

Metropolitan Planning Commission



Staff Reports

August 09, 2018



Metro Planning Commission Meeting of 8/09/18

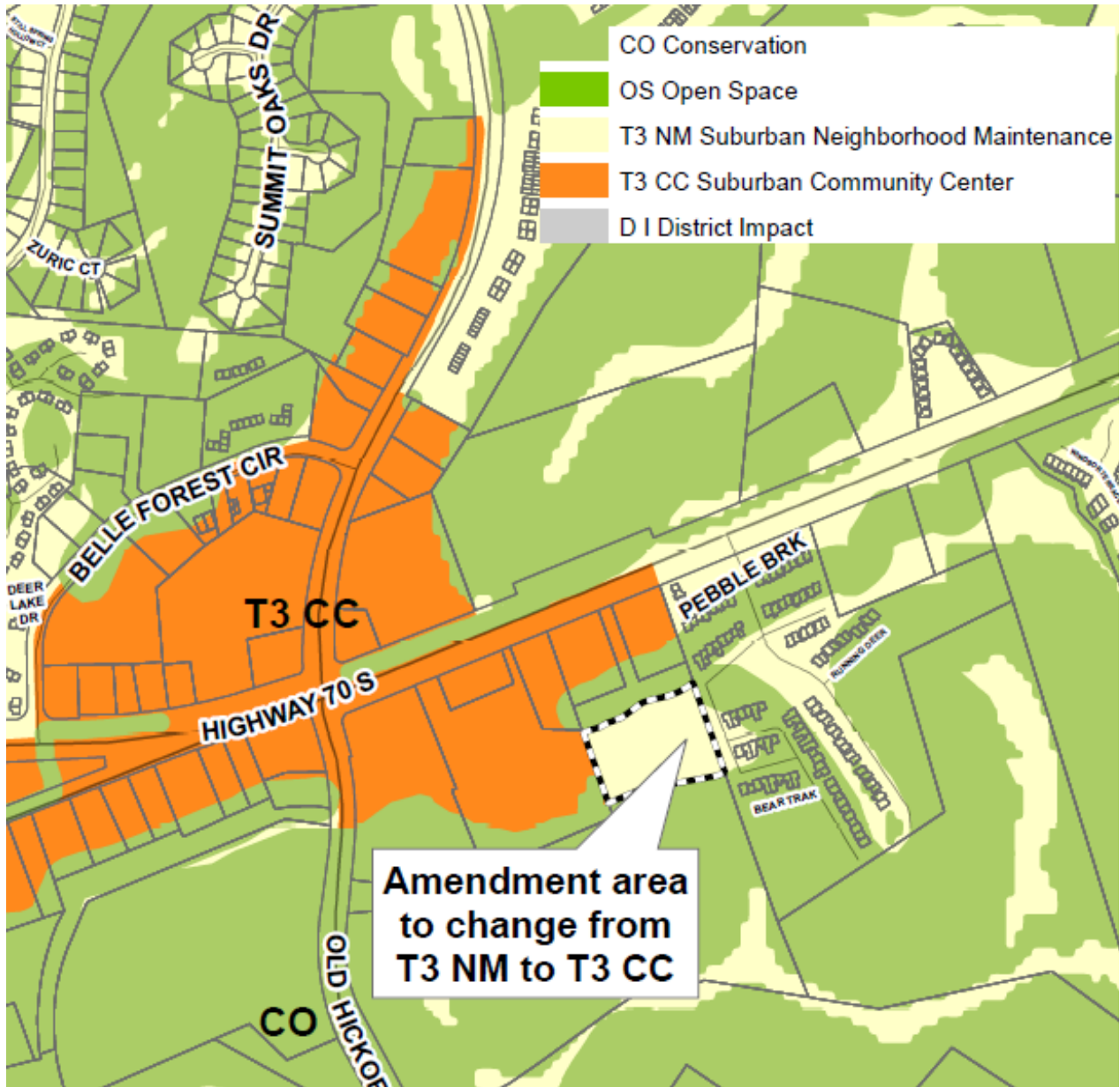
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/09/18



2018CP-006-001

BELLEVUE COMMUNITY PLAN AMENDMENT

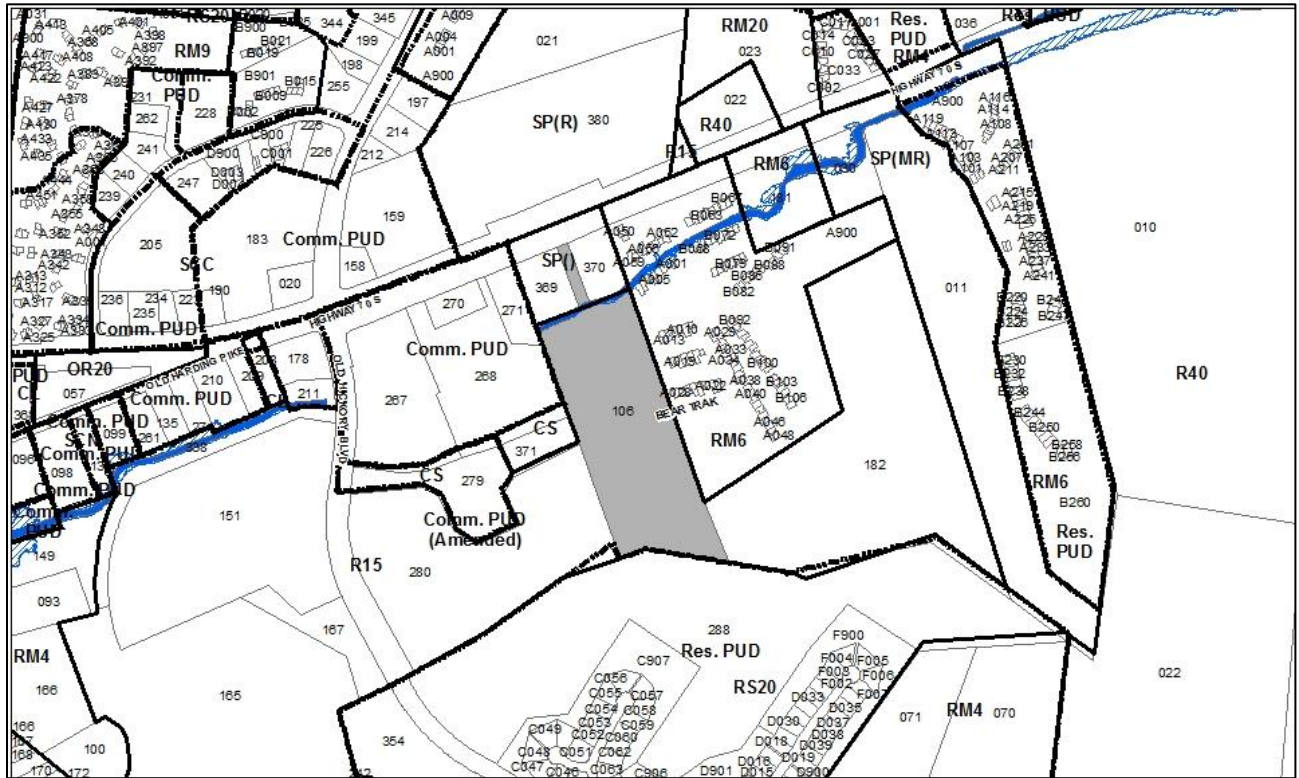
Map 142, Parcel 106

06, Bellevue

34 (Henderson)



Metro Planning Commission Meeting of 8/09/18



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, and the August 1, 2018, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST
Zone change from R15 to SP-C.

Preliminary SP

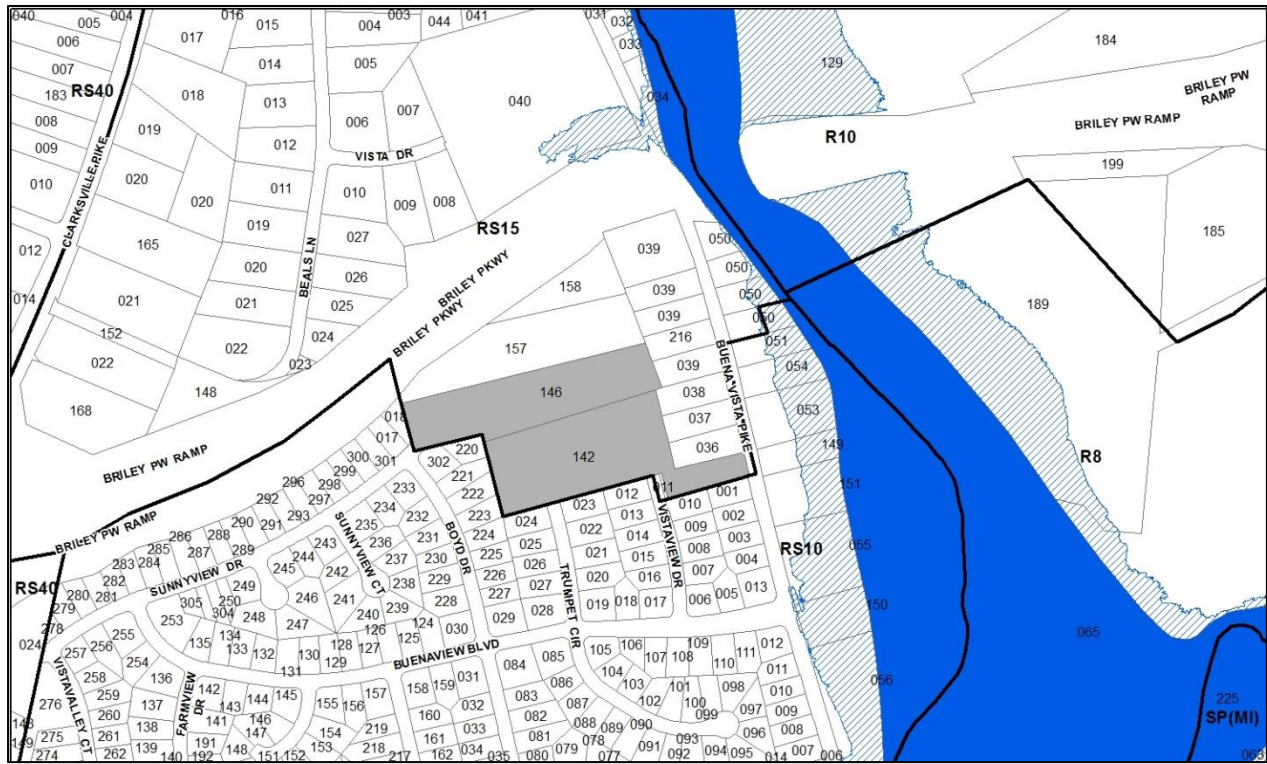
A request to rezone from One and Two-Family Residential (R15) to Specific Plan – Commercial (SP-C) zoning on property located at 7037 Highway 70 South, approximately 1,030 feet northeast of Old Hickory Boulevard (12.2 acres), to permit self-service storage.

STAFF RECOMMENDATION

Staff recommends deferral to the September 13, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/09/18



2017SP-064-001

4927 BUENA VISTA PIKE SP

Map 059, Parcel(s) 142,146

02, Bordeaux - Whites Creek-Haynes Trinity

01 (Jonathan Hall)



Project No. Specific Plan 2017SP-064-001
Project Name 4927 Buena Vista Pike SP
Council District 01- Hall
School District 1 – Gentry
Requested by Dale and Associates, applicant; 4927 Buena Vista, LLC, owner.

Deferrals This item was deferred at the August 10, 2017, and the September 14, 2017, 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 permit 34 multi-family residential units and 8 single-family residential lots.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning on properties located at 4927 Buena Vista Pike, north of the terminus of Vistaview Drive (8.93 acres), to permit up to 34 multi-family residential units and 8 single-family residential lots.

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at an overall density of 2.90 dwelling units per acre. *RS15 would permit a maximum of 25 single-family lots based on acreage only. Application of the Subdivision Regulations may result in fewer lots on this property.*

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.

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



Metro Planning Commission Meeting of 8/09/18



Proposed Specific Plan



Metro Planning Commission Meeting of 8/09/18

Consistent with Policy?

Yes. The proposed SP is consistent with the T3 Suburban Neighborhood Evolving policy at this location. T3 Suburban Neighborhood Evolving policy encourages more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. This proposal introduces an additional housing choice within the immediate area. The plan also expands the existing public street network within the broader neighborhood providing for improved circulation and pedestrian connections. The plan also provides transitions from the existing single-family homes to the south and west.

PLAN DETAILS

The site consists of two vacant parcels totaling 8.93 acres, located along Buena Vista Pike and at the terminus of Vistaview Drive. The proposal includes 34 detached multi-family residential units and 8 single-family lots. This plan includes associated parking, onsite stormwater mitigation and usable open space.

Existing public streets, Sunnyview Drive and Vistaview Drive, will be extended. These streets stub out at the property line and were intended to extend. A new public road is proposed and will connect Buena Vista Pike and Vistaview Drive. Sidewalk improvements consistent with Major and Collector Street Plan standards along site frontage on Buena Vista Pike are included. The plan provides future public street connections to the adjacent property north of the site. Public street extensions include sidewalk improvements consistent with local standards.

Multi-family residential units have a maximum height of 3 stories within 35 feet as measured to the highest point of the roof. All multi-family residential units and single-family residential lots orient to public streets. Private drives function as alleys for all multi-family residential units. Usable space is provided in the central and western portions of the site. Areas for stormwater mitigation are provided.

ANALYSIS

This plan proposes to provide additional housing choices within an area that consists primarily of single-family residential development and some two-family residential uses. This development proposes single-family residential lots and detached multi-family residential units consistent in character with the existing development pattern. Proposed single-family residential lots allow for appropriate transition between existing houses along both Sunnyview Drive and Vistaview Drive. A landscape buffer along the southern site boundary separates the site from existing houses along Trumpet Circle.

One of the goals of the Neighborhood Evolving policy is to improve pedestrian and vehicular connectivity, through creation and completion of a street and block network. This plan accomplishes that goal by extending existing public streets and setting up future connectivity to properties north of the site. Given the introduction of future connectivity, extending existing connections, providing appropriate transitions, and the introduction of additional housing choices, staff recommends to approve with conditions and disapprove without all conditions.

STORMWATER RECOMMENDATION

Approve



Metro Planning Commission Meeting of 8/09/18

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions.

- As long as there is a 2nd Ingress/Egress to Vista View or Trumpet Circle.
- Fire Code issues will be addressed in the permit phase. Provide flow data for subdivision pre-approval.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- The new project access on Buena Vista Pike should be constructed to include one entering lane and one exiting lane.
- The existing Vistaview Drive should be extended north into the project site.
- Provide adequate sight distance at access roads. For a speed of 40mph, the minimum stopping sight distance is 305 feet. The minimum intersection sight distance is 445 feet.
- It is important to note that Buena Vista Pike includes minimal horizontal and vertical curvature, and initial field observations and measurements indicate that these minimum distances are available.
- The analyses conducted for the purposes of this study indicate that dedicated turn lanes are not warranted for construction on Buena Vista Pike at the project access. Specifically, the northbound and southbound through volumes on Buena Vista Pike do not exceed the thresholds that have been established in order to identify when dedicated turn lanes are warranted on two-lane roadways. Install stop signs at minor road legs and at approach to Buena Vista.

Maximum Uses in Existing Zoning District: **RS15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	8.93	2.9	25 U	291	23	27



Metro Planning Commission Meeting of 8/09/18

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)	8.93		34 U	217	18	23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)			8 U	102	11	9

Traffic changes between maximum: **RS15 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+17 U	+28	+6	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 0 Elementary 3 Middle 3 High

Projected student generation proposed SP-R district: 2 Elementary 9 Middle 9 High

The proposed SP zoning district is expected to generate 14 more students than what is typically generated under the existing RS15 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. Each school has been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

The proposed SP is consistent with T3 Urban Neighborhood Evolving policy at this site; therefore, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 34 multi-family residential units and 8 single-family residential lots.
2. Sidewalks 6 feet in width and a planting strip 6 feet in width shall be installed along site frontage on Buena Vista Pike. Sidewalk improvements consistent with local standards shall be installed along the new proposed public roads, Sunnyview Drive and Vistaview Drive.
3. Maximum height shall be measured to the highest point of the roof.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.



Metro Planning Commission Meeting of 8/09/18

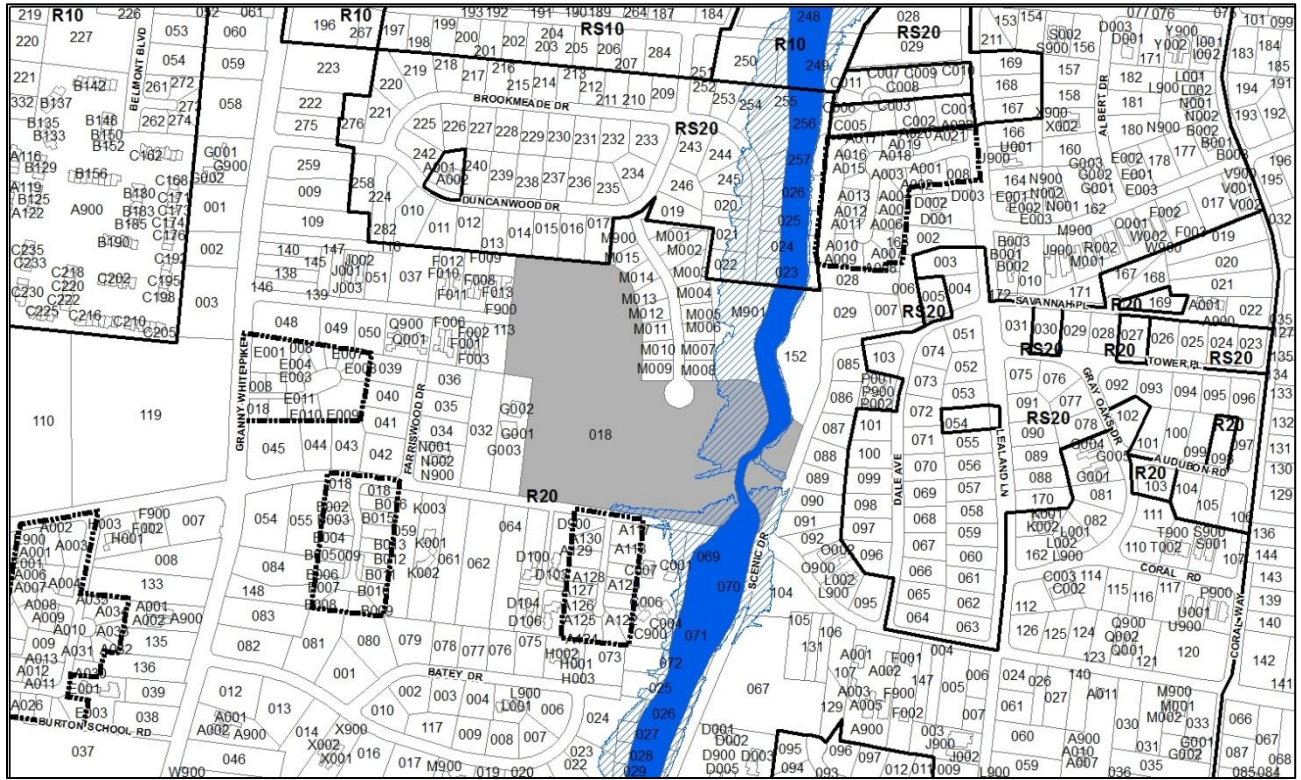
6. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/09/18



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, June 14, 2018, and August 1, 2018 Planning Commission meetings. No public hearing was held.

Staff Reviewer Hill
Staff Recommendation *Defer to the August 23, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST
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 31 single-family lots or a community education use of up to 200 persons, a religious institution, an orphanage, or a day care center (over 75).

Existing Zoning
One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 43 lots with 10 duplex lots for a total of 53 units, subject to compliance with the requirements of the Metro Subdivision Regulations.*

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

GREEN HILLS - MIDTOWN COMMUNITY PLAN
Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal



Metro Planning Commission Meeting of 8/09/18

Proposed Site Plan





Metro Planning Commission Meeting of 8/09/18

habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

T3 Suburban Neighborhood 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.

Consistent with Policy?

The proposed plan would permit 31 single-family lots or one of four possible institutional uses: a community education use of up to 200 persons, a religious institution, an orphanage, or a day care center (over 75). The property is located in a large area of T3 Suburban Neighborhood Maintenance policy. A portion of the property lies in the Conservation policy area. These areas of conservation represent multiple streams present on the site. Standards have been included in the SP to limit disturbance to these areas during development. The T3 NM policy supports development that maintains the existing land use pattern and character of a neighborhood.

The proposed SP is consistent with the goals of the land use policy for this site. The proposal allows for single-family residential development while maintaining the existing development pattern for the area. Additionally, the plan allows opportunities for select institutional uses as an alternative. The request is consistent with the surrounding land uses and the existing use of the subject property would continue to be allowed.

PLAN DETAILS

The property included in the proposed SP totals approximately 19.87 acres and is currently developed with a nonprofit organization. The Metro Historical Commission has determined the campus to be eligible for listing in the National Register of Historic Places.

The request proposes 31 single-family lots or a community education use of up to 200 persons, a religious institution, an orphanage, or a day care center (over 75). Only one of the institutional uses listed above would be permitted at one time. The site will be accessed by the extension of Duncanwood Court and Granny White Court which are both identified as local streets by the Major and Collector Street Plan. The proposed SP includes standards pertaining to building materials and maximum allowed heights. Additionally, the proposed plan includes five foot sidewalks and four foot planting strips along Duncanwood Court, Granny White Court, and Glendale Lane, consistent with local street standards.

ANALYSIS

The site is located in the Suburban Neighborhood Maintenance policy which identifies appropriate land uses as those that maintain the existing suburban character and low density development pattern. The policy supports the proposed plan and development of either a residential or institutional use. If an institutional use is developed, it may be feasible to utilize existing buildings located on the campus. For a residential use, it is important to meet the goals of the T3 NM policy in creating interconnected neighborhoods that include pedestrian and vehicular circulation as well as usable open space areas. The residential plan as proposed achieves these goals. While a



Metro Planning Commission Meeting of 8/09/18

residential development will likely not allow preservation of the buildings, staff has included a condition that will require the developer to work with Historical Commission staff to document buildings, provide markers if appropriate and, if possible salvage materials from the buildings.

METRO HISTORIC ZONING COMMISSION STAFF

The Tennessee Historical Commission, in concurrence with the Metropolitan Historical Commission, has determined the Monroe Harding campus, located at 1120 Glendale Lane, eligible for listing in the National Register of Historic Places. Thus, the Metropolitan Historical Commission encourages current and future owners and/or applicants to retain those main and secondary buildings that contribute to the campus district when planning for future programming or development of the property.

FIRE MARSHAL RECOMMENDATION

N/A

STORMWATER RECOMMENDATION

Returned for corrections

- Update Preliminary Note to plans: Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Storm Water approval /comments only. The final lot count and details of the plan shall be governed by the appropriate Storm Water regulations at the time of final application.
- Add the standard buffer note: 'The buffer along waterways will be an area where the surface is left in a natural state and is not disturbed by construction activity. This is in accordance with the Storm Water Management Manual Volume 1 Regulations.'
- Show the Stream and buffer zones 1 & 2 in accordance with the SWMM, Vol. 1, and Figure 6-2 Buffer Example for Streams with Drainage Area >100 acres. Or provide a TDEC study showing this as a wet-weather conveyance. Please see attached Map.
- Show the Streams and buffer zones 1 & 2 in accordance with the SWMM, Vol. 1, and Figure 6-3 Buffer Example for Streams with Floodways. Please see attached Map.
- Cite a minimum FFE, When showing Min FFE's please use asterisk (*) and bold letters in a larger Font on parcels.

WATER SERVICES RECOMMENDATION

Approve with Conditions

- As all our latest issues have been addressed with the latest Preliminary SP revision (stamped-received 7/24/18), approval is recommended as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approve with Conditions

- Applicant shall continue working with MPW to develop and install traffic calming plan.



Metro Planning Commission Meeting of 8/09/18

Note: Traffic generation is based on the 31 lot residential option.

Maximum Uses in Existing Zoning District: **R20**

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)	19.87	2.17 D	53 U	580	43	56

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.92	-	31 U	354	27	34

Traffic changes between maximum: **R20, SP-R and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-226	-16	-22

METRO SCHOOL BOARD REPORT

Projected student generation existing R20 district: 3 Elementary 1 Middle 1 High

Projected student generation proposed SP-R district: 3 Elementary 1 Middle 1 High

The proposed SP-R zoning is expected to generate no more students than the existing R20 zoning. Students would attend Percy Priest Elementary School, J.T. Moore Middle School, and Hillsboro High School. All three schools have been identified as overcapacity. There is capacity within the cluster for elementary, middle and high school students. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends deferral to the August 23, 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 disapprove without all conditions.

CONDITIONS (If approved)

1. Permitted uses shall be limited to 31 single-family lots or a community education use of up to 200 persons, a religious institution, an orphanage, or a day care center (over 75). Only one institutional use shall be permitted at one time.
2. In the event that any structures are demolished, the developer shall work with the Metro Historical Commission staff and appropriate consultants, if the staff deems necessary, to document the property through plans and photographs, according to guidelines outlined by the Historic American Buildings Survey (HABS) and provide interpretive materials/markers as appropriate. The developer shall also, if appropriate, salvage materials from the buildings.
3. Required parking for all uses shall be provided in accordance with the requirements of the Metro Zoning Code.



Metro Planning Commission Meeting of 8/09/18

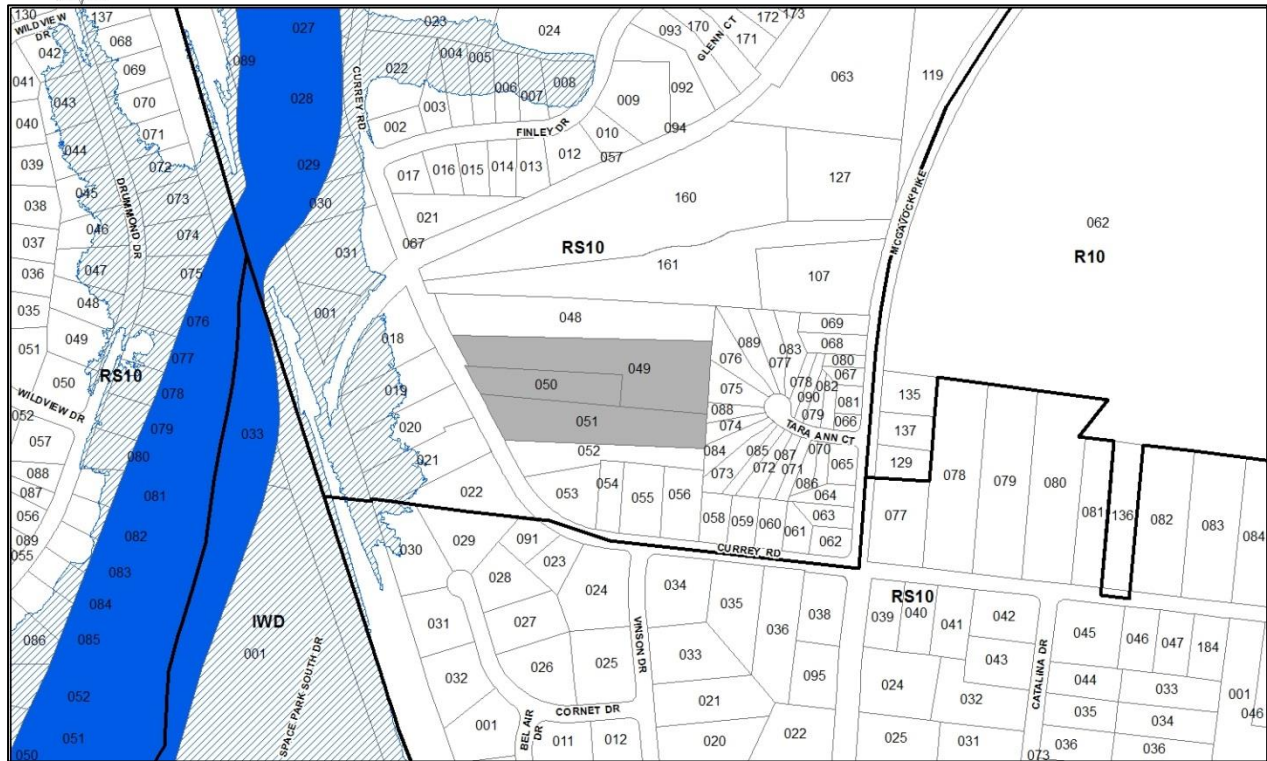
4. A five foot sidewalk and four foot planting strip shall be provided along Duncanwood Court, Granny White Court, and Glendale Lane.
5. With the submittal of the final site plan for institutional phase, a traffic impact study (TIS) shall be submitted. Recommendations of the TIS, as approved by Metro Public Works and Metro Planning staff, shall be constructed prior to the issuance of use and occupancy permits.
6. A Tree Survey shall be completed and used to save as many trees as possible prior to Final SP submittal. Tree inventory shall include tree size, species, and tree health. Final SP plans shall comply with the TDU requirement set forth by the Metro Nashville tree ordinance. The developer is to engage with a certified arborist to evaluate tree health prior to Final SP Submittal. A field located tree survey to be provided within proximity of proposed disturbance on healthy trees of 24" DBH or greater. Developer and/or landscape architect to coordinate specimen trees to be maintained with Urban Forester. Healthy perimeter trees within 20' of property line to remain where there are no roadway/utility conflicts. Metro Urban Forester shall review and approve all tree removals where roadway/utility conflicts exists. Grading within existing tree dripline shall receive root pruning by a certified arborist before grading occurs. Urban Forester to inspect tree protection fencing installation prior to grading. Metro Urban Forester to approve any tree removal on site based on a Certified Arborist Evaluation, Requirements set forth by each Metro Department, and the Proposed Plan.
7. All construction traffic ingress/egress shall be required via Glendale Lane. Any deviations of the construction traffic from Glendale shall be approved in advance by Metro Public Works. A construction traffic plan shall be submitted with Final SP construction plans identifying construction sequencing & phasing to meet this requirement.
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 RS10 zoning district.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/09/18



2018SP-021-001
CURREY ROAD COTTAGES
Map 120-13, Parcel(s) 049-051
13, Antioch-Priest Lake
13 (Holly Huevo)



Project No. Specific Plan 2018SP-021-001
Project Name Currey Road Cottages
Council District 13- Huevo
School District 7- Pinkston
Requested by Dale & Associates, applicant; Steve Griffith, owner.

Deferrals This item was deferred at the March 8, 2018, March 22, 2018 and April 12, 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 24 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 940, 944 Currey Road and Currey Road (unnumbered), approximately 530 feet northwest of Vinson Drive (5.15 acres), to permit 24 multi-family residential units.

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at an overall density of 4.35 dwelling units per acre. *RS10 would permit a maximum of 19 single-family residential lots based on acreage only. Application of the Subdivision Regulations may result in fewer lots on this property.*

Proposed Zoning

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

ANTIOCH-PRIEST LAKE 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.

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



Metro Planning Commission Meeting of 8/09/18

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 T3 Suburban Neighborhood Maintenance (T3 NM) policy at this location. Conservation policy at this site recognizes a stream buffer located along the northern site boundary and the plan as proposed does not encroach into the buffer. T3 Neighborhood Maintenance policy encourages maintaining the existing character of suburban neighborhoods. Some change is expected when buildings are expanded or replaced but the development pattern should remain consistent and may include low to moderate density residential development. This proposal provides units consistent with the existing character of development along Currey Road as it relates to spacing and building footprint. The plan provides an opportunity for a future public street connection to the north, also meeting a goal of the policy to provide additional connectivity.

PLAN DETAILS

The site consist of three vacant parcels totaling 5.15 acres, located along Currey Road approximately 530 northwest of Vinson Drive. The proposal includes 24 detached multi-family residential units in the form of cottages, associated parking, onsite storm water mitigation, sidewalk improvements along Currey Road and a new public street.

Each unit has a maximum height of two-stories within 30 feet as measured to the highest point of the roof. Four units are oriented to Currey Road and remaining units orient to open space in the center of the site. Site access is from Currey Road through a new public street and a private access drive. A private drive loops around 20 units located in the center of the site. Each unit in this proposal has attached parking. There are two areas for surface parking totaling 14 parking spaces.

The four units along Currey Road have an approximate street setback of 60 feet. The plan provides sidewalk improvements on Currey Road along site frontage consistent with standards of the Major and Collector Street Plan. The plan provides a public street that will setup a future road connection to the adjacent property north of the site.

ANALYSIS

This plan provides additional housing choices while maintaining the existing suburban pattern of development within an area that consists predominantly of single and two-family residential development. Detached units along Currey Road are set back and have spacing consistent with existing single-family residential houses on the west side of Currey Road. This reflects the existing suburban character of the immediate neighborhood along Currey Road.

The proposal provides for additional connectivity to the broader neighborhood. One of the goals of Neighborhood Maintenance policy is improving pedestrian and vehicular connectivity. In areas where there are many vacant properties within a larger Neighborhood Maintenance area, connectivity and creating a street and block network is a fundamental priority that must be met. The proposed development is served by a new public street with future connectivity envisioned by this plan.



Metro Planning Commission Meeting of 8/09/18

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. Public water 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 applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.
- An addendum to our original conditional approval: This project has transitioned from public to private water, so public water construction plans are no longer needed for the upcoming Final SP. Also, please have the applicant submit a revised availability study before Final SP stage or capacity fees are paid, that reflects the reduced unit count.

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.
- Indicate on the plans the installation of ground mounted “now entering private property” signage at the driveway connection(s) to the public street.
- Prior to building permit approval by MPW, submit recorded HOA/ Master Deed document setting up private hauler for the development.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate sight distance at access drives

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)	5.15	4.35 D	22 U	201	16	22

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)	5.15	-	24 U	280	27	30



Metro Planning Commission Meeting of 8/09/18

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
-	-	-	+2 U	+79	+11	+8

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 3 Elementary 2 Middle 3 High

Projected student generation proposed SP-R district: 4 Elementary 3 Middle 3 High

The proposed SP zoning district is expected to generate 2 more students than what is typically generated under the existing RS10 zoning district. Students would attend Glengarry Elementary School, Wright Middle School, and Glencliff High School. Glencliff High School has been identified as being over capacity. There is capacity within the cluster for high school students. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

The proposed SP is consistent with T3 Neighborhood Maintenance policy at this site; therefore, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 24 multi-family residential units.
2. Sidewalks 6 feet in width and a planting strip 6 feet in width shall be installed along site frontage on Currey Road. Sidewalk improvements consistent with local standards shall be installed along the new proposed public road.
3. Maximum height shall be measured to the highest point on the roof.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. 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.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



Metro Planning Commission Meeting of 8/09/18

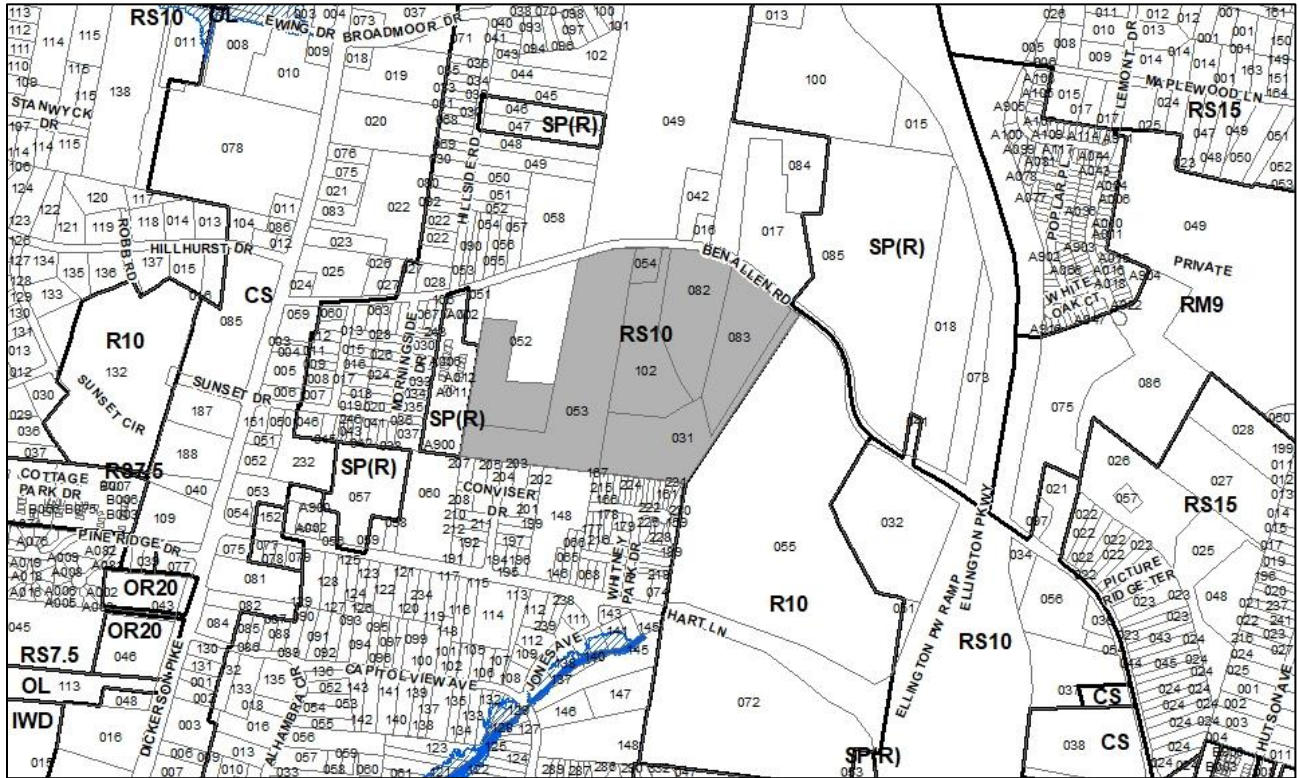
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/09/18



2018SP-030-001
224 BEN ALLEN ROAD SP
Map 060, Parcel(s) 053-054, 102
Map 060, Part of Parcel(s) 052
Map 061, Parcel(s) 031, 083-083
05, East Nashville
08 (Nancy VanReece)



Project No. Specific Plan 2018SP-030-001
Project Name 224 Ben Allen Road SP
Council District 08 – VanReece
School District 3 – Speering
Requested by Fulmer Engineering, applicant; Giancarlo Agnoletti and East End Developers, LLC, owners.

Deferrals This item was deferred at the June 28, 2018, Planning Commission meeting. The public hearing was held and closed.

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

APPLICANT REQUEST

Zone change to permit a mixed use development.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan – Mixed Use (SP-MU) zoning on properties located at 224, 236, 242, 252, 300 and 310 Ben Allen Road and a portion of property located at 214 Ben Allen Road, approximately 290 feet east of Morningside Drive (38.66 acres), to permit 68 single-family lots, 62 multi-family residential units and a maximum of 20,000 square feet of nonresidential uses.

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 143 units, subject to compliance with all standards of the Metro Subdivision Regulations.*

Proposed Zoning

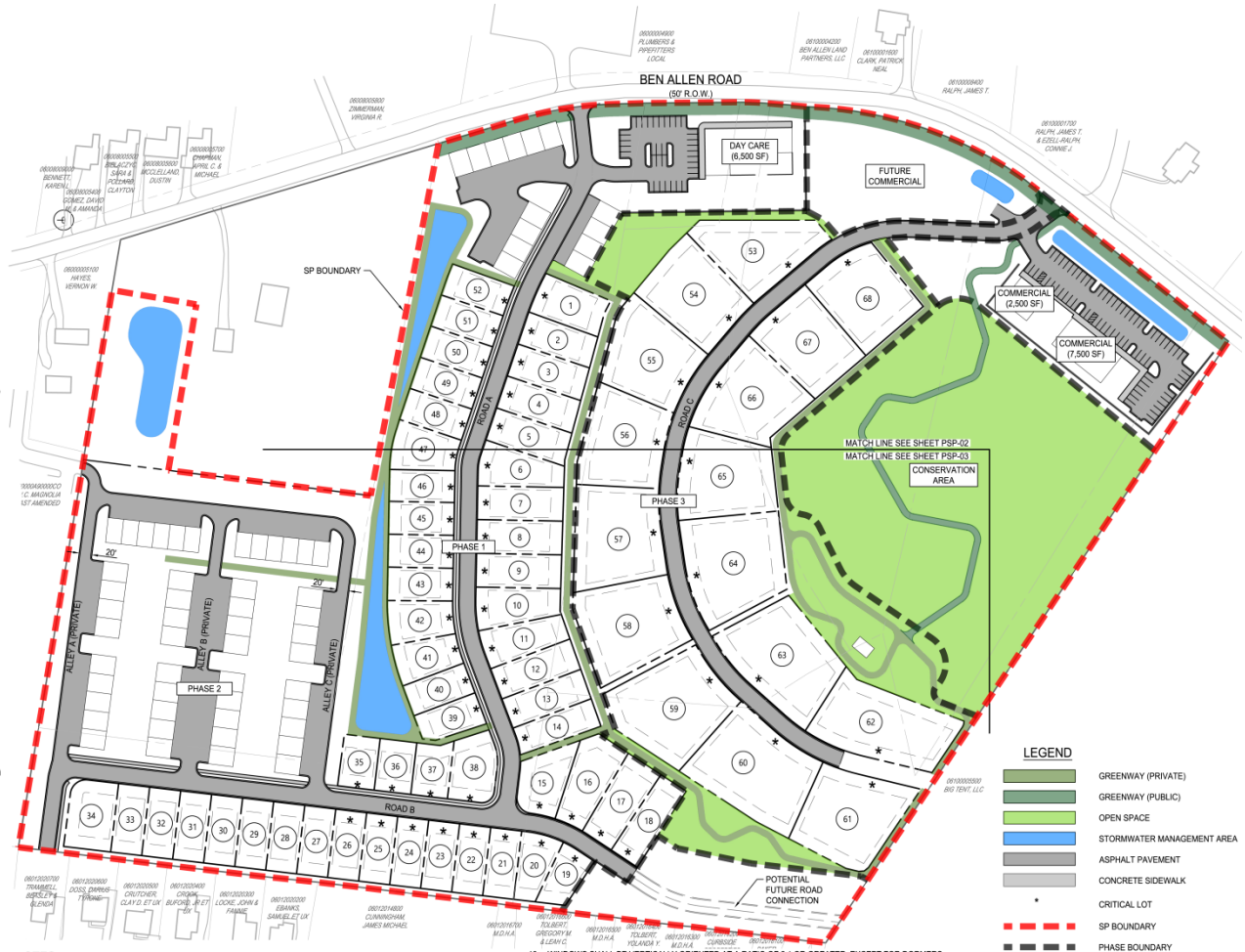
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses.

BACKGROUND

This case was considered at the June 28, 2018, Planning Commission meeting. The public hearing was held and closed. The Planning Commission recommended deferral to the August 9, 2018. Since the June 28, 2018 meeting, the applicant has submitted a revised plan. The new plan includes a reduction in the number of single-family lots and multi-family residential units, widening of proposed roadways to meet Metro Public Works standards, and additional notes intended to address concerns about the amount of disturbance on steep slopes. As these revisions represent a new plan than the one considered by the Planning Commission at the June 28th meeting, staff recommends reopening the public hearing to allow for presentation and discussion of the plan if this item is removed from the consent agenda.



Metro Planning Commission Meeting of 8/09/18



NOTES

1. THE PURPOSE OF THIS SP IS TO ALLOW FOR SINGLE FAMILY, MULTIFAMILY RESIDENTIAL AND COMMERCIAL USES TO BE LOCATED AT 224 BEN ALLEN ROAD.
2. FOR ANY DEVELOPMENT STANDARDS, REGULATIONS AND REQUIREMENTS NOT SPECIFICALLY SHOWN ON THE SP PLAN

16. WINDOWS SHALL BE VERTICALLY ORIENTED AT A RATIO OF 2:1 OR GREATER, EXCEPT FOR DORMERS.
17. EIFS, VINYL SIDING AND UNTREATED WOOD SHALL BE PROHIBITED BUILDING MATERIALS WITHIN THE SP BOUNDARY.
18. MINIMUM OF FIFTY (50%) PERCENT OF THE EXTERIOR FACING (NON COURTYARD) GROUND FLOOR MULTIFAMILY UNIT SHALL HAVE STOOPS WITH CONNECTIONS TO THE ADJACENT SIDEWALK.
19. BEFORE THE PERMIT REQUEST APPROVAL APPLICANT SHALL OBTAIN PERMIT FOR ALL CONSTRUCTION WITHIN THE

Proposed Site Plan



Metro Planning Commission Meeting of 8/09/18

PLAN DETAILS

The 38.66-acre site is located on the south side of Ben Allen Road, approximately 0.25 miles east of Dickerson Pike and 0.30 miles west of Ellington Parkway. The eastern portion of the site is dominated by a steep hill, with less topographically challenging land in the southern and western portions of the site. The land use pattern of the larger area is characterized primarily by single-family residential, with some areas of two-family residential to the south, and vacant properties. The vacant property immediately to the east is within a Planned Unit Development (PUD) which permits multi-family residential. The property immediately to the west is zoned Specific Plan (SP); multi-family residential allowed by that SP is currently under construction. A large mixed use SP, also within the Trail Oriented Development supplemental policy, was approved by Metro Council in August of 2017 for property between Ben Allen Road and Broadmoor Drive, to the northeast of this site.

Site Plan

The plan proposes a mixed use development with a maximum of 68 single-family lots, 62 multi-family residential units, and 20,000 square feet of non-residential uses. The single-family lots are located along three proposed public roads, one extending south from Ben Allen through the center of the site connecting to an east-west road through the southern portion of the property, and a third curving up to the top of the hillside in the eastern portion of the site. The multi-family residential units, which take the form of attached townhomes, are primarily located in the western portion of the site, organized around common open space areas. Fourteen additional townhome units are located at the front of the site along Ben Allen Road. All of the non-residential development is located along the Ben Allen Road frontage, primarily in areas of T3 NC policy. The plan includes a 6,500-square-foot daycare and a maximum of 13,500 square feet of additional non-specified commercial uses.

The plan incorporates areas of open space adjacent to the daycare site, along the western edge of the site, and in the southeast corner. A significant open space area is also provided on the hill along the eastern edge of the site.

The proposed development is broken into phases. Phase 1 includes 52 single-family lots, 14 multi-family residential units, the daycare facility, and the public greenway located along the property frontage. Phase 2 includes 48 multi-family residential units and 10,000 square feet of commercial space. Phase 3 includes 16 single-family residential lots and completion of the greenways and open space improvements located on the hill.

Vehicular access is provided via a system of proposed public roads and private alleys. Proposed Road A, which extends south from Ben Allen Road through the center of the site, along with Proposed Road B, which runs east-west through the southern portion of the site, will serve the majority of the single-family lots. Both Road A and Road B will be public and will be constructed to the Public Works standard for a local road, with sidewalk and planting strip on one side. Proposed Road C serves the 16 single-family lots located on the hill. The townhomes in the northwest corner of the plan will be rear-loaded and served by a system of private alleys. The adjacent property to the west is within an approved SP that includes a cross-access easement that stubs out at the western property line of this site. The private alley in the northwest corner of this plan will connect, through that cross-access easement, to a drive currently under construction in the SP to the west, providing an additional means of access to Ben Allen Road. A total of 585 parking



Metro Planning Commission Meeting of 8/09/18

spaces are provided by the plan; 260 parking spaces are located in garages associated with the single-family and townhome units. The remaining parking spaces are surface parking, located in lots adjacent to the commercial areas and in driveways associated with the single-family residential units.

Pedestrian access is provided through a system of sidewalks, greenways and trails. A five-foot-wide sidewalk and 4-foot-wide planting strip is provided along Proposed Roads A and B interior to the site. Proposed Road C, which serves the 16 single-family lots located on the hill, does not include a sidewalk in order to minimize the area of disturbance associated with the road. Instead, those lots are served by a private greenway trail system, connecting those lots to the public open space at the top of the hill, and to the public greenways in the open space and along the property frontage. A 20-foot public greenway dedication is indicated along the entire length of the site's Ben Allen Road frontage. The plan does not specify a particular greenway width or design within that dedication area. An additional public greenway is shown through the large open space area to provide for public access to the community open space located at the top of the hill. Additional private greenways are included behind and between lots to connect the residential portions of the development to the greenway trail system on the hill. The plan includes a note indicating that all private greenways and publicly accessible open space areas will be placed in a pedestrian access easement.

The plan includes architectural standards for entrances, minimum glazing and a requirement that 50% of exterior facing multi-family residential units have stoops connecting to the sidewalk. Additional architectural notes specify that single-family residential structures shall be designed to use environmentally sensitive materials, and that houses shall be constructed into the hillside with foundation walls acting as retaining walls. Retaining walls are otherwise prohibited except for those necessary along driveways. The plan requires a grading plan limiting disturbance to a maximum of 18% of the lot, for lots greater than one acre, and to a maximum of 7,500 square feet for lots less than one acre, for all of the estate lots located along Proposed Road C. An additional note requires that the building locations for the estate lots along Proposed Road C be specified on the final site plan, and that estate lot driveways be constructed of pervious pavers.

EAST NASHVILLE COMMUNITY PLAN

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

T3 Suburban Neighborhood 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 underdeveloped "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure,



Metro Planning Commission Meeting of 8/09/18

and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

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 (05-T3-NE-01) is intended to encourage active transportation in an area that is underserved with connections and circulation options, such as trails, bike paths, and sidewalks. Trail Oriented Development is a design concept that takes advantage of and leverages infrastructure that supports active ways of getting around.

ANALYSIS

The site includes multiple parcels located south of Ben Allen Road. The western half of the project site lies within the T4 Urban transect, primarily in an area of T4 Neighborhood Evolving policy with some Conservation policy in the northwest corner, which recognizes a stream and associated buffers. The T4 Neighborhood Evolving policy supports primarily residential uses with high levels of connectivity. The eastern portion of the plan, which lies primarily in the T4 NE policy, includes single-family residential lots and multi-family residential townhome units, which is consistent with the goals of the policy to provide a diversity of housing types. This portion of the plan provides improved connectivity for vehicles and pedestrians. The proposed new public streets and private alleys serving this portion of the development provide for a future connection to the adjacent SP to the west and for a future connection to the south and east, should those properties redevelop.

Proposed Roads A and B will be public, and will be constructed to a Public Works ST-251 standard, which requires 24 feet of pavement with a sidewalk and planting strip on one side. This modified section balances the need for public street connections and improved pedestrian connectivity with minimization of impacts to the steep slopes at the base of the hill. The public and private greenways also provide enhanced connectivity for pedestrians.



Metro Planning Commission Meeting of 8/09/18

The eastern portion of the property frontage along Ben Allen Road and a small area at the top of the hill are within an area of T3 Suburban Neighborhood Center policy. The portion of T3 NC policy at the top of the hill is designated as a community park and open space area. The plan proposes a daycare and an additional 13,500 square feet of commercial uses for the area along Ben Allen. T3 NC policy generally supports a mix of commercial and service uses to serve the surrounding neighborhood, with one bay of parking permitted between buildings and the street. The proposed uses and layout of the commercial areas of the plan are generally consistent with the guidance of the T3 NC policy. The daycare and other commercial uses will serve residents of the development and of the surrounding area.

The eastern half of the site is comprised of a steep hill with large areas of slopes greater than 20 percent, which is recognized by the presence of a significant area of Conservation policy. The remaining small portions of the eastern half of the site outside of steep slopes and Conservation policy fall within an area of T3 Suburban Neighborhood Evolving policy. T3 NE is sometimes applied near contiguous areas of sensitive environmental features indicated by Conservation policy. In these instances, the T3 NE policy is not intended to indicate that a higher density or intensity of development is appropriate; instead, the T3 NE policy is intended to provide for more creative development patterns that cluster development outside of sensitive environmental features. The plan for this portion of the site places a large area of the hill in open space, accessed by greenway trails. The plan includes 16 single-family lots served by a proposed public road. The larger lot sizes in this portion of the plan will permit siting of homes on the portion of each lot that is most sensitive to the hillside. Additionally, notes on the plan limit each lot to a maximum amount of disturbance, to be documented with a grading plan, and require that the homes be built into the hillside, with the foundations acting as retaining walls. Proposed Road C, which serves these 16 lots, is proposed to be built to a Public Works ST-251 section, with 24 feet of pavement, but without a sidewalk, even on one side. This modified section is appropriate given the need to minimize disturbance of the steepest part of the site and the small number of lots served by the road. The system of public and private greenways that will serve each of these lots also provides alternative means of pedestrian access to the neighborhood center.

The majority of the site, except for the northwest corner, is also within a supplemental policy for Trail Oriented Development intended to encourage active transportation. The plan incorporates a public greenway along the Ben Allen Road frontage, in lieu of a sidewalk and planting strip. The plan also proposes a network of public and private greenways throughout the development. The public greenway includes a trail connection to the community open space at the top of the hill.

The site, as a whole, is a challenging one, due to the limited options for connections to surrounding properties and to the significant slope of the hill. The proposed SP includes a mix of housing types and commercial and service uses that are supported by the land use policies and would serve the surrounding area. The community open space at the top of the hill, if managed for public access, could also become a significant amenity for residents of this development and for the surrounding neighborhoods. Since the initial Planning Commission hearing of this case, the plan has been revised to reduce the number of single-family lots located on the steepest part of the hill, and to reduce the number of multi-family residential units proposed in a future phase at the rear of the site. The roads have also been revised to meet Public Works standards for local roads, but with a standard section that minimizes impacts to the steepest parts of the site by incorporating a sidewalk only on one side or making use of proposed greenway trails in lieu of a sidewalk. Additional notes



Metro Planning Commission Meeting of 8/09/18

limiting grading on the steepest lots and requiring homes to be built into the hillside will further minimize disturbance to sensitive environmental features.

The revised plan balances the goals of the T3 and T4 Neighborhood Evolving and T3 Neighborhood Center policies to provide additional housing diversity, improve connectivity, and incorporate retail and service uses that will serve the surrounding neighborhood with the protection of sensitive environmental features indicated by Conservation policy. The plan also achieves the goals of the trail-oriented development supplemental policy by incorporating public and private greenway trails throughout the development to give cyclists and pedestrians alternative transportation options.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.
- Fire Department access roads are to be 24 feet wide.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water and sewer construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. Before Final SP stage, please submit a revised availability study that matches this revised site layout. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Road C shall be extended to the property line and a dedicated turnaround constructed.
- Roads A, B, and C, shall be public.
- Alleys A, B, and C, shall be private.
- With final development plans, provide a geotechnical study that addresses this site plan specifically, the cutting of roads into the hillside, and slope stabilization/ mitigations.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

The analyses presented in this study indicate that the impacts of the proposed Ben Allen mixed-use development on the existing street network will be manageable by providing the recommendations below. These specific recommendations will provide safe and efficient traffic operations within the study area following the completion of the proposed project. At a minimum, the recommendations are as follows:

Intersection of Ben Allen Road and Site Access 1 (West Access)

- Site Access 1 (West Access) on Ben Allen Road should be designed to include sufficient width for one entering travel lane and two exiting travel lanes.
- An ADA-compliant pedestrian crosswalk should be provided for crossing the south leg of the intersection of Ben Allen Road and Site Access 1.



Metro Planning Commission Meeting of 8/09/18

- A left turn lane within a center TWLTL should be provided for the westbound approach of Ben Allen Road to Site Access 1. The left turn lane should include a minimum of 50 feet of storage.
- Adequate spacing between 1st internal driveway and Ben Allen road shall be provided to accommodate exiting subdivision traffic and entering Day care traffic.
- A traffic management plan shall be prepared and implemented by the daycare operator.
- The final design of Site Access 1 on Ben Allen Road should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including vertical and horizontal curvature, landscaping, existing trees and vegetation, decorative monument signs/walls, fences, building faces, etc.

Intersection of Ben Allen Road and Site Access 2 (East Access)

- Site Access 2 (East Access) on Ben Allen Road should be designed to include sufficient width for one entering travel lane and two exiting travel lanes.
- An ADA-compliant pedestrian crosswalk should be provided for crossing the south leg of the intersection of Ben Allen Road and Site Access 2
- Additional analysis shall be provided to determine appropriate design and location of access driveways to the future commercial area along Ben Allen Rd.
- A left turn lane within a center TWLTL should be provided for the westbound approach of Ben Allen Road to Site Access 2. The left turn lane should include a minimum of 50 feet of storage.
- The final design of Site Access 2 on Ben Allen Road should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including vertical and horizontal curvature, landscaping, existing trees and vegetation, decorative monument signs/walls, fences, building faces, etc.

Intersection of Hart Lane and Site Access 3

- Site Access 3 on Hart Lane should be designed to include sufficient width for one entering travel lane and one exiting travel lane.
- An ADA-compliant pedestrian crosswalk should be provided for crossing the north leg of the intersection of Hart Lane and Site Access 3.
- The final design of Site Access 3 on Ben Allen Road should be completed such that departure sight triangles, as specified by AASHTO, will be clear of all potential sight obstructions, including vertical and horizontal curvature, landscaping, existing trees and vegetation, decorative monument signs/walls, fences, building faces, etc.

Intersection of Dickerson Pike and Ben Allen Road

- Providing a left-turn lane on the westbound approach of Ben Allen Road can alleviate the queue length for that approach. However, due to the existing and expected high traffic volumes on Dickerson Pike, an additional left-turn lane would not decrease the expected delay significantly. Moreover, providing an additional lane on Ben Allen Road might not be feasible due to the limited right-of-way. Therefore, the feasibility and effectiveness of this potential improvement should be coordinated and discussed between MPW and the developer team.
- Developer shall submit signal warrant analysis for Dickerson Pk and Ben Allen Rd and if warranted submit signal plans to MPW traffic engineer for approval and install signal when directed by MPW traffic engineer.



Metro Planning Commission Meeting of 8/09/18

Intersection of Hart Lane and Ben Allen Road/ R.S. Gass Boulevard

- Providing a left-turn lane on the southbound approach of Ben Allen Road can alleviate the queue length for that approach. However due to the existing and expected high traffic volumes on Hart Lane, an additional left-turn lane would not decrease the expected delay significantly. Adequate pavement width currently exists on the southbound approach of Ben Allen Road to include an additional left-turn lane and this improvement can be implemented by new striping only. However, the feasibility and effectiveness of this potential improvement should be coordinated and discussed between MPW and the developer team..
- Developer shall submit signal warrant analysis at Ben Allen and Hart Lane and if warranted submit signal plans to MPW traffic engineer for approval and install signal when directed by MPW traffic engineer.

Ben Allen Road

- In accordance with the *Major and Collector Street Plan*, the final design of Ben Allen Road should include a center two-way left turn lane (TWLTL) along the frontage of the project site.
- Sidewalk with a grass strip is recommended along the project site frontage of Ben Allen Road. A minimum grass strip width of 4 feet and a minimum sidewalk width of 5 feet is recommended.

Parking

- Based on Metro Nashville’s current *Code of Ordinances*, the current development program for the Ben Allen mixed-use development will require a minimum of 384 parking spaces. According to the current site plan total of 575 parking spaces are planned to be provided for the project site, which satisfies the required parking demand. However, parking spaces for each land use should be provided based on the minimum required parking demand for that land use, as listed below:
 - 29 parking spaces for day care center
 - 100 parking spaces for retail space
 - 222 parking spaces for single-family homes
 - 33 parking spaces for multi-family units
- The parking lot for the day care center should be designed to provide enough space for the circulation and drop-off of children. A traffic management plan shall be prepared and implemented by the daycare operator.

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)	44.28	4.35 D	192 U	1895	142	191

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
Single-Family Residential (210)	44.28		68 U	730	54	71



Metro Planning Commission Meeting of 8/09/18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)			62 U	428	31	39

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
Day Care Center (565)			6,500 S.F.	310	72	73

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			13,500 S.F.	857	43	93

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+430	+58	+85

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 18 Elementary 17 Middle 17 High

Projected student generation proposed SP-MU district: 50 Elementary 30 Middle 33 High

The proposed SP zoning is expected to generate 61 more student than the existing RS10 zoning. Students would attend Chadwell Elementary School, Gra-Mar Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 68 single-family residential units, 62 multi-family residential units, 6,500 square feet of day care center (over 75), and 13,500 square feet of all other nonresidential uses permitted by the Mixed Use Neighborhood – Alternative (MUN-A) zoning district.
2. All single-family residential units on lots designated as critical lots shall be constructed in a manner that permits the foundation of the home to serve as the retaining wall for that lot. Mass grading of single-family residential lots is prohibited. Each lot shall be required to submit an individual critical lot plan as required by the Metro Zoning Ordinance. No retaining walls shall be permitted on any individual single-family lot other than those necessary along driveways.

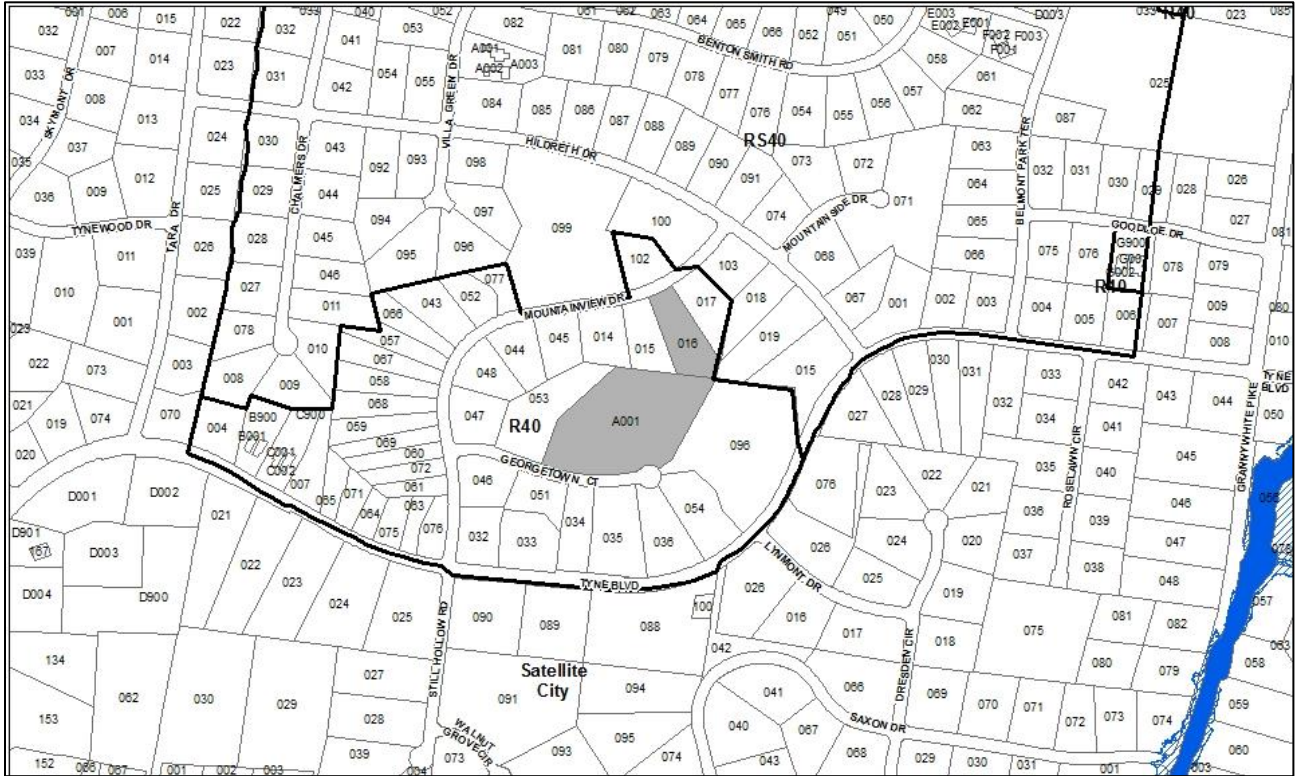


Metro Planning Commission Meeting of 8/09/18

3. With the final site plan, a building envelope or footprint shall be designated for each single-family estate lot located along Proposed Road C.
4. Each estate lot along Proposed Road C over one acre in size shall be limited to a maximum area of disturbance of 18 percent of the lot, indicated by submittal of a compliant critical lot plan prior to building permit application. Each estate lot along Proposed Road C less than one acre in size shall be limited to a maximum disturbance of 7,500 square feet, indicated by submittal of a compliant critical lot plan prior to building permit application.
5. With the final site plan, Roads A, B, and C shall be labeled as public roads and Alleys A, B, and C shall be labeled private driveways. A note shall be added to the final site plan that all private driveways shall be maintained by the Homeowner's Association.
6. Roads B and C shall be extended and constructed to the eastern property line and a dedicated turnaround installed at the terminus of each.
7. Prior to submittal of the final site plan, the final width and design of the proposed public greenway along Ben Allen Road shall be determined in coordination with the Planning Department and Metro Public Works.
8. In lieu of a sidewalk on Proposed Road C, each lot oriented to Proposed Road C shall be provided with a private greenway or trail connection to the public greenway and trail system accessing the commercial development along the property frontage and the open space at the top of the hill. The design, surface and materials, and maintenance plan for these private trail or greenway connections shall be specified with the final site plan submittal.
9. Comply with all conditions of Metro Public Works and Traffic and Parking.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the following zoning districts as of the date of the applicable request or application:
 - Single-family residential lots: RS5
 - Multi-family residential units: RM9-A
 - Nonresidential: MUN-A
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. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 8/09/18



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, and the August 1, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Approve with conditions.*

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).

Existing Zoning
One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 7 lots with 1 duplex lot for a total of 8 units based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

GREEN HILLS- MIDTOWN 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.

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 8/09/18

PLAN DETAILS

This site is located at 1480 Georgetown Court and 4604 Mountainview Drive. The proposal is to shift a rear lot line. The proposed lots have the following area and frontages:

Existing Lots:

- Lot 1: 221,530 square feet, (5.16 ac) and 509.68 feet of frontage along Georgetown Court
- Lot 2: 58,334 square feet, (1.33 ac) and 106.85 feet of frontage along Mountainview Drive

Proposed Lots:

- Lot 1: 207,052 square feet, (4.75 ac) and 509.68 feet of frontage along Georgetown Court
- Lot 2: 75,672 square feet, (1.74 ac) and 106.85 feet of frontage along Mountainview Drive

ANALYSIS

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

Zoning Code

Both proposed lots meet the minimum standards of the One and Two-Family (R40) zoning district.

Street Frontage

Both proposed lots have frontage on a public street.

Community Character

Lot frontage analysis: the proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater.

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

Lot 1 Frontage	
Proposed Frontage	509.68 ft.
Minimum Frontage	25 ft.
70% Average	81 ft.

Lot 2 Frontage	
Proposed Frontage	106.85ft.
Minimum Frontage	120 ft.
70% Average	134 ft.

Lot 1 meets the frontage requirement. Lot 2 does not meet the frontage requirement; however, the frontage of the lot is not changing.

Lot area analysis: the proposed lots must have a total area either equal to or greater than 70% of the average area of surrounding parcels or equal to or greater than the surrounding lot with the least amount of area, whichever is greater.

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

Lot 1 Area	
Proposed Size	207,052 sq. ft.
Minimum Size	89,967 sq. ft.
70% Average	108,728 sq. ft.

Lot 2 Area	
Proposed Size	75,672 sq. ft.
Minimum Size	41,808 sq. ft.
70% Average	31,719 sq. ft.



Metro Planning Commission Meeting of 8/09/18

Lot 1 and Lot 2 meet the area requirement. Future structures must comply with setbacks as established by Metro Zoning Code. Lot 1 orients toward Georgetown Court while Lot 2 orients toward Mountainview Drive, consistent with the lot pattern in the area.

Agency Review

All agencies have recommended approval.

HARMONY OF DEVELOPMENT

The Metro Planning Commission may consider whether this proposal can provide for the harmonious development for the immediate area per Section 3-5.2.f of the Subdivision Regulations. In this instance, the lot line shift is located in the rear of both lots. The existing frontage for both lots will remain unchanged. Both lots exceed the square footage requirement. Staff finds that this proposal would provide for harmonious development within the immediate area including along both Mountainview Drive and Georgetown Road because the lot frontage is not changing from what is existing.

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

- Lot 1 will be flagged, denoting it is mostly located along an undersized (2-1/4') public water main. No new services may tap this main, until Metro Water has verified it can adequately serve the new development. If it is inadequate, and the existing 6-inch water main in Georgetown Court cannot be used, a new public main must be constructed to serve the new development.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

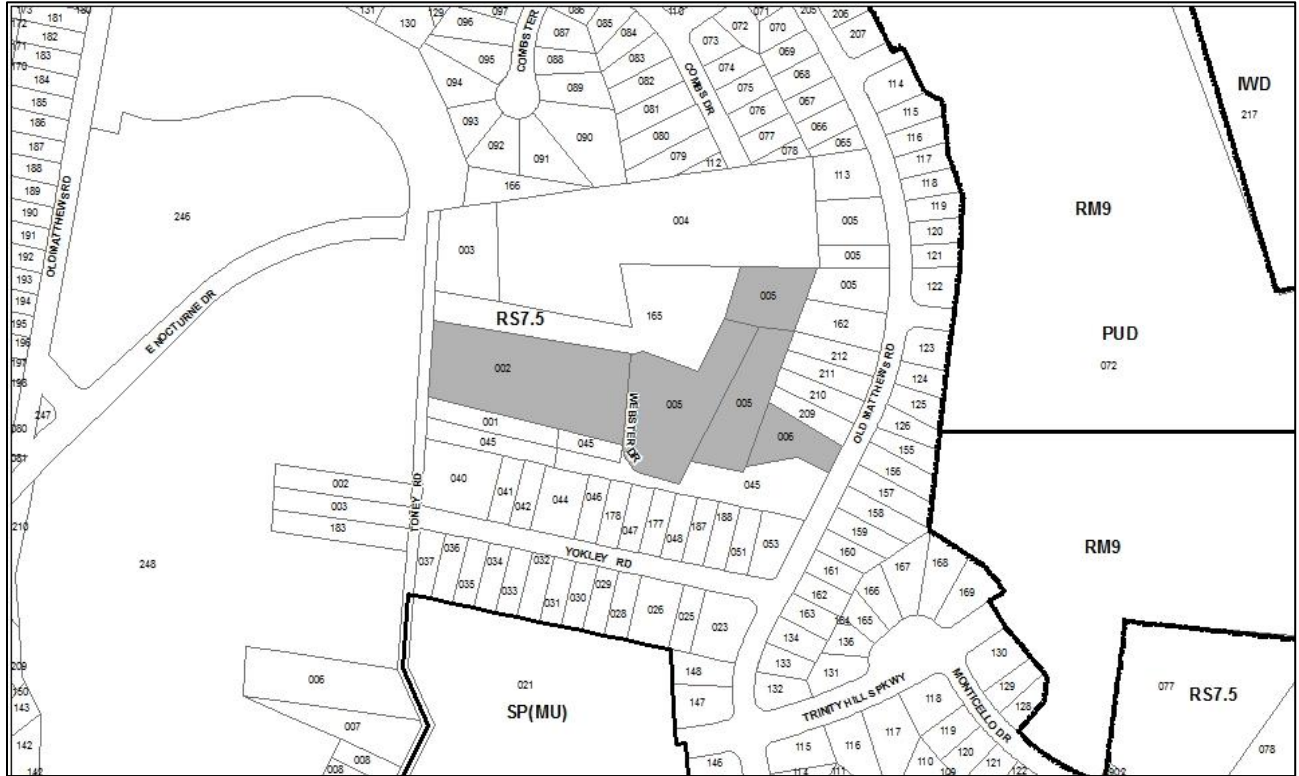
1. Add the following note to the plat: Setbacks shall be as per Metro Zoning Code.
2. Revise note no. 21 "No parking is permitted between the primary structure and the street. Hard surfaces for vehicular access from Mountain View Drive shall be limited to one driveway a maximum of 16 feet wide between the primary structure and the street.
3. Remove note no. 24 and no. 25.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/09/18



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-Haynes Trinity

02 (DeCosta Hastings)



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

Deferrals This item was deferred at the June 28, 2018, and August 1, 2018, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation Approve with conditions.

APPLICANT REQUEST

Concept Plan approval to create up to 21 lots.

Concept Plan

A request for concept plan approval to create 21 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).

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum of 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 25 lots based on the cluster lot provisions of the Metro Zoning Code.*

BORDEAUX-WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

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

Haynes Trinity Mobility Supplemental Policy

Supplemental policies provide additional guidance beyond the Community Character Policy Map. These supplemental policies reflect the community’s needs and expectations identified and collected during the planning process. The mobility supplemental policy contains guidance for increasing connectivity in developed areas and establishing a street network in greenfield areas. This supplemental policy is accompanied by an exhibit showing a conceptual network of proposed street connectivity throughout Haynes Trinity that would provide a strong and cohesive block structure in support of the Community Character Policies. As a conceptual network, alignments may vary as the result of property consolidation patterns, topography, and other environmental constraints that may be identified during detailed analysis.



Metro Planning Commission Meeting of 8/09/18



Proposed Concept Plan



Metro Planning Commission Meeting of 8/09/18

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

PLAN DETAILS

The property is approximately 5.21 acres and is located at Toney Road (unnumbered), Old Matthews Road (unnumbered) and 2504, 2506, and 2528 Old Matthews Road, approximately 290 feet north of Yokley Road. The site currently contains two single family structures located on individual lots. The remaining parcels included in this concept plan are vacant and contain dense vegetation. The site is surrounded by single-family residential uses to the north and south. A vacant parcel to the west of the site is owned by Metro and is reserved for Metro Parks. This site includes sensitive environmental features identified by the conservation policy. The primary feature identified within the conservation policy is steep slopes in excess of a 20% grade.

Site Plan

The site plan proposes 21 single-family clustered lots. Lot sizes range from 3,808 square feet to 23,359 square feet. All of the 21 lots will front on to existing or new public roads.

The concept plan proposes three new roads, each classified as a local street. This network of new streets will have a single connection to Old Matthews Road. The new local streets will provide future connections to the north and south as two of the proposed streets will stub into the northern and southern property lines. These street connections will provide an opportunity to increase the overall connectivity for the surrounding neighborhood which is consistent with the circulation goals of the approved planning policy for this area. Each new local street will include a five foot wide sidewalk and a four foot wide grass strip, consistent with local street standards. The existing Old Matthews Road street frontage will be improved to meet the requirements of the Major and Collector Street Plan, which requires a six foot wide grass strip and a six foot wide sidewalk. A standard C landscape buffer is proposed along all property lines that abut existing lots.

ANALYSIS

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space and the preservation of natural features in Single-Family (RS) and One and Two-Family (R) zoning districts. To promote creative designs, single family lots are allowed to contain less land area than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. With this plan, the applicant is proposing to cluster the parcels to a minimum lot size of 3,750 square feet. The cluster lot option does not allow more density than what would be allowed under RS7.5 zoning. The cluster lot option allows a reduction in lot sizes to work with existing topography, protect natural features, and create more useable open space.

In cluster lot subdivisions, a minimum of 15% of the development is required to be reserved for open space. Of the total 5.2 acres, 1.4 acres will remain as open space, or 27% of total area. The proposed concept plan protects the sensitive environmental features on site by placing the



Metro Planning Commission Meeting of 8/09/18

development footprints of the most sensitive lots, lot 17 and 18, in areas which require a minimal amount of disturbance when development occurs.

The plan provides for street connectivity by constructing a local street network and providing multiple stub streets for future connectivity to the north and south of the property if the adjacent parcels redevelop. The proposed street network is consistent with the intent of the mobility supplemental policy of the Haynes Trinity study area. The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

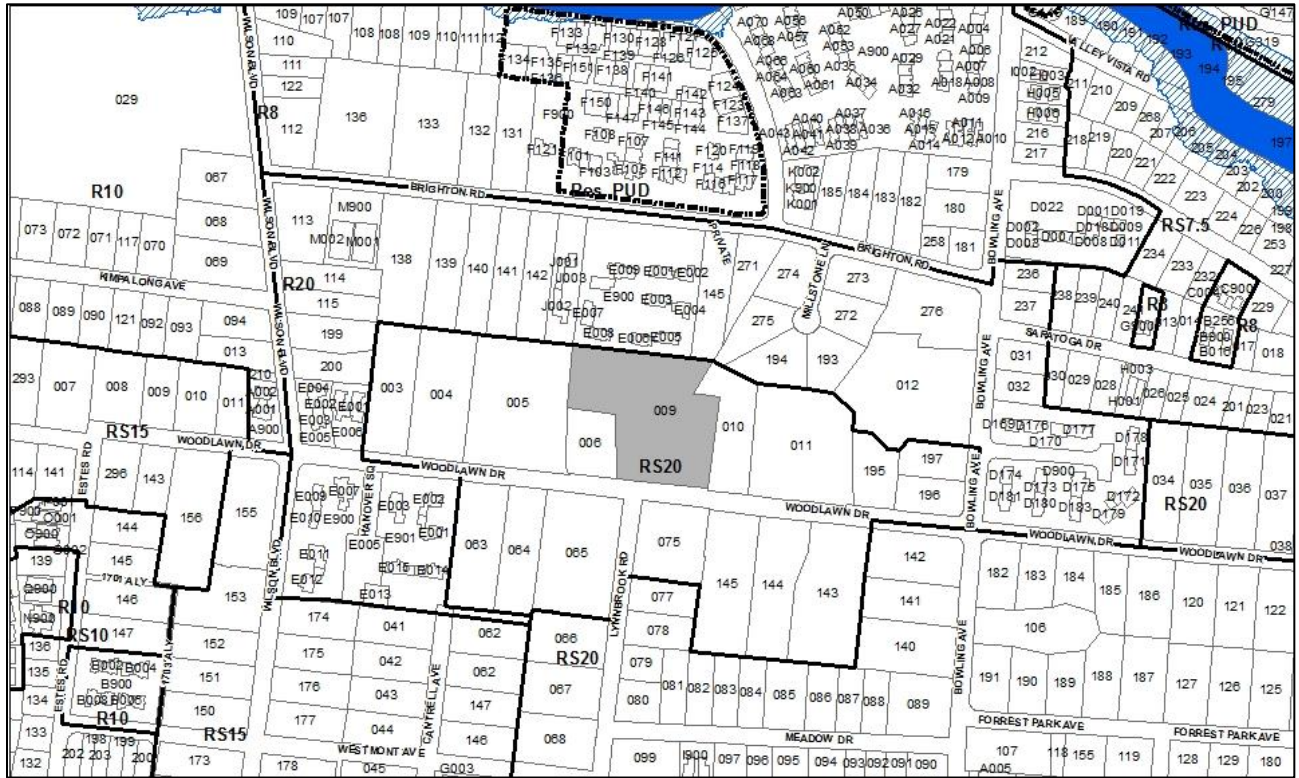
1. With the submittal of the Development Plan, all lots which contain slopes of 20% and greater grades must be marked as critical lots.
2. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall 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.
3. Add the following note to the plan: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
4. Comply with all conditions and requirements of Metro agencies.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/09/18



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



Project No. Concept Plan 2018S-117-001
Project Name 3700 Woodlawn Subdivision
Council District 24 – Murphy
School District 8 - Pierce
Requested by Smith Gee Studio, LLC, applicant; Phyllis Pennington, owner.

Deferrals This item was deferred at the August 1, 2018, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Request for concept plan approval to create four lots.

Concept Plan

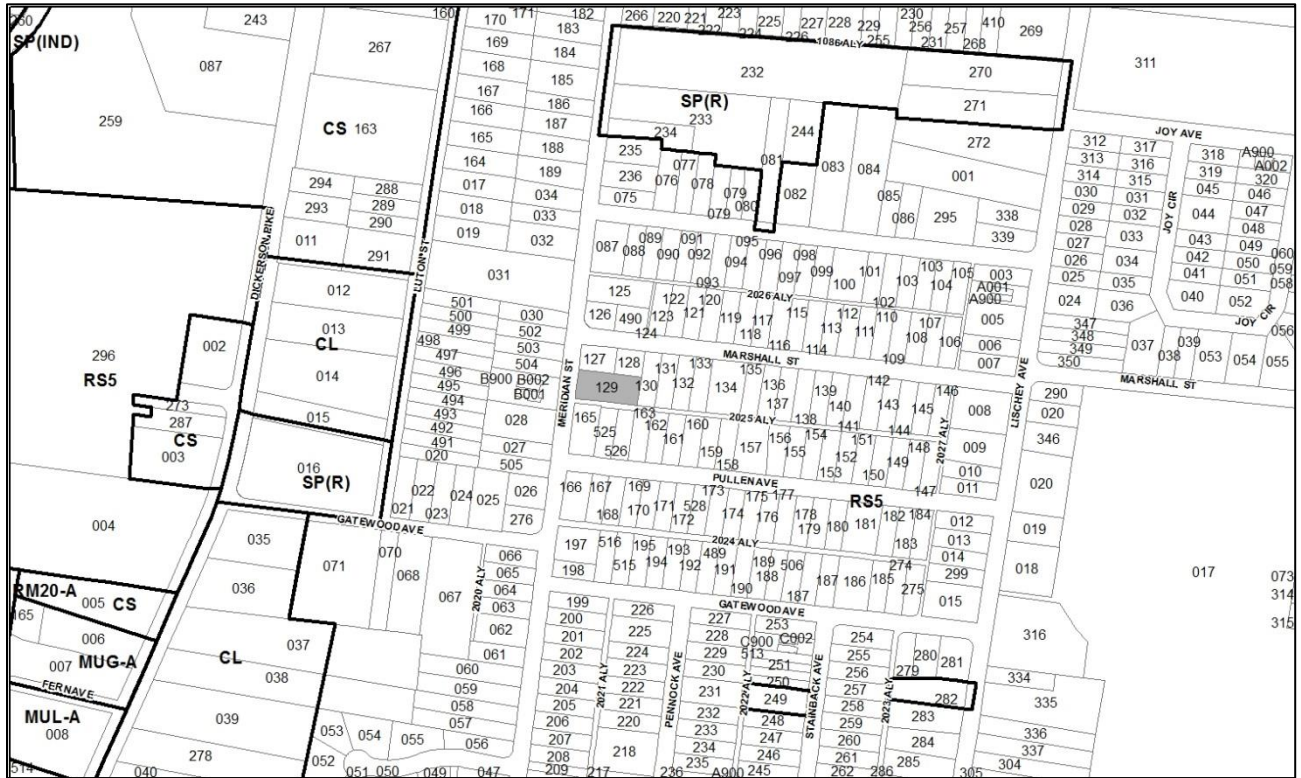
A request for concept plan approval to create four lots on property located at 3700 Woodlawn Drive, approximately 775 feet west of Bowling Avenue, zoned Single-Family Residential (RS20) (2.88 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 23, 2018, Planning Commission meeting.



Metro Planning Commission Meeting of 8/09/18



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



Project No.
Council District
School District
Requested by

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

Deferrals

This item was deferred at the April 12, 2018, and June 14, 2018, and June 28, 2018, Planning Commission meetings. The public hearing was held and remains open.

Staff Reviewer
Staff Recommendation

Burse
Defer to the September 13, 2018, Planning Commission meeting.

APPLICANT REQUEST
Zone change from RS5 to RM20-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential - Alternative (RM20-A) zoning on properties located at 1519 Meridian Street, approximately 75 feet south of Marshall Street (0.32 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 13, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/09/18



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



Project No.
Council District
School District
Requested by

Zone Change 2018Z-039PR-001
05 - Davis
5 - Buggs
Land Development Solutions, applicant; 1702 Meridian, GP, owner.

Deferrals

This item was deferred at the April 12, 2018 and June 14, 2018, and June 28, 2018 Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Napier
Defer to the September 13, 2018, Planning Commission meeting.

APPLICANT REQUEST
Zone change from RS5 to RM20-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM20-A) zoning on properties located at 1702 Meridian Street, approximately 30 feet northwest of Edith Avenue (0.34 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 13, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/09/18



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



Project No. Zone Change 2018Z-061PR-001
Council District 17 - Sledge
School District 5 – Buggs
Requested by Tune, Entrekin & White, PC, applicant; May Hosiery Partnership, LLC, owner.

Deferrals This item was deferred at the June 28, 2018, and the August 1, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Approve.*

APPLICANT REQUEST
Zone change from IR to MUL-A

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited – Alternative (MUL-A) zoning for properties located at 425 Chestnut Street and 1201 Brown Street, at the corner of Chestnut Street and Martin Street (2.04 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 parcel is located along the south



Metro Planning Commission Meeting of 8/09/18

side of Chestnut Street which is designated in the Major and Collector Streets Plan as an urban, mixed-use collector-avenue. The rezoning allows for redevelopment of a lot that has existing infrastructure in a way that enhances the street frontages and meets the goals of the policy. The bulk and building placement standards associated with MUL-A zoning ensure mixed-use development that addresses the pedestrian realm and relegates parking to the side or rear of buildings.

FIRE DEPARTMENT RECOMMENDATION

N/A

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)	2.04	0.6 F	53,317 S.F.	190	59	40

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)	1.02	1.0	44 U	391	26	42

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)	0.51	1.0	22,215 S.F.	419	57	104

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)	0.51	1.0	22,215 S.F.	989	25	75

Traffic changes between maximum: **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
-	-	-		1989	167	261



Metro Planning Commission Meeting of 8/09/18

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUL-A district: 15 Elementary 6 Middle 7 High

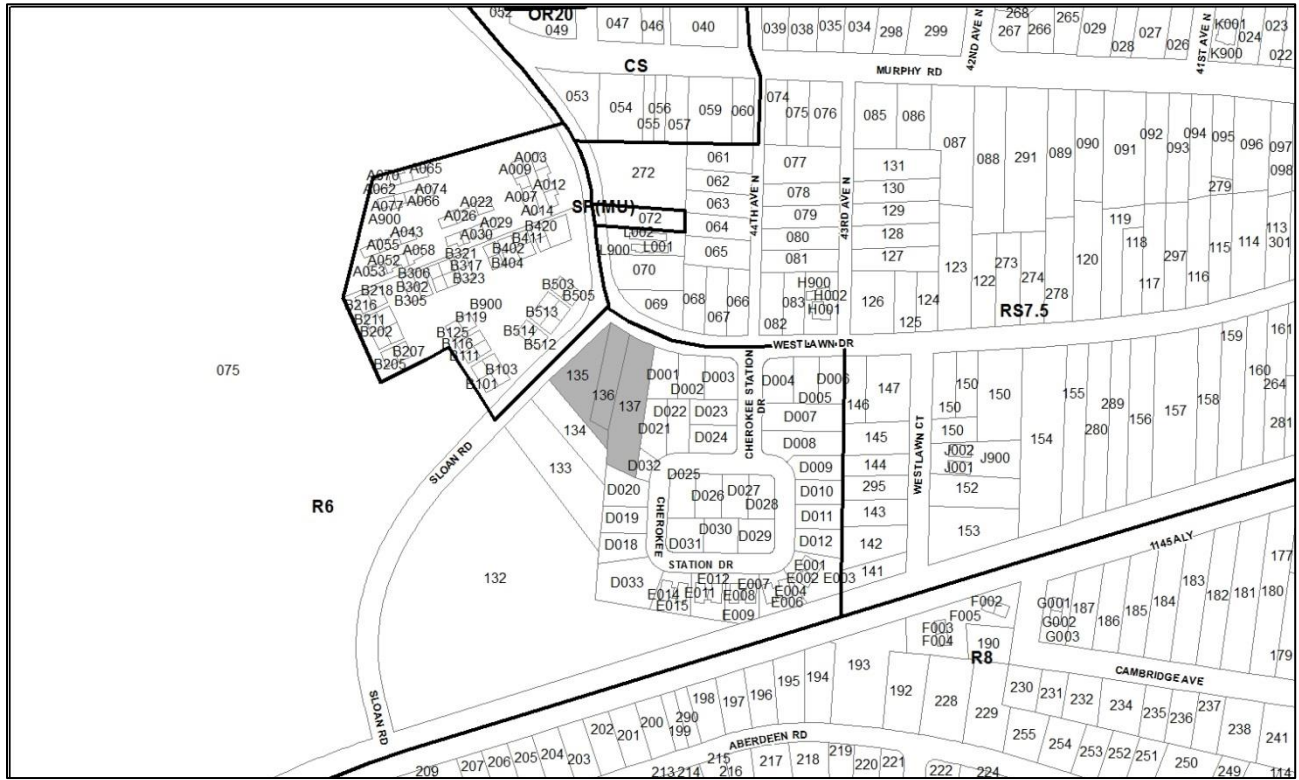
The proposed MUL-A zoning district will generate 28 additional students than what could be generated under the existing IR zoning. Students would attend Fall-Hamilton Elementary, Cameron Middle School, and Glencliff High School. Glencliff High School has been identified as over capacity. There is capacity within the cluster for high school students. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 8/09/18



2018SP-001-001
SLOAN AND WESTLAWN SP
Map 103-08, Parcel(s) 135-137
07, West Nashville
24 (Kathleen Murphy)



Project No.	Specific Plan 2018SP-001-001
Project Name	Sloan and Westlawn SP
Council District	24 – Murphy
School District	9 - Frogge
Requested by	Dale & Associates, applicant; LL&E Holdings, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the August 23, 2018, Planning Commission meeting.</i>

APPLICANT REQUEST

Rezone to permit up to 7 multi-family residential units.

Preliminary SP

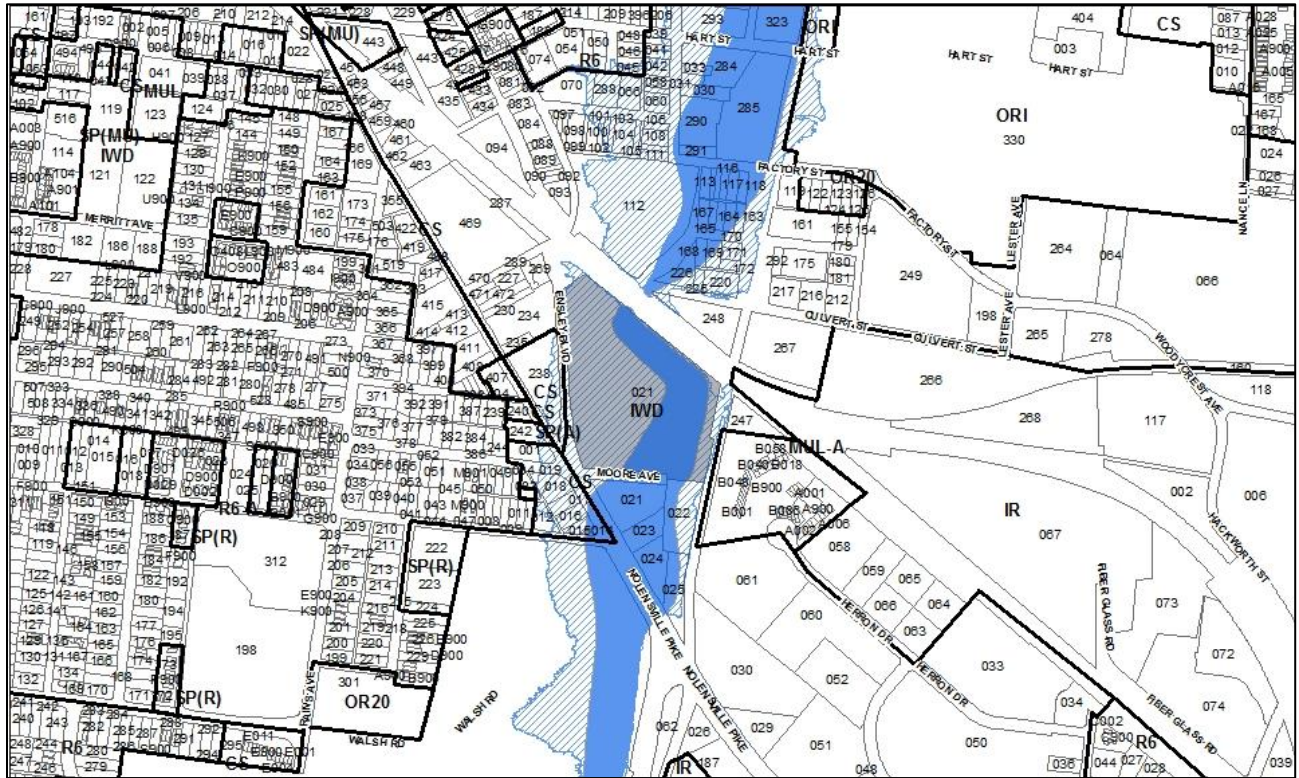
A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning on properties located at 4603 Sloan Road and 4409 and 4411 Westlawn Drive, at the corner of Sloan Road and Westlawn Drive to permit seven multi-family residential units (1.03 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 23, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/09/18



2018SP-048-001
ENSLEY BOULEVARD SP
Map 105-12, Parcel(s) 021
11, South Nashville
17 (Colby Sledge)



Project No.	Specific Plan 2018SP-048-001
Project Name	Ensley Boulevard SP
Council District	17 - Sledge
School District	5 – Buggs
Requested by	Core Development, applicant; Freeman Investment, L.P., owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Defer to the August 23, 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.</i>

APPLICANT REQUEST

Rezone to SP to permit 130 multi-family residential units.

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan-Residential (SP-R) zoning on property located at 1700 4th Avenue South, at the northeast corner of Moore Avenue and Ensley Boulevard (12.03 acres), to permit 130 multi-family residential units.

Existing Zoning

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

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

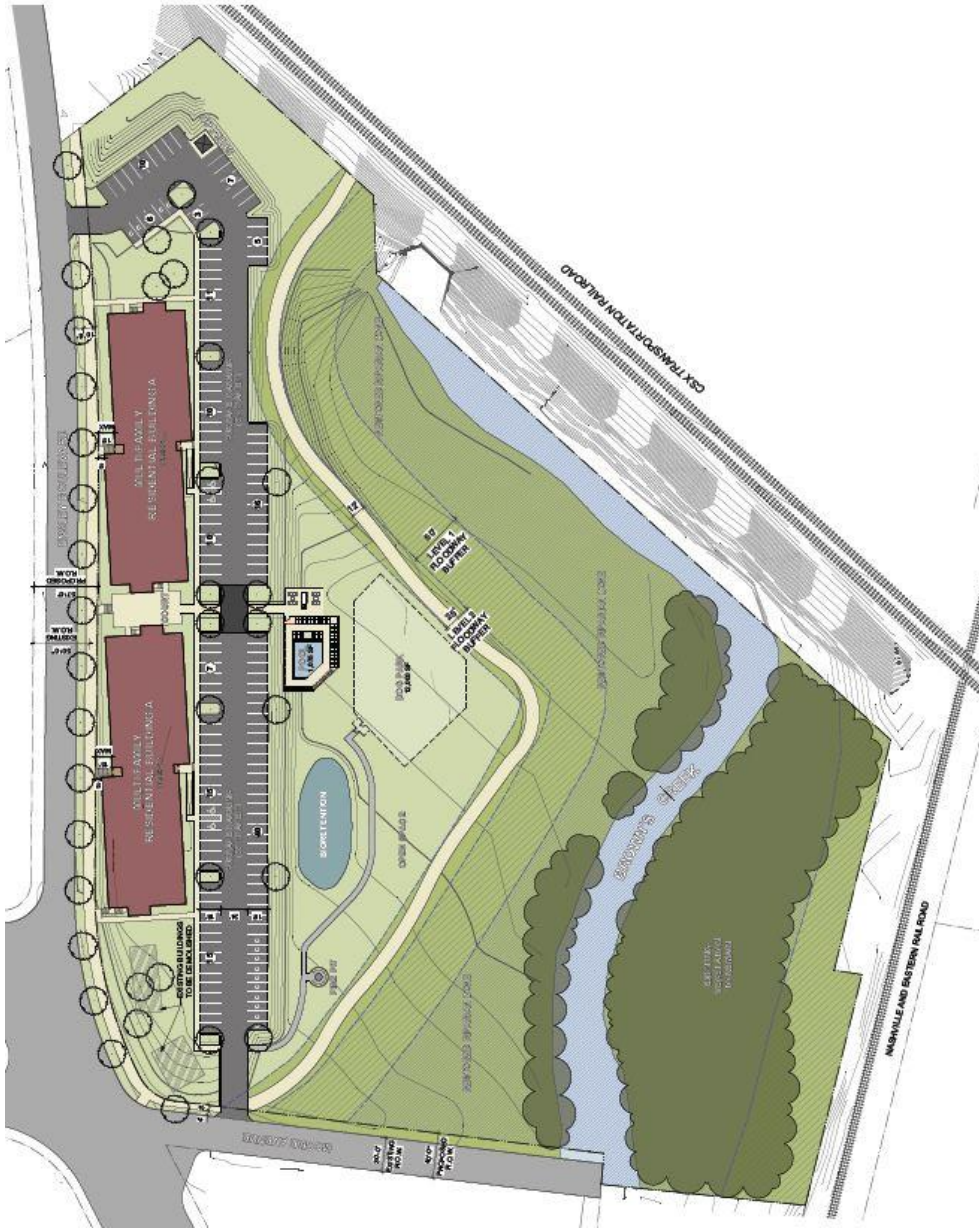
Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited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

Consistent with Policy?

The property is located within the Conservation policy area due to the sites location with the Browns Creek floodplain and floodway. The Conservation policy is intended to preserve environmentally sensitive land features through protection and remediation. The plan proposes remediation and restoration of the riparian area of the property including removal of existing pavement, floodplain compacting, and vegetative plantings, consistent with the goals of the policy.



Metro Planning Commission Meeting of 8/09/18



Proposed Site Plan



Metro Planning Commission Meeting of 8/09/18

The proposed plan would allow 130 multi-family residential units and associated parking, consistent with the surrounding land use policies for the area.

PLAN DETAILS

The site is located at 1700 4th Avenue South, at the northeast corner of Moore Avenue and Ensley Boulevard. The site is approximately 12.03 acres and is currently developed with an industrial storage yard.

Site Plan

The plan proposes 130 multi-family residential units in two stacked flat buildings. A private driveway will provide access to all units. Access to the site is provided by Moore Avenue and Ensley Boulevard, identified as local and collector, respectively, by the Major and Collector Street Plan. The plan proposes 155 parking spaces, consistent with the parking requirements of the Metro Zoning Code. The proposed buildings will front Ensley Boulevard and will have direct access to the proposed 10 foot sidewalk along the property frontage. Heights would be limited to four stories in 45 feet as measured from finish floor elevation to the highest point of the roof. A total of 6.05 acres is set aside as open space while a 1,250 foot greenway is proposed across the site. Additionally, the plan proposes both internal and perimeter landscaping.

ANALYSIS

The plan is consistent with the site's Conservation policy. A primary intent of CO policy is to remediate environmentally sensitive features that have been disturbed when new development or redevelopment takes place. Remedial situations are most commonly found in the more intensely developed Transect categories, such as T4 Urban. Sites that contain an existing use and/or zoning that is inconsistent with the policies and no longer viable should be rezoned to be more compatible with the applicable policies. In this case, the proposed SP, with a fallback zoning of MUN-A, is more consistent with the surrounding T4 MU policy than the existing IWD zoning.

Site-specific vegetation and topography are used to determine where buildings are best located to minimize environmental disturbance, and sensitive environmental features are incorporated as site amenities. In this case, buildings are located furthest from the floodway and restoration of the riparian zone includes removing the existing pavement, planting deep rooted native grasses and perennials using no-till drill methods consistent with the riparian improvements at Fair Park. In order to enhance the site amenities, the applicant will build a greenway connection from the subject property, across the adjacent MWS property.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Returned for corrections

- Cite Access Note: Metro Water Services shall be provided sufficient and unencumbered ingress and egress at all times in order to maintain, repair, replace, and inspect any Storm water facilities within the property.



Metro Planning Commission Meeting of 8/09/18

- Cite 78-840 Note: Any excavation, fill or disturbance of the existing ground elevation must be done in accordance with storm water management ordinance no.78-840 and approved by The Metropolitan Department of Water Service.
- Cite C/D Note: Size driveway culverts per the design criteria set forth by the Metro Storm Water Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP).
- Update Preliminary Note to plans: Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Storm Water approval /comments only. The final lot count and details of the plan shall be governed by the appropriate Storm Water regulations at the time of final application.
- Add the standard buffer note: 'The buffer along waterways will be an area where the surface is left in a natural state and is not disturbed by construction activity. This is in accordance with the Storm Water Management Manual Volume 1 Regulations.'
- Show the buffer zone in accordance with the SWMM, Vol. 1, and Figure 6-1 Buffer Example for Streams with Drainage Area <100 acres. Or provide a TDEC study showing this as a wet-weather conveyance. Please see attached Map. 40 Acre buffer shown in red blocks, starting at top of property NW down to south property line.
- Streams draining < 100 acres: 30' from top of bank; Zone 1=30' (See Figure 6-1)
- Show Wetlands: 25' from the wetland delineation line (accepted by USACOE, TDEC, or MWS), with no disturbance allowed within the 25'. Shown on the map in pink. Shown in lite blue.

WATER SERVICES RECOMMENDATION

Approve with conditions

- As all our previous comments have been addressed with the latest SP revision (stamped-received 7/17/18), this case is approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
- Indicate curb and gutter installation along property frontage per ST-200.
- Add note to the plans: There are to be no vertical obstructions (poles, signs, guy wires, etc.) within the sidewalks.
- Submit recorded copy of ROW dedication to the back of sidewalk prior to building permit approval by MPW.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 8/09/18

- Both site access drive should include one (1) entering lane and one (1) exiting lane. A ‘Stop’ sign (R1-1) and stop bar should be installed on the egress approach.
- Install one (1) ‘One Way’ sign (R6-1) directly across from Site Access 2 on the west side of Ensley Boulevard.
- Install two (2) ‘Do Not Enter’ signs (R5-1) and two (2) ‘Wrong Way’ signs (R5-1A) on Ensley Boulevard approximately 50 and 100 feet south of Site Access 2, respectively. The proposed signs should be placed north of the existing 'Reverse Turn' sign located on Ensley Boulevard south of Site Access 2.
- Install one (1) 'Reverse Turn' sign (W1-3) with one (1) '10 MPH' plaque (W13-1P) on the east side of Ensley Boulevard approximately 50 feet north Site Access 2.
- Install two (2) 'Do Not Enter' signs (R5-1) on Ensley Boulevard south of the yield controlled left turn approach from 4th Avenue South.
- Install mini-skip pavement markings for the eastbound and westbound left-turn movement of Moore Avenue at Nolensville Pike/4th Avenue South-Ensley Boulevard in order to distinguish vehicular paths for each movement.
- Residents of the proposed 1700 4th Ave. S. development should be provided free introductory passes for transit service.
- Based on Evaluating Intersection Improvements: An Engineering Study Guide (NCHRP 457), a two-lane approach is warranted under projected conditions for the eastbound approach of Moore Avenue at Nolensville Pike/4th Avenue South-Ensley Boulevard. Therefore, the eastbound approach of Moore Avenue should be striped as separate through/left turn and right turn lanes with a minimum of 50 feet of storage.
- Based on Evaluating Intersection Improvements: An Engineering Study Guide (NCHRP 457), a two-lane approach is not warranted under projected conditions for the westbound approach of Moore Avenue at Nolensville Pike/4th Avenue South-Ensley Boulevard. However, the high traffic volumes along Nolensville Pike/4th Avenue South are likely to cause increased delays for residents exiting the development along Moore Avenue during peak hours. Therefore, the westbound approach of Moore Avenue should be widened to include separate through/left turn and right turn lanes. The two-lane approach should extend to Site Access 1.
- Before any improvements to pedestrian facilities are implemented in conjunction with the proposed development, it should be verified that the improvement does not conflict with any plans associated with the Major League Soccer Stadium and Fairgrounds development.
- Developer shall work with MTA to provide a transit shelter along Ensley Blvd frontage.

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)	12.03	0.8 F	419,221 S.F.	708	76	79

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)	12.03		130 U	942	62	75



Metro Planning Commission Meeting of 8/09/18

Traffic changes between maximum: IWD and SP-R

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+234	-14	-4

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 80 Elementary 43 Middle 32 High

The proposed SP-R zoning district would generate 155 additional students than what is typically generated under the existing IWD zoning district. Students would attend Whitsitt Elementary, Wright Middle School, and Glencliff High School. Whitsitt Elementary and Glencliff High School have been identified as being over capacity. There is capacity within the cluster for elementary and high school students. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends deferral to the August 23, 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 disapprove without all conditions.

CONDITIONS (if approved)

1. Permitted uses shall be limited 130 multi-family residential units.
2. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
3. Heights are limited to 4 stories in 45 feet, as measured from the finished floor elevation to the highest point on the roof.
4. Comply with all conditions and requirements of Metro agencies.
5. Exposed foundations along street frontages shall be screened from visibility via evergreen landscaping. Landscape plans shall be included with submittal of final site plan and approved by Planning staff.
6. Applicant shall construct a 12 foot greenway across the adjacent Metro owned property, south along Nolensville Pike. The applicant shall coordinate with Metro Planning Staff on final design. Greenway plans shall be submitted with the Final SP.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district.
8. 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.
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. 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



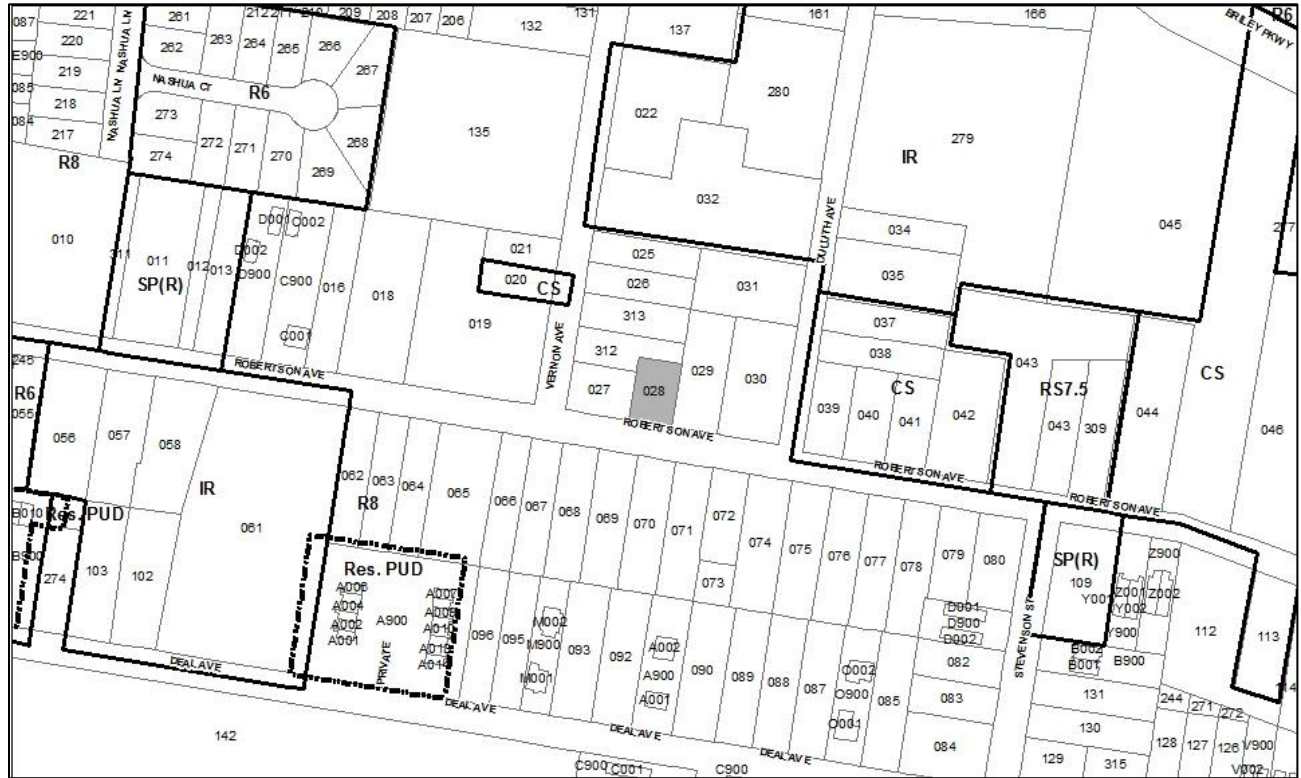
Metro Planning Commission Meeting of 8/09/18

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.

11. 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 8/09/18



2018SP-051-001
6022 ROBERTSON ROAD SP
Map 091-09, Parcel(s) 028
07, West Nashville
20 (Mary Carolyn Roberts)



Project No. Specific Plan 2018SP-051-001
Project Name 6022 Roberson Road SP
Council District 20 – Roberts
School District 9 – Frogge
Requested by Councilmember Mary Carolyn Roberts, applicant; Juanita Eileen Gamache, owner.

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

APPLICANT REQUEST

Zone change to permit a single-family residential unit and a detached accessory dwelling unit.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Specific Plan – Residential (SP-R) zoning on property located at 6022 Robertson Road, approximately 105 feet east of Vernon Avenue (0.19 acres), to permit one single-family residential unit and one detached accessory dwelling unit.

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of one lot and one unit.*

Proposed Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a single-family residential unit and a Detached Accessory Dwelling Unit (DADU).

WEST NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 8/09/18

Begin Regulatory SP

Development Summary	
SP Name	6022 Robertson Road SP
SP Number	2018SP-051-001
Council District	20 - Roberts

Site Data Table	
Site Data	0.19 acres
Existing Zoning	R8
Proposed Zoning	SP

Specific Plan (SP) Standards

1. The purpose of this SP is to permit an above garage detached accessory dwelling unit and all standards of R8 zoning district for primary and accessory structures that are not a detached accessory dwelling unit.
2. Permitted uses shall be limited to a single-family home and a detached accessory dwelling unit. Short term rental property (STRP) non-owner occupied is prohibited.
3. No more than one curb-cut from Robertson Avenue is permitted.
4. The living space of a detached accessory dwelling shall not exceed 775 square feet.
5. The footprint of a detached accessory dwelling shall not exceed 800 square feet.
6. The height of a detached accessory dwelling shall not exceed two stories.
7. No accessory structure shall exceed two hundred square feet when there is a detached accessory dwelling on the parcel.
8. No more than one detached accessory dwelling shall be permitted.
9. The detached accessory dwelling cannot be divided from the property ownership of the principal dwelling.
10. The detached accessory dwelling shall be owned by the same person as the principal structure and one of the two dwellings shall be owner-occupied.
11. The final site plan requirement is waived, and proposals for any development shall proceed to Codes for all proper permits.
12. 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 R8 zoning district as of the date of the applicable request or application.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

End Regulatory SP



Metro Planning Commission Meeting of 8/09/18

Consistent with Policy

Yes. The proposed DADU use in addition to the currently permitted single-family residential use is consistent with the T4 NE policy. The policy supports a variety of housing types such as the proposed DADU. Diversity of housing is critical component in creating viable and diverse communities.

PLAN DETAILS

The property is approximately 0.19 acres in size and is located on the north side of Robertson Road in the Charlotte Park area. The lot contains a one story single-family home, and the lots on either side of the subject lot also include single-family homes. The surrounding lots are zoned R8, but there are some commercial and industrial zoning districts in the immediate area.

ANALYSIS

Staff recommends approval of the proposed SP. While the property is zoned for two units, two units are not permitted because the property is part of a four lot subdivision that did not specify any two-family lots at the time of subdivision. With the exception of the other three lots that are in the same subdivision as the subject lot, a majority of the surrounding lots permit two units. The proposed DADU is consistent with the policy, and it is consistent with permitted uses for the surrounding area. Furthermore, the proposed DADU will provide an alternative living arrangement to the traditional home and provides for a diversity of housing types.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- This project is required to meet LID regulations before final SP and/or permit.

WATER SERVICES RECOMMENDATION

Approved with conditions

- As all our previous issues have been addressed, this case is approved as a Preliminary SP only. (If applicable) The applicant may need to submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Access to both units will be by shared drive off Roberson Road

Maximum Uses in Existing Zoning District: **R8**

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)	0.19	5.445	1 U	16	6	2



Metro Planning Commission Meeting of 8/09/18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.19		2 U	29	7	3

Traffic changes between maximum: **R8 and SP-R**

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

The proposed SP would not generate any additional students.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

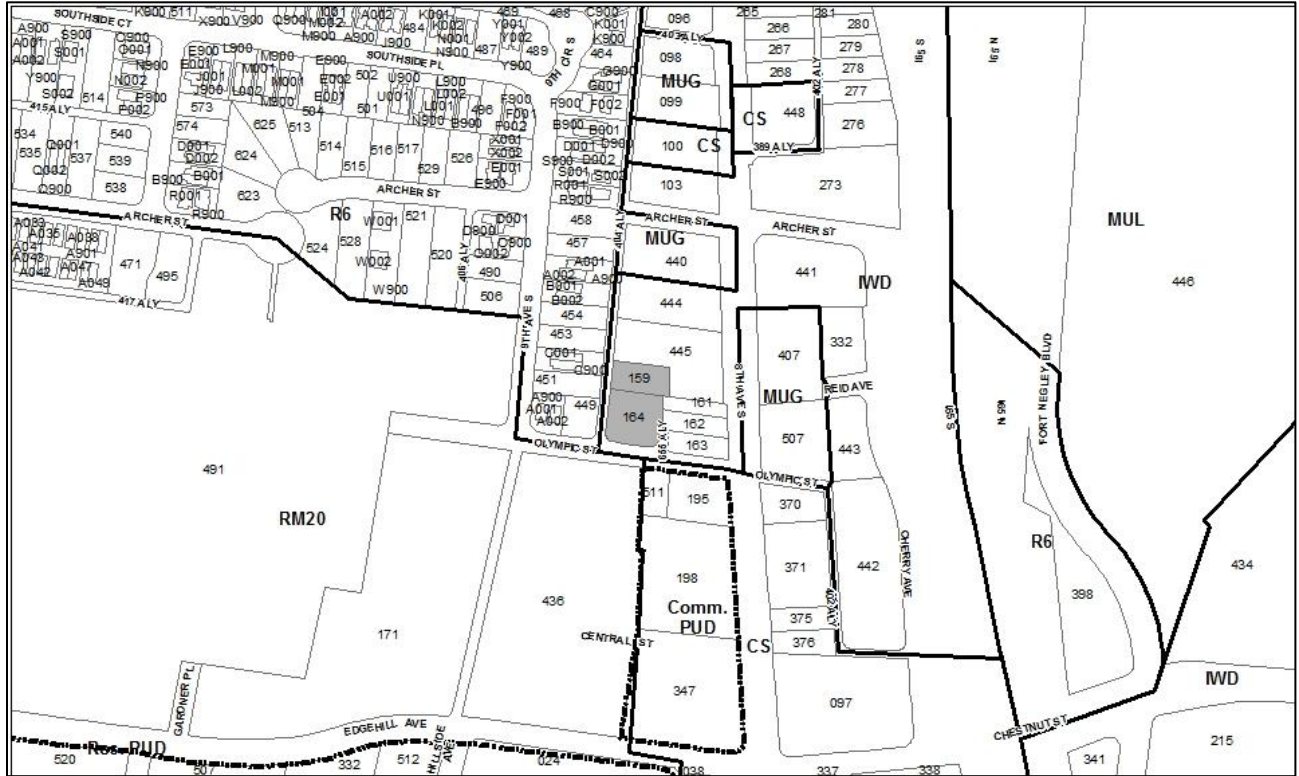
1. Permitted uses shall be limited to a single-family home and a detached accessory dwelling unit. Short term rental property (STRP) non-owner occupied is prohibited.
2. No more than one curb-cut from Robertson Avenue is permitted.
3. The living space of a detached accessory dwelling shall not exceed 775 square feet.
4. The footprint of a detached accessory dwelling shall not exceed 800 square feet.
5. The height of a detached accessory dwelling shall not exceed two stories.
6. No accessory structure shall exceed two hundred square feet when there is a detached accessory dwelling on the parcel.
7. No more than one detached accessory dwelling shall be permitted.
8. The detached accessory dwelling cannot be divided from the property ownership of the principal dwelling.
9. The detached accessory dwelling shall be owned by the same person as the principal structure and one of the two dwellings shall be owner-occupied.
10. The final site plan requirement is waived, and proposals for any development shall proceed to Codes for all proper permits.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R8 zoning district as of the date of the applicable request or application.
12. A development plan is not required for this SP. Any development shall be reviewed with the building permit.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/09/18



2018SP-055-001
806 OLYMPIC SP
Map 105-02, Parcel(s) 159, 164
10, Green Hills – Midtown
17 (Colby Sledge)



Project No. Specific Plan 2018SP-055-001
Project Name 806 Olympic SP
Council District 17 – Sledge
School District 5 – Buggs
Requested by Fulmer Engineering, LLC, applicant; The Dano Family Investment Services Trust, owner.

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

APPLICANT REQUEST

Rezone to SP to permit all uses of MUL-A with an overall maximum building height of five stories in 60 feet.

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan – Mixed Use (SP-MU) zoning on properties located at 806 Olympic Street and 1019 8th Avenue South, approximately 150 feet west of 8th Avenue South (0.61 acres), to permit all uses of MUL-A with an overall maximum building height of 5 stories in 60 feet.

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.

GREEN HILLS – MIDTOWN 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 site is located within in area of T4 CM policy applied along 8th Avenue South in order to encourage a greater mix of higher density residential and mixed use along the corridor. The Major



Metro Planning Commission Meeting of 8/09/18

Proposed Regulatory SP Start

806 Olympic Specific Plan

Development Summary	
SP Name	806 Olympc Specific Plan
SP Number	2018SP-055-001
Council District	17
Map & Parcel	Map 105-02, Parcel(s) 159,164

Site Data Table	
Site Data	0.61 acres
Existing Zoning	IWD
Proposed Zoning	SP
Allowable Land Uses	All uses permitted by MUL-A zoning

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to all uses permitted by the Mixed Use Limited – Alternative (MUL-A) zoning district.
2. The maximum height of structures shall be limited to four stories in 45 feet in the build-to zone, a minimum step-back of 15 feet, and a maximum overall height of five stories in 60 feet.
3. Sidewalks shall be provided per the requirements of the Metro Zoning Ordinance.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Proposed Regulatory SP end



Metro Planning Commission Meeting of 8/09/18

and Collector Street Plan identifies 8th Avenue South as an arterial-boulevard and an immediate need, high capacity transit corridor. The proposed SP permits all uses of the MUL-A zoning district, which include residential and mixed use which will help to support existing and future transit service. The SP incorporates all of the standards of the MUL-A zoning district, including building placement and design standards intended to achieve an urban character and enhance the pedestrian realm, but with an exception to the maximum height. The SP proposes an increase in the maximum height in stories normally permitted by MUL-A zoning from three stories in the build-to zone and four stories overall to four stories in the build-to zone and five stories overall. The SP restricts height in feet to 45 feet in the build-to zone and 60 feet overall, consistent with the standard limitations of the MUL-A zoning district. T4 CM supports building heights of three to five stories. The overall maximum of five stories proposed in this SP is consistent with the guidance in the T4 CM policy.

PLAN DETAILS

The site is comprised of two parcels totaling 0.61 acres located on the north side Olympic Street between 8th Avenue South and 9th Avenue South. Neither parcel has frontage directly on 8th Avenue South. Alley #404 forms the western boundary of the site and serves as the only access for Parcel 159, which has no street frontage and is currently vacant. Parcel 164 has frontage directly on Olympic Street and is currently developed with a commercial use. The surrounding properties to the north and east, along 8th Avenue South, contain a mix of commercial and industrial uses developed under a mix of commercial, industrial and mixed use zoning districts. Rose Park is located opposite the site on the south side of Olympic Street. A residential neighborhood with a one- and two-family residential development pattern is located across Alley #404 to the west.

The plan is a regulatory Specific Plan and does not include a detailed site plan. The plan permits all uses of the MUL-A zoning district. The bulk standards and other requirements of the Zoning Ordinance applicable to MUL-A would also apply, but the plan permits one additional story of height in the build-to zone and overall than would be permitted under MUL-A zoning. The maximum height in feet is consistent with that permitted by MUL-A.

ANALYSIS

The site is located at the western edge of an area of T4 CM policy which extends north and south along 8th Avenue South. The T4 CM policy supports a range of zoning districts depending on location and context, including both MUL-A, on which the proposed SP is based, and more intense mixed use districts such as Mixed Use General (MUG) or Mixed Use General – Alternative (MUG-A). Several parcels to the north and east of the site, along 8th Avenue, are currently zoned MUG; however, all of those parcels have frontage along and are oriented to the corridor. Neither of the parcels comprising the zone change site have frontage directly on 8th Avenue South, and the site serves as a transition between the corridor and the neighborhood to the west making a lower intensity of mixed use appropriate. The proposed regulatory SP permits all uses of the MUL-A zoning district. The MUL-A district supports uses that are consistent with the goals of the proposed policy to create vibrant mixed use areas with an urban, pedestrian-friendly form, at a scale appropriate to transition to the adjacent neighborhood.

MUL-A zoning regulates height in terms of both maximum feet and maximum stories, with a maximum of three stories in 45 feet permitted in the build-to zone, and an overall maximum of four stories in 60 feet permitted with a minimum 15-foot step-back. The residential neighborhood to the



Metro Planning Commission Meeting of 8/09/18

west, on the opposite side of Alley #404 is zoned One and Two-Family Residential (R6), which limits buildings to a maximum height of three stories in 45 feet, with up to seven feet of exposed basement, for a total height of 52 feet. The SP limits the height in feet on this site to that permitted by MUL-A zoning, but permits one additional story. The flexibility to accommodate one additional story will allow the applicant to accommodate structured parking and the slight change in topography that occurs from west to east across the site; however, by accommodating the additional story within the maximum height in feet otherwise permitted in MUL-A zoning, the SP ensures that the overall bulk and scale of the building continues to provide an appropriate transition to the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Applicant will submit for capacity with their intended use prior to Final SP. This is a zoning change and thus densities and unit counts are unknown.

STORMWATER RECOMMENDATION

Approve with conditions

- Provide approved commercial grading permit 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.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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)	0.61	0.8 F	21,257 S.F.	80	28	31

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.31		14 U	65	8	11



Metro Planning Commission Meeting of 8/09/18

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
Office (710)	0.15	1.0	6,534 S.F.	76	33	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.15	1.0	6,534 S.F.	415	21	45

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
-	-	-		+476	+34	+34

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

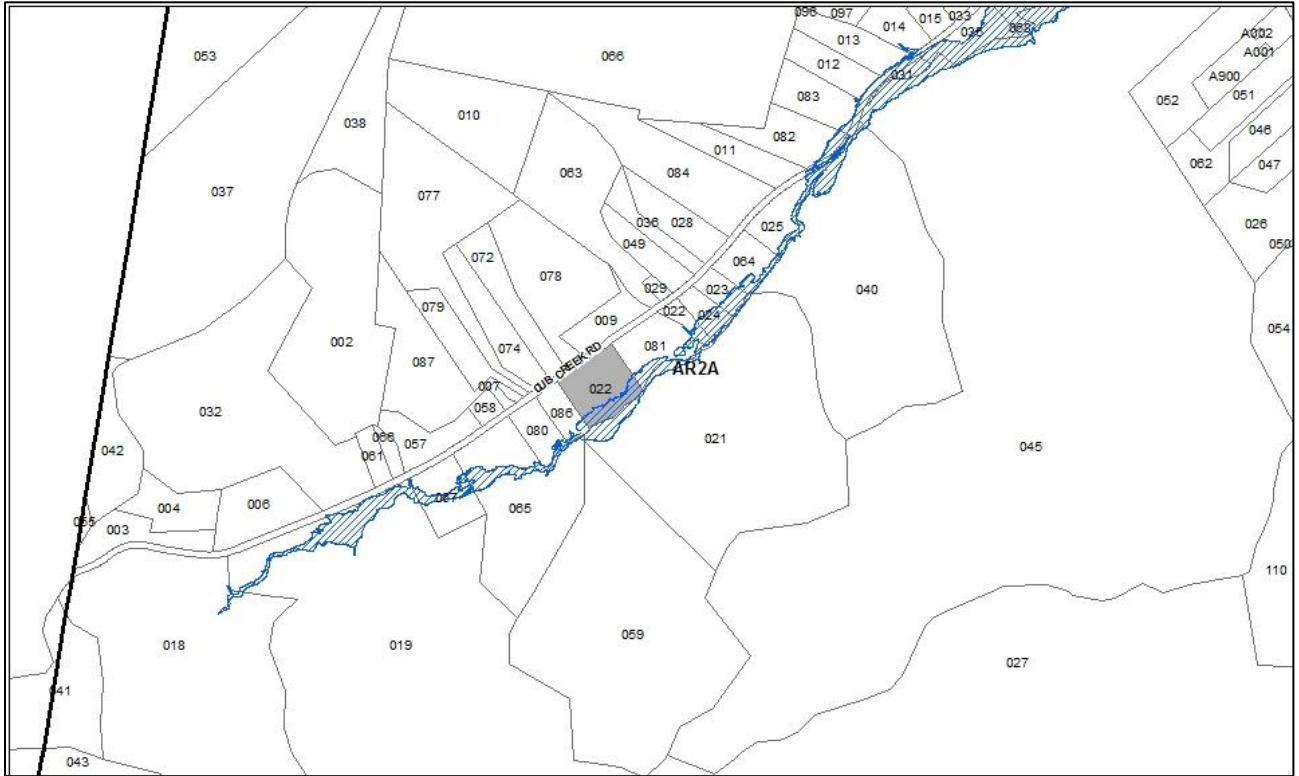
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to all uses permitted by the Mixed Use Limited – Alternative (MUL-A) zoning district.
2. The maximum height of structures shall be limited to four stories in 45 feet in the build-to zone, a minimum step-back of 15 feet, and an overall maximum of five stories in 60 feet.
3. Sidewalks shall be provided per the requirements of the Metro Zoning Ordinance.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 8/09/18



2018S-110-001
SNYDER 1 LOT SUBDIVISION
Map 077, Parcel(s) 022
06, Bellevue
35 (Dave Rosenberg)



Project No.	Final Plat 2018S-110-001
Project Name	Snyder 1 Lot Subdivision
Council District	35- Rosenberg
School District	9 – Frogge
Requested by	Southern Precision Land Surveying, Inc., applicant; Janie and Hillman Snyder, owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the August 23, 2018, Planning Commission meeting.</i>

APPLICANT REQUEST
Final plat to create one lot.

Final Plat

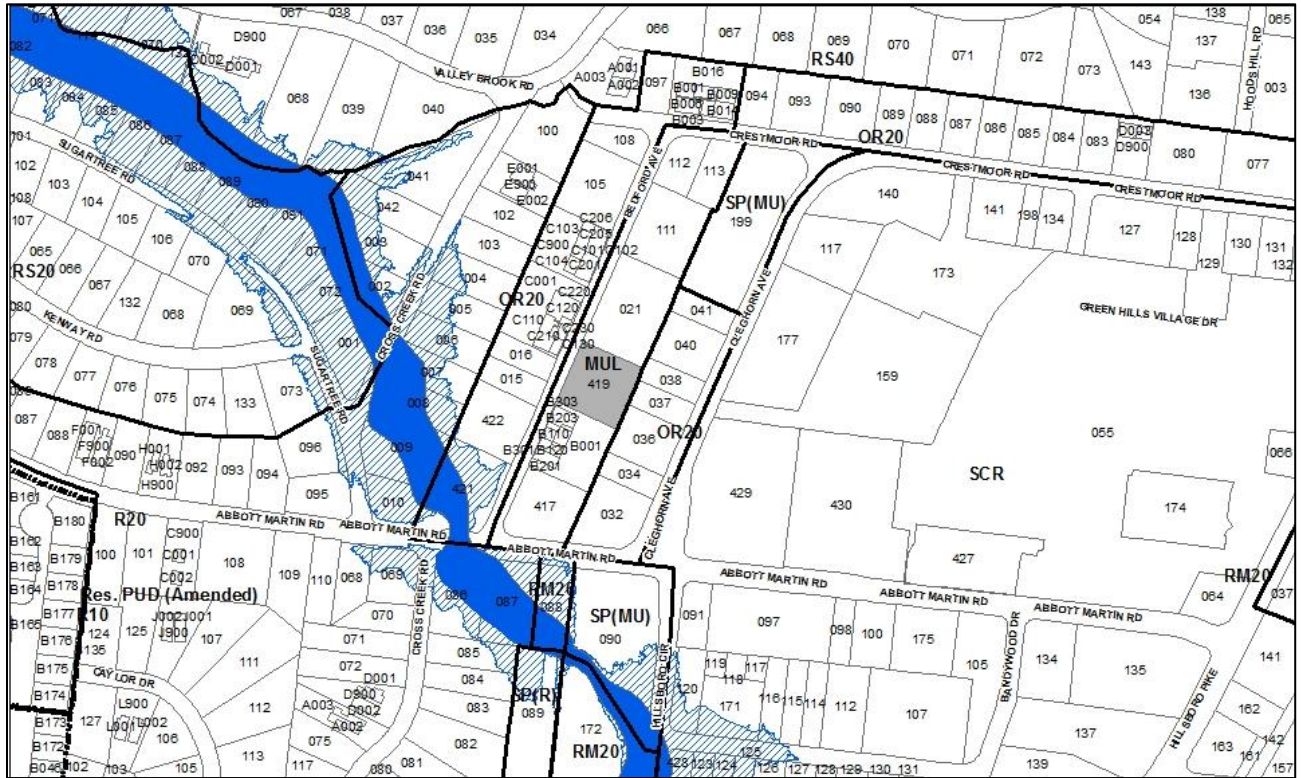
A request for final plat approval to create one lot on property located at 8517 Cub Creek Road, approximately 5,350 feet southwest of River Road Pike, zoned Agricultural/Residential (AR2a) (2.43 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the August 23, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/09/18



2005UD-005-006
BEDFORD HOTEL
Map 117-14, Parcel(s) 419
10, Green Hills – Midtown
25 (Russ Pulley)



Project No.	UDO Final Site Plan 2005UD-005-006
Project Name	Bedford Hotel
Council District	25 – Pulley
School District	8 – Pierce
Requested by	Barge Cauthen & Associates, Inc, applicant; Vik Surati, owner.
Staff Reviewer	Buechler
Staff Recommendation	<i>Defer to the August 23, 2018, Planning Commission meeting.</i>

APPLICANT REQUEST
Approve a Final Site Plan.

UDO Final Site Plan

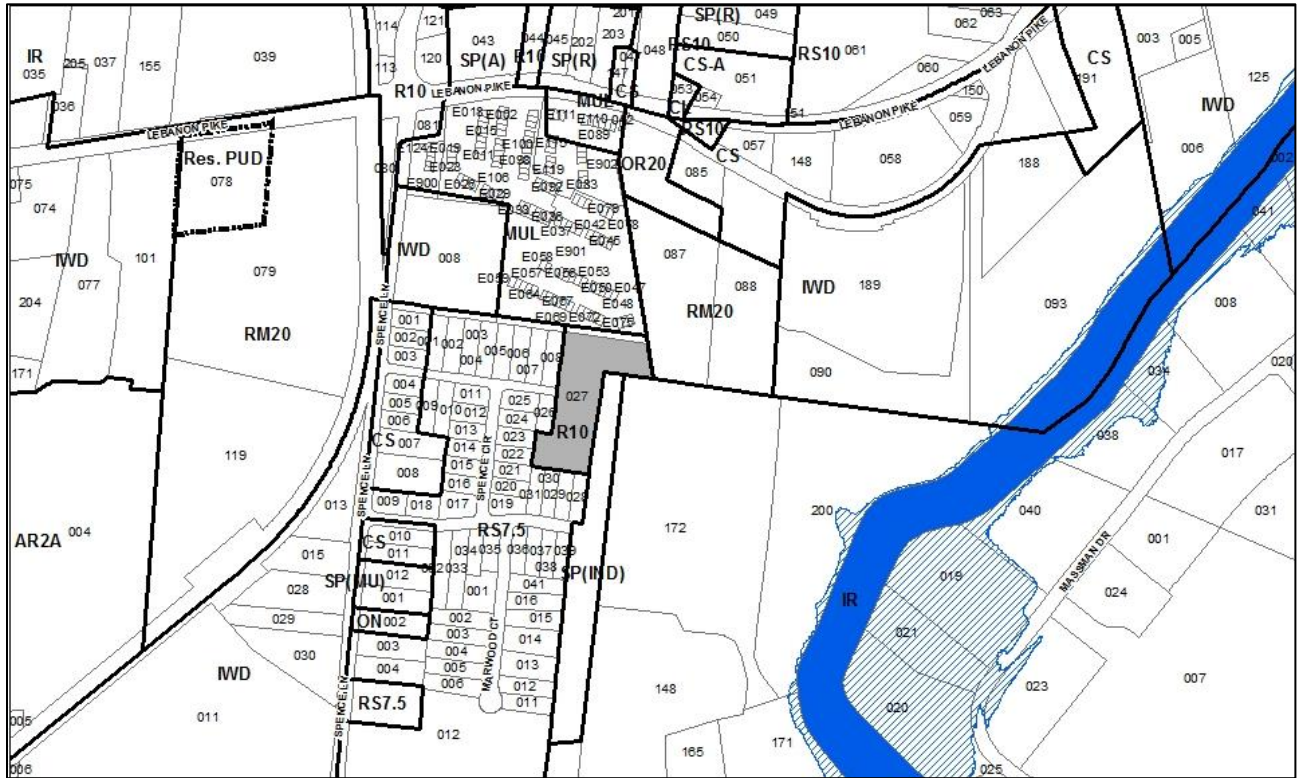
A request for final site plan approval for a portion of the Bedford Avenue Urban Design Overlay on property located at 3818 Bedford Avenue, approximately 420 feet northeast of Abbott Martin Road, zoned Mixed-Use Limited (MUL) (0.87 acres), to permit a hotel.

STAFF RECOMMENDATION

Staff recommends deferral to the August 23, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/09/18



2018Z-074PR-001

Map 094-16, Parcel(s) 027

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



Project No. 2018Z-074PR-001
Council District 15 – Syracuse
School District 4 - Shepherd
Requested by Torque Development, LLC, applicant; Hopp, Stanley and Torque Development Group, LLC, owners.

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

APPLICANT REQUEST
Rezone from R10 to RM20-A.

Zone Change

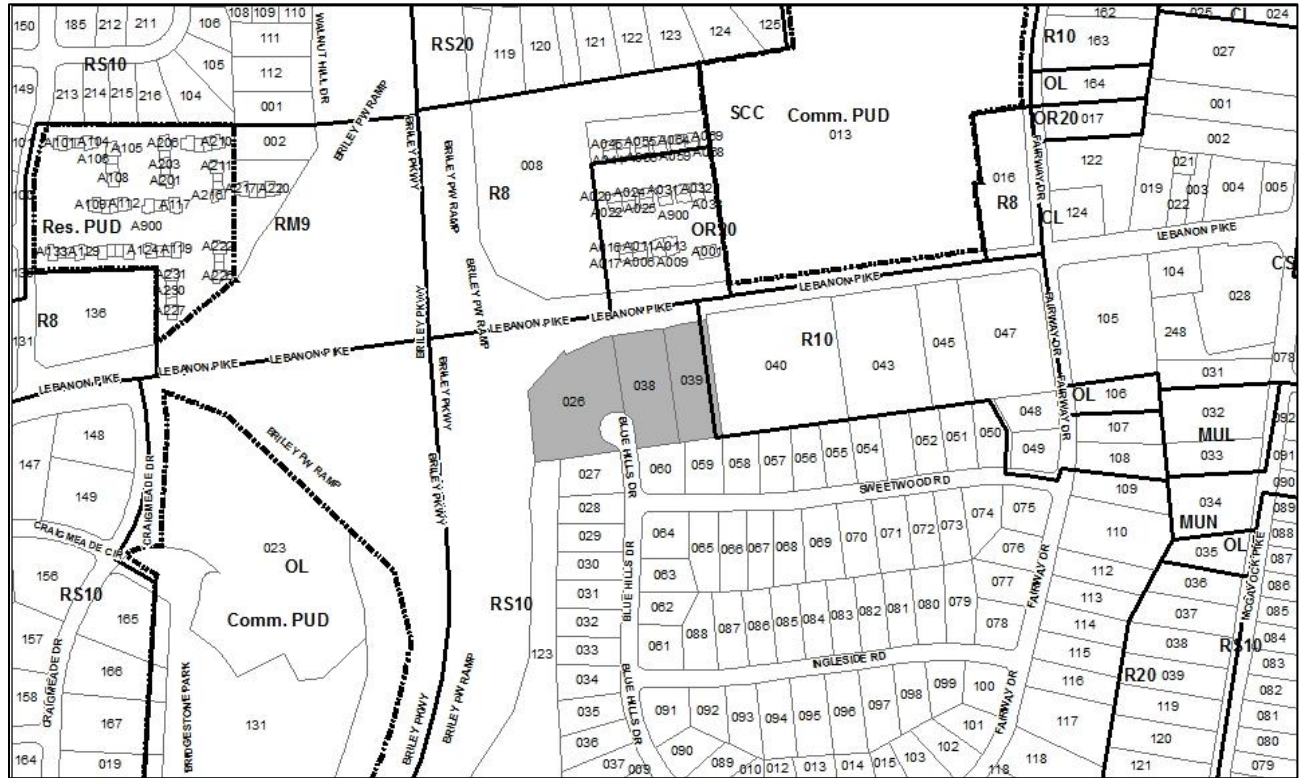
A request to rezone from One and Two-Family Residential (R10) to Multi-Family Residential-Alternative (RM20-A) zoning on property located at Spence Court (unnumbered), east of the terminus of Spence Court (3.56 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 13, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/09/18



2018Z-075PR-001

Map 095-03, Parcel(s) 026, 038-039
14, Donelson-Hermitage-Old Hickory
15 (Jeff Syracuse)



Project No. 2018Z-075PR-001
Council District 15 – Syracuse
School District 4 - Shepherd
Requested by Dale and Associates, applicant; BNA Investments, LLC, James Deatrick, Daryl Spicer, Marilee and Gary Dye, owners.

Staff Reviewer Birkeland
Staff Recommendation Approve.

APPLICANT REQUEST
Rezone from RS10 to RM40.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Multi-family Residential (RM40) zoning on properties located at 2303 Lebanon Pike, Lebanon Pike (unnumbered) and 100 Blue Hills Drive, north of the terminus of Blue Hills Drive, within the Downtown Donelson Urban Design Overlay (3.58 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 15 units.*

Downtown Donelson Urban Design Overlay (UDO) is intended to foster pedestrian friendly mixed-use development along the Lebanon Pike corridor through design standards for buildings, lots, access, parking, landscaping and signage. The UDO is organized into seven subdistricts that are each envisioned to have unique character and development standards. The proposed project is located within Subdistrict 4 of the UDO. The intent of this Subdistrict is to create development along the Lebanon Pike corridor that preserves the residential and civic character of these areas, while providing additional housing choice that accommodates various lifestyle options of residents in the area.

Proposed Zoning

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre. *RM40 would permit a maximum of 143 units.*

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

T4 Urban Residential Corridor (T4 RC) is intended to maintain, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



Metro Planning Commission Meeting of 8/09/18

Consistent with Policy?

This rezoning request is consistent with the proposed policy. The RM40 zoning district is an appropriate zoning under the T4 Urban Residential Corridor policy given the prominent location along Lebanon Pike.

ANALYSIS

This property is located at the southeast corner of Lebanon Pike and Briley Parkway in Donelson. An existing single-family residence is located on the property. The property is located on an active corridor with an MTA stop at the northeast corner of the property. The current RS10 zoning district permits single-family residential uses only. The requested RM40 zoning would allow for additional housing choice, bringing the property closer to goals of the T4 Urban Residential Corridor policy and the intent of the Downtown Donelson Urban Design Overlay District.

The Downtown Donelson Urban Design Overlay District will provide design guidance, including building placement and architectural treatment, parking and access standards, and landscape and buffering standards. Projects within an UDO will be required to go through a final site plan process to ensure compliance with the intent of the UDO. If a project is determined to not meet the standards of the UDO, the application may be required to go through a public process for a modification.

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: **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)	3.58	4.35	15 U	182	16	17

Maximum Uses in Proposed Zoning District: **RM40**

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)	3.58		143 U	1041	68	82

Traffic changes between maximum: **RS10 and RM40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+128 U	+859	+52	+65



Metro Planning Commission Meeting of 8/09/18

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 1 Elementary 1 Middle 1 High

Projected student generation proposed RM40 district: 52 Elementary 39 Middle 36 High

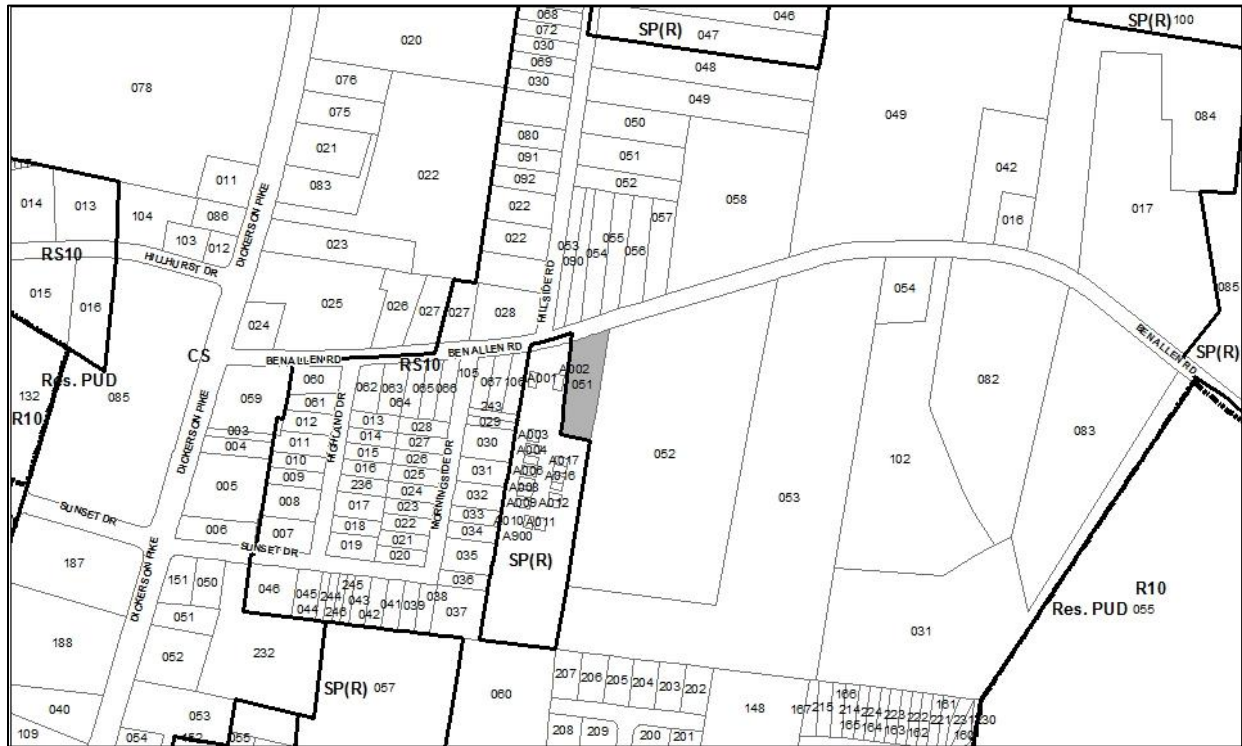
The proposed RM40 zoning district would generate 124 more students than what is typically generated under the existing RS10 zoning district. Students would attend McGavock Elementary School, Two Rivers Middle School, and McGavock High School. McGavock High School has been identified as over capacity. There is capacity within the cluster for high school students. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 8/09/18



2018Z-076PR-001

Map 060, Parcel(s) 051

05, East Nashville

08 (Nancy VanReece)



Project No.	Zone Change 2018Z-076PR-001
Council District	08- VanReece
School District	3- Speering
Requested by	Rhythm Homes and Development, applicant; Vernon W Hayes, owner.
Staff Reviewer	Burse
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from RS10 to RM9-A.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential (RM9-A) zoning on property located at 206 Ben Allen Road, approximately 285 feet east of Morning Side Drive (0.78 acres).

Existing Zoning

Single-Family Residential (RS10) zoning requires a minimum 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 3 single-family residential lots based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

Multi-Family Residential-Alternative (RM9-A) is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM9-A would permit a maximum of 7 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.

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 8/09/18

Consistent with Policy?

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

ANALYSIS

The property is located on 0.78 acres, approximately 285 feet east of Morning Side Drive. Existing site conditions include a single-family house. The site is located 1,000 feet from an existing MTA bus stop located at the intersection of Dickerson Pike and Ben Allen Road. Surrounding land uses consist primarily of single-family residential with some two-family residential, multi-family residential and commercial uses as well as vacant properties. Adjacent zoning districts include Specific Plan-Residential, Commercial Service (CS), and Single-Family Residential (RS10) zoning.

The RM9-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 vehicular site access. 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 RM9-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

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)	0.78	4.35	3 U	42	7	4

Maximum Uses in Proposed Zoning District: **RM9-A**

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)	0.78		7 U	91	10	8

Traffic changes between maximum: **RS10 and RM9-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4 U	+49	+3	+4



Metro Planning Commission Meeting of 8/09/18

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM9-A district: 5 Elementary 2 Middle 3 High

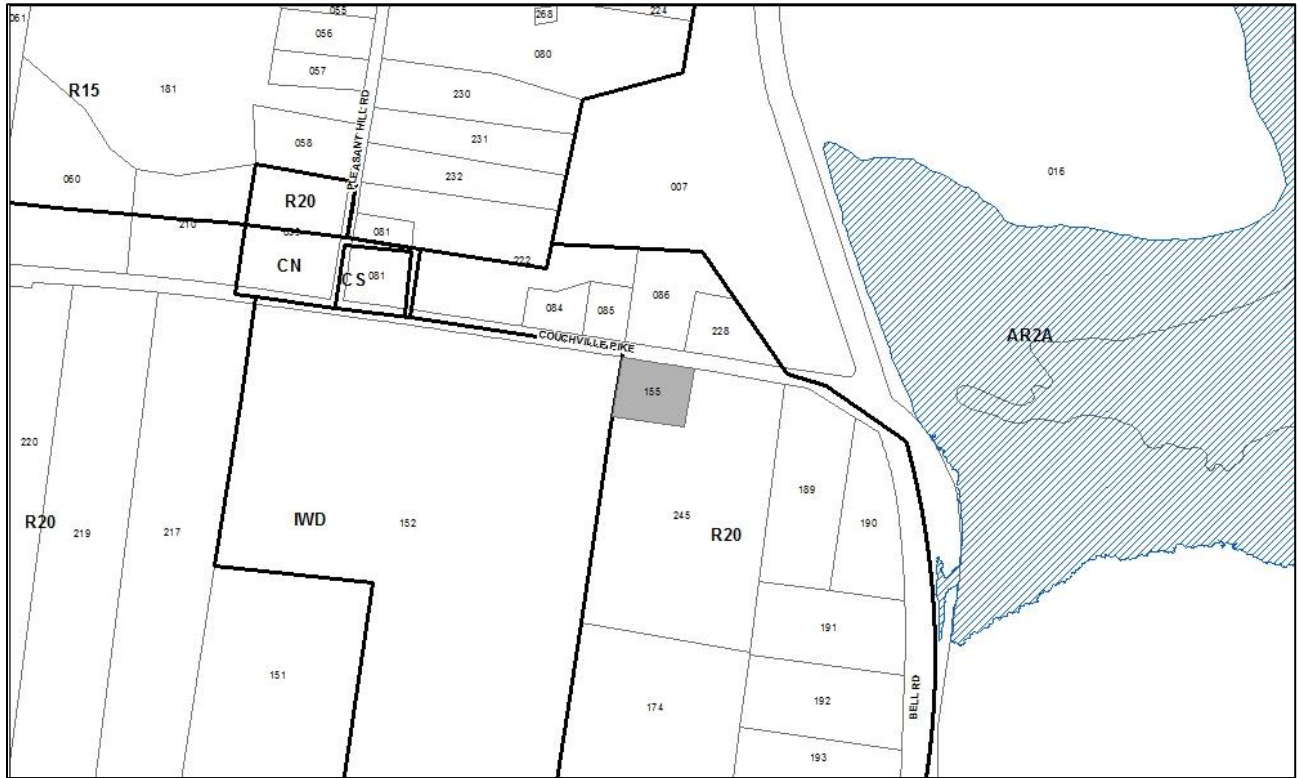
The proposed RM9-A zoning is expected to generate 10 more students than the existing RS10 zoning district. Students would attend Chadwell Elementary School, Gra-Mar Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 8/09/18



2018Z-077PR-001
Map 121, Parcel(s) 155
13, Antioch-Priest Lake
29 (Karen Johnson)



Project No.	Zone Change 2018Z-077PR-001
Council District	29 - Johnson
School District	7 - Pinkston
Requested by	Hamilton Creek Development Company, LLC, applicant; Kenneth Burd Jr., owner
Staff Reviewer	Napier
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from R20 to IWD

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) zoning on property located at 2775 Couchville Pike, approximately 625 feet west of the intersection of Bell Road and Couchville Pike (1.00 acre).

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units.*

Proposed Zoning

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

ANTIOCH – PRIEST LAKE 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.

Consistent with Policy?

Yes. The policy supports light industrial uses in appropriate locations. District Employment Center policy is intended for non-retail uses that create economic activity. The proposed zone change would allow various uses pertaining to wholesaling, warehousing and bulk distribution uses, which are appropriate in the District Employment Center policy. The current zoning of the property is inconsistent with the policy and rezoning moves the property closer to the goals of the policy.

ANALYSIS

The request is to rezone property located 625 feet west of the intersection of Bell Road and Couchville Pike. The property contains a single family residential structure. The requested rezoning to IWD is consistent with the policy for the area and is appropriate given the adjacent IWD zoning



Metro Planning Commission Meeting of 8/09/18

and the surrounding policy which will enable surrounding parcels to rezone to industrially oriented uses in the future.

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. Currently there are no sidewalks fronting the subject parcels. Sidewalks, which meet the criteria of the Major and Collector Street Plan, may be required with the redevelopment of this parcel.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

Maximum Uses in Existing Zoning District: **R20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.0	2.17 D	4 U	54	8	5

Maximum Uses in Proposed 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)	1.0	0.8 F	34,848 S.F.	101	30	33

Traffic changes between maximum: **R20 and IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+47	+22	+28

STAFF RECOMMENDATION

Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/09/18



2018Z-080PR-001
Map 071-16, Parcel(s) 421-422
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2018Z-080PR-001
Council District	05 – S. Davis
School District	5 – Buggs
Requested by	Councilmember Scott Davis, applicant; Frances L. Woods, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning on properties located at 1408 and 1430 Rosedale Avenue, approximately 130 feet north of Crockett Street (0.3 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 two units.*

Proposed Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of two duplex lots for a total of four 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.

Highland Heights Study

The subject properties are within the Highland Heights Study which was adopted by the Planning Commission on June 14, 2018. The study is a supplement to the East Nashville Community plan, and it provides more detailed guidance for the study area. It more specifically addresses land use, transportation, and community design at the neighborhood scale. The study area is divided into several subdistricts, and includes a building regulating plan for appropriate building types for each subdistrict. The subject properties are within Subdistrict R3. The building regulating plan supports single-family, two-family and Detached Accessory Dwellings in the R3 Subdistrict.

Consistent with Policy

The proposed zone change from a single-family zoning to a two-family zoning for the two properties is consistent with the T3 NM policy. The immediate area includes a variety of single and



Metro Planning Commission Meeting of 8/09/18

two-family residential units. Adding two additional two-family lots is not inconsistent with the existing character. Also, two-family homes are supported by the recently adopted Highland Heights Study.

ANALYSIS

Staff is recommending approval of the proposed R6 zoning district for both properties. The proposed R6 zoning district is consistent with the T3 NM policy and the Highland Heights Study.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approved 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)	0.3	8.71 D	2 U	29	7	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.3	7.26 D	4 U	54	8	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+25	+1	+2

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R6 district: 1 Elementary 1 Middle 1 High

The proposed R6 zoning district would generate three more students than what is typically generated under the existing RS5 zoning district. Students would attend Shwab Elementary, Jere Baxter Middle School and Maplewood High School. None of the schools have 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.