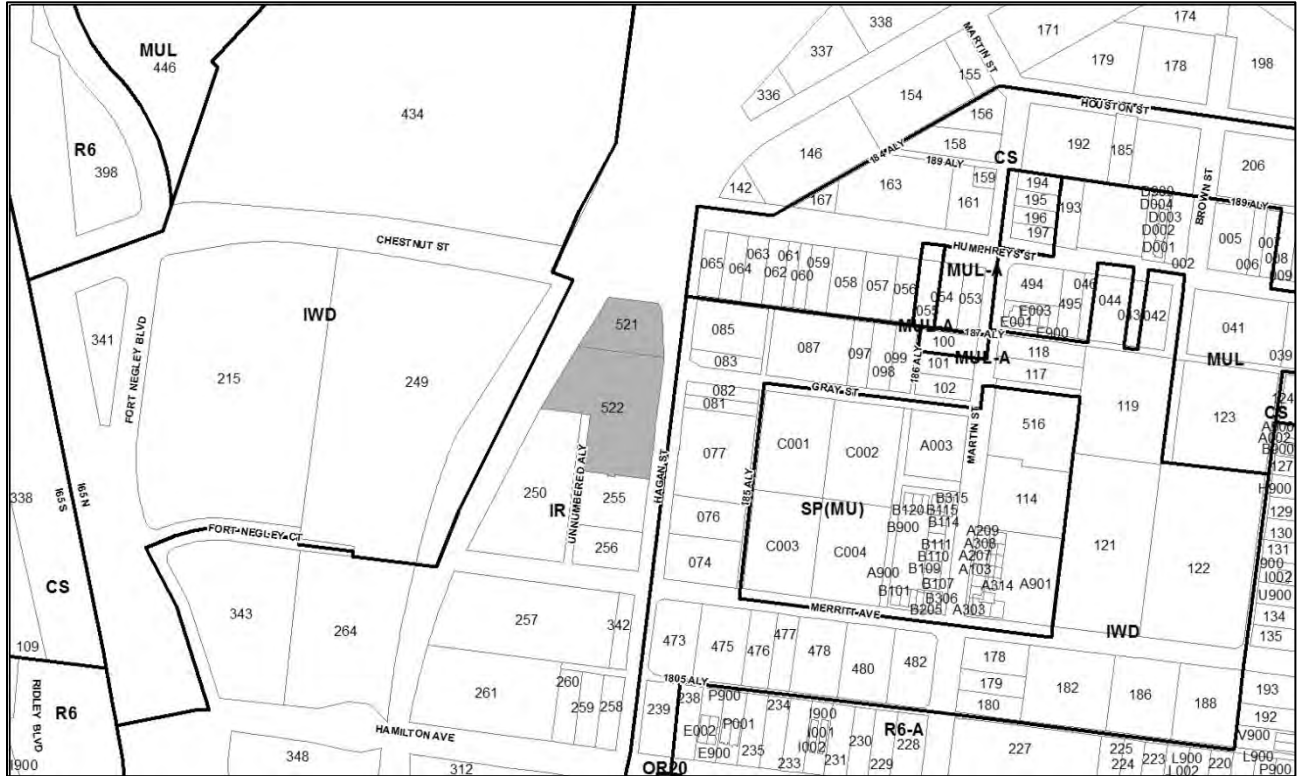
The proposed R6-A zoning is not expected to generate more students than the existing SP-R zoning district. Students would attend Glenn Enhanced Option Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro 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.



# Metro Planning Commission Meeting of 8/01/18



**2018Z-053PR-001**  
Map 105-07, Parcel(s) 521-522  
11, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2018Z-053PR-001</b>
<b>Council District</b>	17 - Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Scott C. Chambers, applicant and owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve.</i>

**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.

**Proposed Zoning**

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.



## Metro Planning Commission Meeting of 8/01/18

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 Glencliff 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.





## **Metro Planning Commission Meeting of 8/01/18**

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 8/01/18



**2018Z-057PR-001**  
Map 082-08, Part of Parcel(s) 286-287  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-057PR-001</b>
<b>Council District</b>	05 – Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Councilmember Scott Davis, applicant; KNW 722 LLC and KNW 726 LLC, owners.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Approve.</i>

**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.



## Metro Planning Commission Meeting of 8/01/18

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

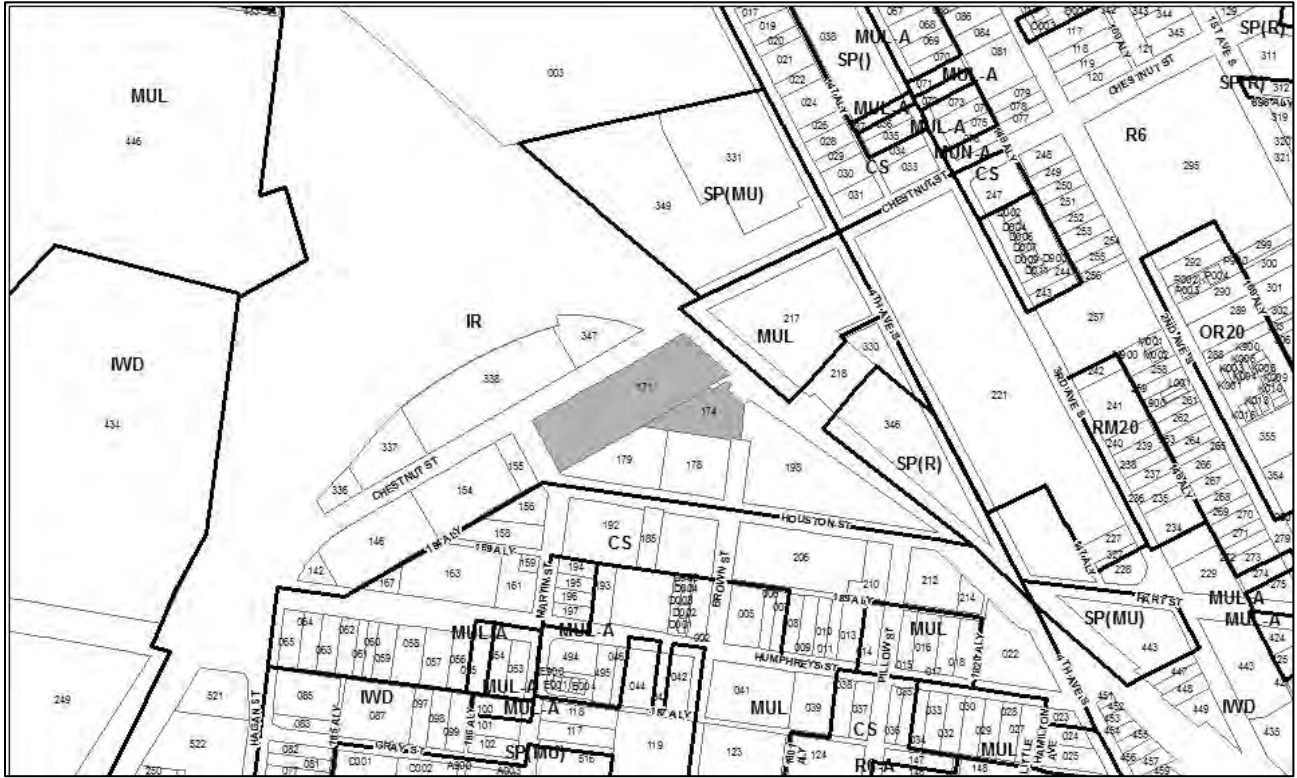
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 8/01/18



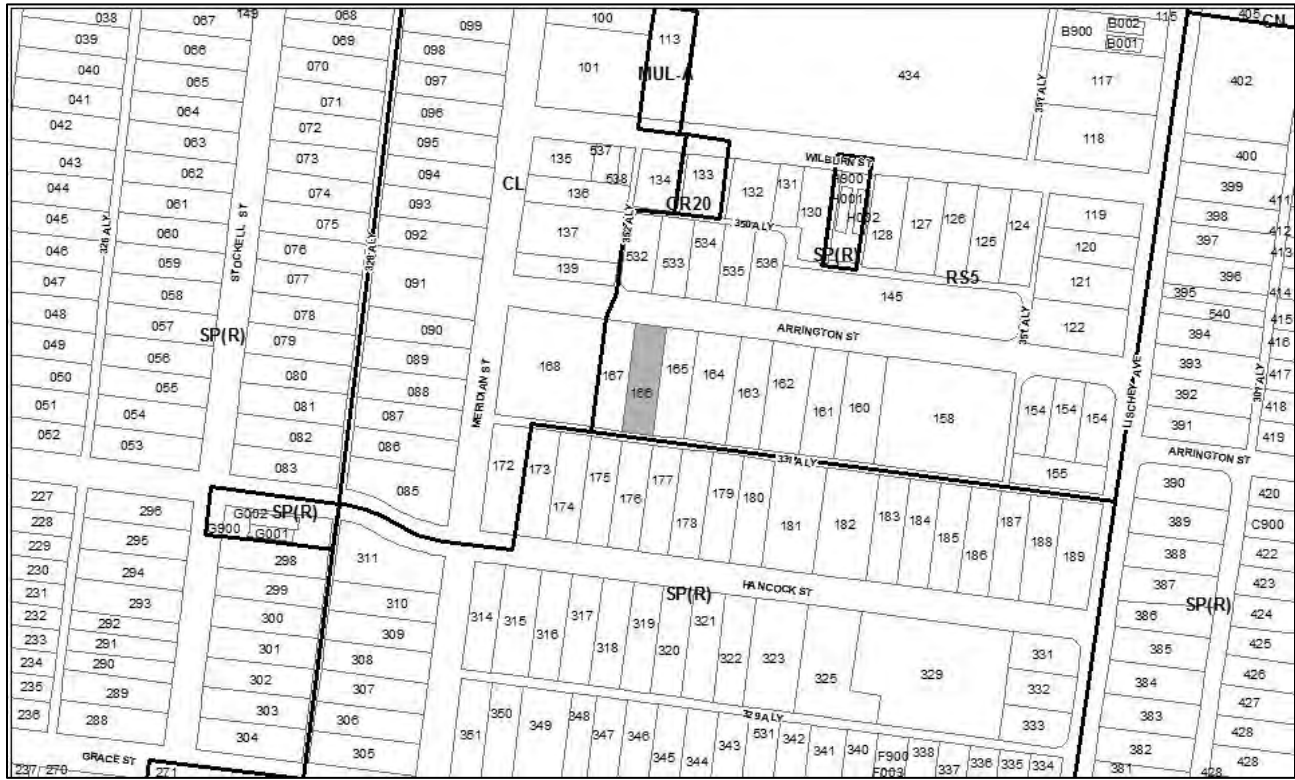
**2018Z-061PR-001**  
Map 105-03, Parcel(s) 171, 174  
11, South Nashville  
17 (Colby Sledge)







# Metro Planning Commission Meeting of 8/01/18



**2018Z-062PR-001**  
Map 082-07, Parcel(s) 166  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-062PR-001</b>
<b>Council District</b>	05- Davis
<b>School District</b>	5- Buggs
<b>Requested by</b>	Crystal Conyers, applicant and owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (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



## Metro Planning Commission Meeting of 8/01/18

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



## **Metro Planning Commission Meeting of 8/01/18**

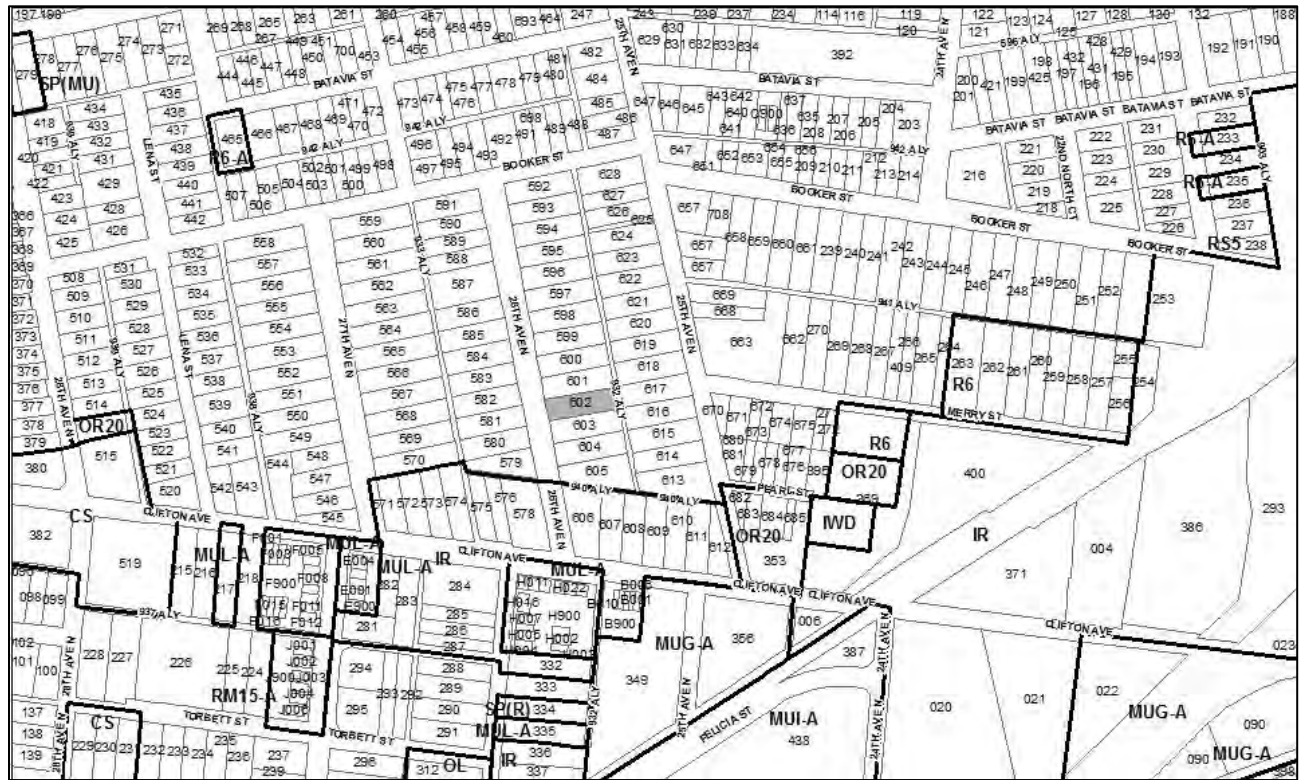
School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

Staff recommends approval as the request is consistent with the T4 Neighborhood Maintenance policy at this location.



# Metro Planning Commission Meeting of 8/01/18



**2018Z-067PR-001**  
Map 092-06, Parcel(s) 602  
08, North Nashville  
21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2018Z-067PR-001</b>
<b>Council District</b>	21 - Kindall
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Catalyst Design Group, applicant; Cottage Partners, LLC, owner.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential - Alternative (R6-A) zoning 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.*

**Proposed Zoning**

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



## Metro Planning Commission Meeting of 8/01/18

### 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 Planning Commission Meeting of 8/01/18**

### **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**

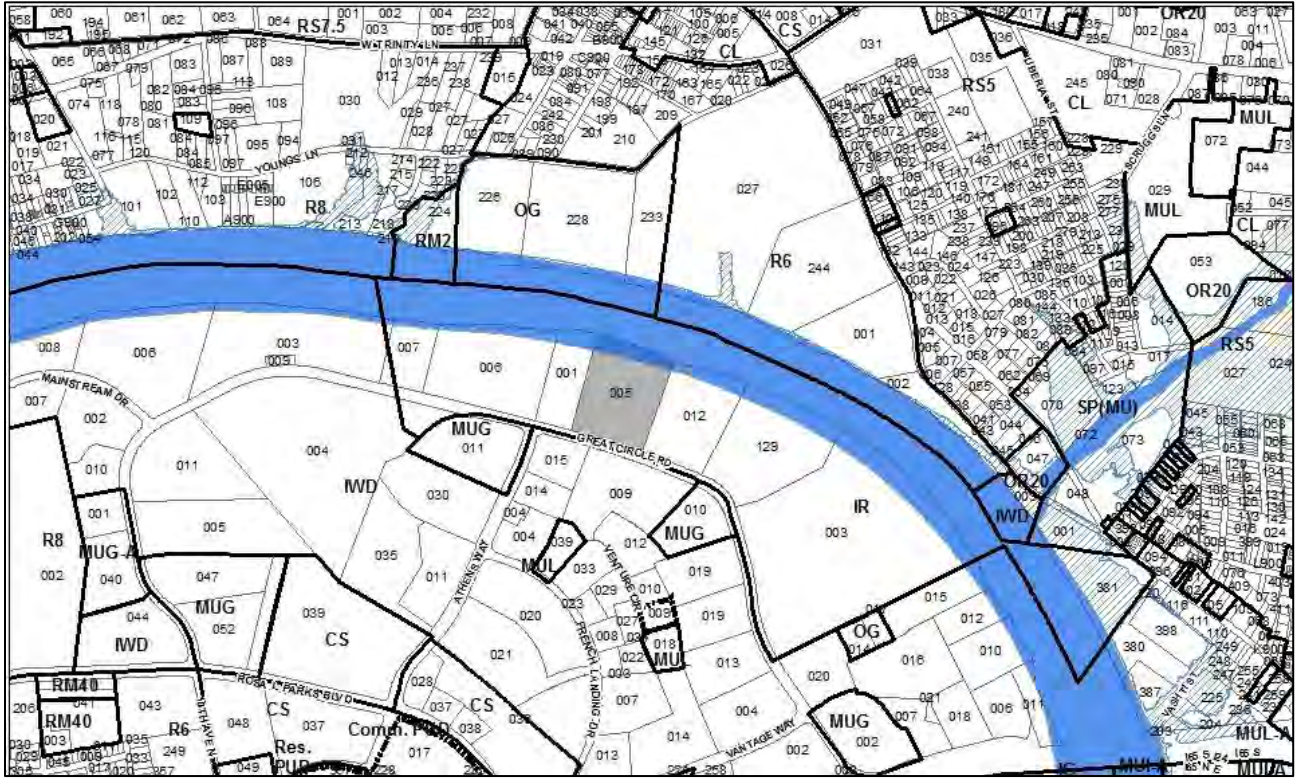
The proposed zoning is expected to generate no additional students beyond the existing zoning. Students would attend Park Avenue Enhanced Elementary School, McKissack Middle School, and Pearl Cohn High School. None of the schools has been identified as being over capacity. This information is based upon 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.



# Metro Planning Commission Meeting of 8/01/18



**2018Z-071PR-001**  
Map 070-12, Parcel(s) 005  
08, North Nashville  
02 (DeCosta Hastings)



**Project No.** 2018Z-071PR-001  
**Council District** 02 - Hastings  
**School District** 1 - Gentry  
**Requested by** Southeastern Property Acquisitions, LLC, applicant;  
 United Methodist Publishing House, owner.

**Staff Reviewer** Hill  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**

**Rezone 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.



## Metro Planning Commission Meeting of 8/01/18

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



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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**

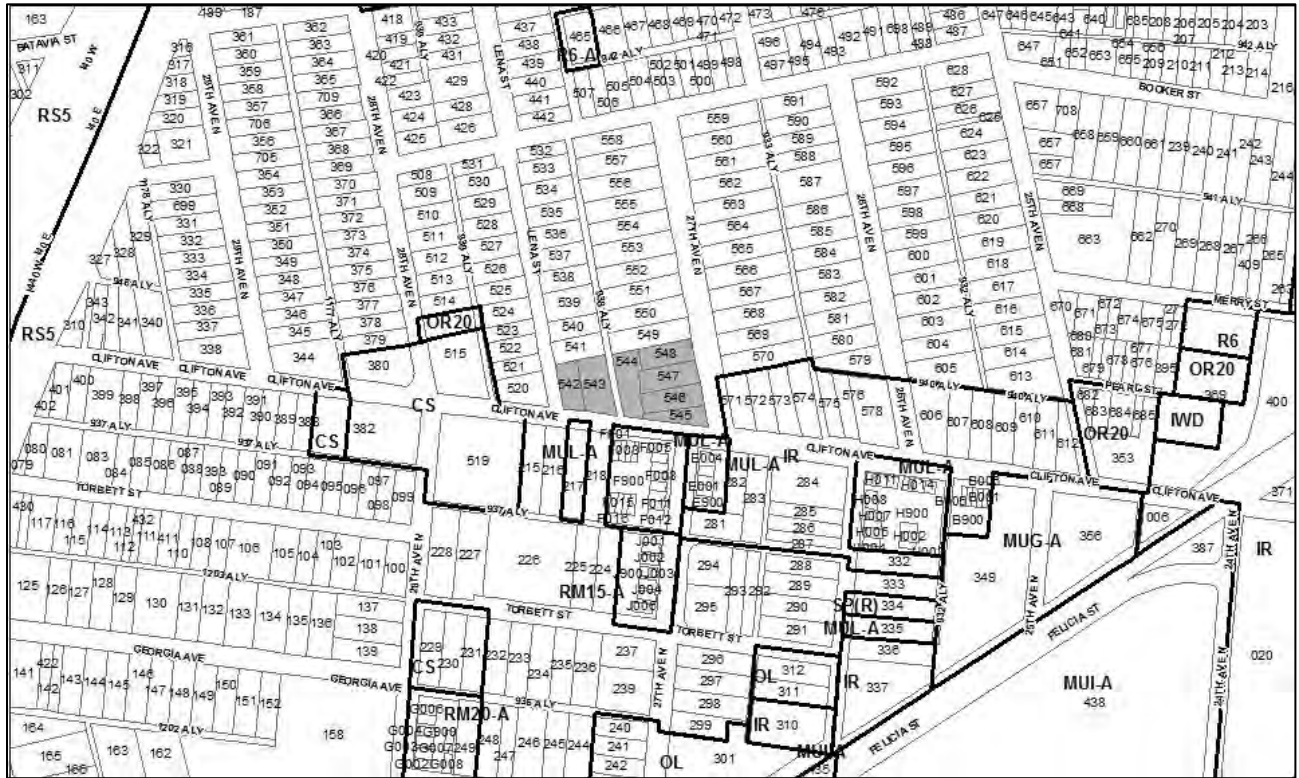
The proposed MUG zoning district would generate 43 more students than what is typically generated under the existing IR zoning district. Students would attend Buena Vista Enhanced Elementary School, John Early Middle School, and Pearl Cohn High School. None of the schools has been identified as being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

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 8/01/18



**2018Z-072PR-001**  
Map 092-06, Parcel(s) 542-548  
08, North Nashville  
21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2018Z-072PR-001</b>
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Catalyst Design Group, applicant; E3 Construction Services, LLC, Max Khazanov, Jeffery D. Tramil, and Zvezda 1, LLC, owners.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use Limited – Alternative (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).

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

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

The rezoning is consistent with the T4 CM policy, which is intended to enhance mixed use corridors with a greater mix of residential and nonresidential development. The proposed zoning allows for a mixture of uses, including commercial and residential, at a scale appropriate to transition into nearby residential areas. The building placement and design standards included in the Alternative district requested will help create a walkable neighborhood and a pedestrian-friendly, urban streetscape, consistent with the goals of the policy.

**ANALYSIS**

The site is located on the north side of Clifton Avenue between Lena Street and 27<sup>th</sup> Avenue North, and is currently developed with single-family residential uses. Clifton Avenue is designated in the





## Metro Planning Commission Meeting of 8/01/18

Major and Collector Street Plan as an urban mixed-use collector avenue, and 28<sup>th</sup> Avenue North, located approximately 300 feet to the west, is designated as a mixed use arterial boulevard with existing transit service. Surrounding properties along Clifton Avenue include commercial and mixed uses, with scattered one and two-family residential, transitioning to lower intensity residential uses to the north in the interior of the neighborhood.

The requested rezoning to MUL-A is consistent with the policy for the area, and is appropriate given the site's location and recently completed or currently pending rezoning requests. The site has frontage directly on the Clifton Avenue corridor. Multiple properties on the south side of Clifton Avenue, opposite the site, are also located in the T4 CM policy area and were rezoned to MUL-A zoning in 2016 and 2017.

The requested rezoning to MUL-A is compatible with surrounding land uses and is consistent with policy. The bulk and building placement standards associated with MUL-A zoning ensure mixed-use development that addresses the pedestrian realm and limits the amount of parking between the building and the street, consistent with the goals of the T4 CM policy. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.89	8.71 D	7 U	91	10	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.45		20 U	111	11	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.22	1.0 F	9,583 S.F.	110	36	13



## Metro Planning Commission Meeting of 8/01/18

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.22	1.0 F	9,583 S.F.	609	31	66

Traffic changes between maximum: RS5 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+739	+68	+86

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed MUL-A district: 16 Elementary 11 Middle 10 High**

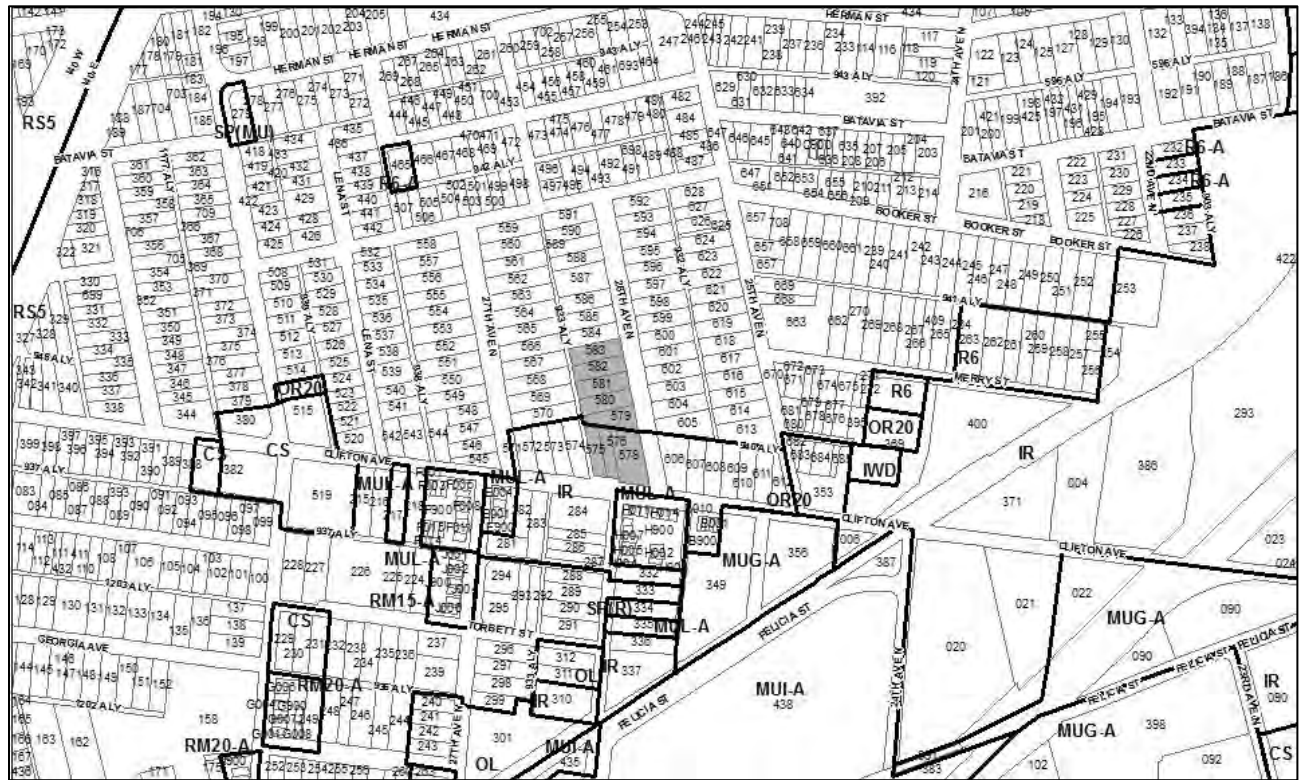
The proposed MUL-A zoning district will generate 34 additional students beyond what would be generated under the existing RS5 zoning, assuming 50% of the floor area is utilized for non-residential uses. Students would attend Park Avenue Enhanced Option Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Mixed Use Corridor policy.



# Metro Planning Commission Meeting of 8/01/18



**2018Z-073PR-001**  
Map 092-06, Parcel(s) 575-576, 578-583  
08, North Nashville  
21 (Ed Kindall)



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

**Zone Change 2018Z-073PR-001**  
21 – Kindall  
5 – Buggs  
Catalyst Design Group, applicant; Nick Dorrol, E3  
Construction Services, LLC and Jeffery Hampton, owners.

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

Shepard  
*Disapprove as submitted. Approve the zone change for  
Map 092-06, Parcels 575-576 and Parcel 578 only.*

**APPLICANT REQUEST**

**Zone change from RS5 and IR to MUL-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) and Industrial Restrictive (IR) to Mixed Use Limited – Alternative (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).

**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. *Approximately 0.86 acres of the site are zoned RS5. RS5 would permit a maximum of seven units, subject to compliance with all standards of the Metro Subdivision Regulations.*

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

**Proposed Zoning**

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

**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.

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the



## Metro Planning Commission Meeting of 8/01/18

corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

### Consistent with Policy?

The site consists of eight parcels located at the northwest corner of the intersection of 26<sup>th</sup> Avenue North and Clifton Avenue. Five of the parcels are oriented to 26<sup>th</sup> Avenue North and are located within an area of T4 NE policy. The remaining three parcels are oriented to Clifton Avenue and are within an area of T4 CM policy. T4 NE policy is intended to create and enhance residential neighborhoods; it does not support the nonresidential uses permitted by the requested MUL-A zoning. T4 CM policy is intended to enhance urban mixed use corridors with a range of higher density residential and mixed use development. The requested zoning, MUL-A, permits mixed use and includes requirements for building placement, parking and access, and bulk standards that are designed to enhance the pedestrian realm and create walkable neighborhoods. The requested zoning is not consistent with the T4 NE policy, but MUL-A zoning is supported by the T4 CM policy.

### **ANALYSIS**

The site is located at the corner of Clifton Avenue and 26<sup>th</sup> Avenue North. Clifton Avenue is designated in the Major and Collector Street Plan as an urban mixed-use collector avenue, and 28<sup>th</sup> Avenue North, located approximately 900 feet to the west, is designated as a mixed use arterial boulevard with existing transit service. Surrounding properties along Clifton Avenue include commercial and mixed uses, with scattered one and two-family residential. The land use pattern along 26<sup>th</sup> Avenue North consists primarily single-family residential with scattered two-family residential development.

The requested rezoning to MUL-A is consistent with the T4 CM policy applicable to the three parcels in the zone change area oriented toward Clifton Avenue. This portion of the site has frontage directly on the Clifton Avenue corridor. Multiple properties on the south side of Clifton Avenue, opposite this portion of the site, are also located in the T4 CM policy area and were rezoned to MUL-A zoning in 2016 and 2017. The uses permitted by MUL-A are compatible with the surrounding land uses along Clifton Avenue. The bulk and building placement standards associated with MUL-A zoning ensure mixed-use development that addresses the pedestrian realm and limits the amount of parking between the building and the street, consistent with the goals of the T4 CM policy.

The requested rezoning to MUL-A is not consistent with the T4 NE policy applicable to the five parcels oriented toward 26<sup>th</sup> Avenue North. The nonresidential uses permitted by the MUL-A zoning district are not supported by the policy and are inconsistent with the predominantly single-family residential uses along 26<sup>th</sup> Avenue. Application of MUL-A zoning is not appropriate in this area. Therefore, staff is recommending disapproval of the request as filed, and approval of the zone change to MUL-A only for the three parcels oriented to Clifton Avenue, within the T4 CM policy area.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 8/01/18

### 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)	0.84	8.71 D	7 U	91	10	8

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)	0.55	0.6 F	14,374 S.F.	69	28	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.7		30 U	186	16	21

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.35	1.0	15,246 S.F.	172	41	20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.34	1.0	14,810 S.F.	940	48	102

Traffic changes between maximum: **RS5, IR and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1138	+67	+105

### METRO SCHOOL BOARD REPORT

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

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

**Projected student generation proposed MUL-A district: 27 Elementary 19 Middle 16 High**

The current RS5 zoning district, which is applicable to 0.86 acres of the site, is projected to generate three students. The existing IR zoning does not permit residential uses and therefore is projected to



## **Metro Planning Commission Meeting of 8/01/18**

generate no students. The proposed MUL-A zoning district, if applied to the entire 1.39-acre size, will generate 59 additional students beyond what would be generated under the existing zoning, assuming 50% of the floor area is utilized for non-residential uses. Students would attend Park Avenue Enhanced Option Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

Staff recommends disapproval of the request as submitted, as a portion of the zone change area is within T4 NE policy, and the requested MUL-A zoning is not consistent with that policy. Staff recommends approval of the zone change for Map 092-06, Parcels 575-576 and Parcel 578 only, as the requested rezoning for those parcels is consistent with the T4 CM policy applicable to that portion of the zone change area.