



# METROPOLITAN PLANNING COMMISSION MINUTES

**September 13, 2018**  
**4:00 pm Regular Meeting**

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

## MISSION STATEMENT

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

**Commissioners Present:**

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

**Commissioners Absent:**

Greg Adkins  
Councilmember Fabian Bedne

**Staff Present:**

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

Patrick Napier, Planner I  
Gene Burse, Planner I  
Emily Lamb, Legal

**Lucy Alden Kempf**

Secretary and Executive Director, Metro Planning Commission  
**Metro Planning Department of Nashville and Davidson County**  
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## Notice to Public

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

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

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

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

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

### Writing to the Commission

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

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

### Speaking to the Commission

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

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

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

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

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

### Legal Notice

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



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# MEETING AGENDA

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## **A: CALL TO ORDER**

The meeting was called to order at 4:05 p.m.

## **B: ADOPTION OF AGENDA**

Mr. Gobbell moved and Mr. Haynes seconded the motion to adopt the agenda. (8-0)

## **C: APPROVAL OF AUGUST 23, 2018 MINUTES**

Mr. Tibbs moved and Ms. Blackshear seconded the motion to approve the August 23, 2018 minutes. (8-0)

## **D: RECOGNITION OF COUNCILMEMBERS**

Councilmember Glover spoke in favor of Item 4.

Councilmember Murphy spoke in opposition of Item 6 as it is not harmonious with the neighborhood.

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

- 1a. **2018CP-006-001**  
BELLEVUE COMMUNITY PLAN AMENDMENT
- 1b. **2018SP-043-001**  
SECURITY CENTRAL STORAGE SP
- 2. **2018Z-005TX-001**
- 3. **2018SP-035-001**  
ELM HILL PLACE
- 5. **2018S-110-001**  
SNYDER 1-LOT SUBDIVISION
- 7. **2005UD-005-006**  
BEDFORD HOTEL
- 8. **2018Z-038PR-001**
- 9. **2018Z-039PR-001**
- 12. **2018Z-073PR-001**
- 15a. **2018SP-049-001**  
3415 MURPHY ROAD
- 15b. **2001P-005-001**  
PUD (CANCEL)
- 17. **2018S-149-001**  
G. CO. INVESTMENTS, LLC. SUBDIVISION
- 19. **2018S-155-001**  
2410 UNA ANTIOCH PIKE

**22. 2018Z-087PR-001**

Mr. Gobbell moved and Mr. Tibbs seconded the motion to approve the Deferred and Withdrawn Items. (8-0)

Ms. Blackshear recused herself from Items 7, 15a, and 15b.

Mr. Haynes recused himself from Item 7.

**F: CONSENT AGENDA ITEMS**

**10. 2018Z-064PR-001**

**11. 2018Z-072PR-001**

**13a. 2018CP-002-001**  
**PARKWOOD-UNION HILL COMMUNITY PLAN AMENDMENT**

**13b. 2018SP-064-001**  
**CUBBY HOLES SP**

**14. 2018SP-044-001**  
**3720 PINHOOK ROAD**

**16a. 2018SP-056-001**  
**BUENA VISTA MIXED-USE**

**16b. 68-85P-002**  
**CUMBERLAND TERRACE PUD (CANCELLATION)**

**18. 2018S-151-001**  
**THE PARK AT WILTSHIRE**

**20. 2002UD-001-010**  
**GREEN HILLS UDO (SIGN MODIFICATION)**

**21. 2018Z-070PR-001**

Dr. Bichell moved and Mr. Haynes seconded the motion to approve the Consent Agenda. (8-0)

Ms. Blackshear recused herself from Item 20.

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

## G: ITEMS TO BE CONSIDERED

### 1a. 2018CP-006-001

#### BELLEVUE COMMUNITY PLAN AMENDMENT

Council District 34 (Angie Henderson)

Staff Reviewer: Dara Sanders

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

**Staff Recommendation: Withdraw.**

**The Metropolitan Planning Commission withdrew 2018CP-006-001. (8-0)**

### 1b. 2018SP-043-001

#### SECURITY CENTRAL STORAGE SP

Council District 34 (Angie Henderson)

Staff Reviewer: Latisha Birkeland

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

**Staff Recommendation: Defer to the October 25, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018SP-043-001 to the October 25, 2018, Planning Commission meeting. (8-0)**

### 2. 2018Z-005TX-001

#### BL2018-1288

Council District 13 (Brett Withers)

Staff Reviewer: Lisa Milligan

A request for an ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of The Metropolitan Government of Nashville and Davidson County, pertaining to parking requirements for certain types of uses, requested by Councilmember Brett Withers, applicant.

**Staff Recommendation: Defer to the October 11, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018Z-005TX-001 to the October 11, 2018, Planning Commission meeting. (8-0)**

### 3. 2018SP-035-001

#### ELM HILL PLACE

Council District 13 (Holly Huevo)

Staff Reviewer: Gene Burse

A request to rezone from RS10 to SP-R zoning on properties located at 3112, 3128 Elm Hill Pike and Elm Hill Pike (unnumbered), approximately 415 feet east of Timber Valley Drive (13.56 acres), to permit 117 multi-family residential units, requested by Southeastern Development Enterprise, LLC, applicant; Gregg and Susan Eatherly and Gerre Goss White, owners.

**Staff Recommendation: Defer indefinitely.**

**The Metropolitan Planning Commission deferred 2018SP-035-001 indefinitely. (8-0)**

**4. 2018SP-050-001  
6280 NEW HOPE ROAD**

Council District 12 (Steve Glover)  
Staff Reviewer: Abbie Rickoff

A request to rezone from AR2a to SP-R zoning on property located at 6280 N. New Hope Road, west of the terminus of Landings Way (10.0 acres), to permit 55 single-family lots, requested by Dale and Associates, applicant; Wise Group, Inc., owner.

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

**Preliminary SP to permit up to 55 single-family lots.**

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Residential (SP-R) zoning on property located at 6280 N. New Hope Road, west of the terminus of Landings Way to permit 55 single-family lots (10.0 acres).

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 5 lots with 1 duplex lot for a total of 6 units.*

**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.

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

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

Consistent with Policy?

The proposed SP is consistent with the T3 NE policy and with the surrounding development pattern, which includes traditional suburban subdivisions and low intensity residential development. The plan includes new public streets on the southern half of the site and a mixture of lot sizes, consistent with policy guidance to provide a diversity of housing types. The plan also extends an existing stub street and provides a stub to the south, increasing connectivity through the broader area, furthering the goals of the policy.

**PLAN DETAILS**

The site is approximately 10 acres and currently contains one residential structure and an accessory structure, which are not proposed to remain in the proposed development. The site is located south of Old Lebanon Dirt Road on the west side of N. New Hope Road, between an existing single-family subdivision (west) and N. New Hope Road. The character of the surrounding area includes a mix of larger residential parcels and already-developed single-family subdivisions, including the Chesney Glen subdivision, located immediately west of the site.

The plan proposes 55 single-family lots. The northern half of the site includes 33 lots with a minimum lot size of 2,300 square feet, and the southern half of the site includes 22 lots in the 5,000 square foot range. The larger lots front a new public street, and the majority of the smaller lots are oriented around common space, including two central courtyards that are located between the lots and N. New Hope Road. Six lots (lots 1, 6, 17, 18, 29, and 30) are corner lots and will include porches that wrap the corners to address the open space and N. New Hope Road. Most of the smaller lots are oriented away from the Chesney Glen subdivision, with adequate separation between the two developments. Lots 1- 5 are oriented towards the northern property line, with proposed Lot 5 located much closer to Chesney Glen than the other proposed lots. The rear of Lot 5 will generally align with the front of an existing lot in Chesney Glen, creating a back-to-front relationship between the developments. Although landscaping is proposed west of Lot 5, adjacent to the Chesney Glen lot, there is limited space between Lot 5 and the western property line for a sufficient buffer and an internal sidewalk connection.

As a result, no interior sidewalk connection is proposed within this space to the front of Lots 1-5. Sidewalks are proposed to connect from the front of Lots 1-5 to N. New Hope Road only, meaning there will be no pedestrian access to the front of Lots 1-5 without having to exit the site and use the sidewalk along N. New Hope Road. Therefore, staff recommends that Lot 5 be removed from the plan and converted to open space to allow sufficient separation between the two subdivisions, and to permit the sidewalk to extend to the south, connecting back into the site rather than terminating at Lot 5.

Vehicular access includes two public streets and several shared drives. Glentree Drive, an existing public street included in Chesney Glen (west), will extend through the site and connect to N. New Hope Road (east). A new public north/south road will extend from Glentree Drive to the southern property line, providing access to the southern lots and creating options for future connectivity to the south. A private north/south drive, that includes surface parking along the western property line, will connect from the proposed Glentree Drive extension to the north, tying back in to N. New Hope Road near the northeast corner of the property. The N. New Hope driveway connection generally aligns with Landings Way, an existing public street located on the eastern side of N. New Hope Road. There are also several east/west drives that provide access to the smaller lots. The east/west drives do not connect to N. New Hope Road, minimizing the amount of curb cuts onto N. New Hope Road. Glentree Drive and the private north/south drive are the only two connections proposed to N. New Hope Road.

The Glentree Drive extension and the new public north/south road will include a 5 foot sidewalk and 4 foot planting strip consistent with the local street standard. North New Hope Road will include a 6 foot sidewalk and 6 foot planting strip, consistent with the collector-avenue standards of the Major and Collector Street Plan.

Open space is incorporated throughout the site, including two large, central courtyards on the northern half of the site, and passive open space near the southern property line. The courtyards are located central to the smaller lots, along N. New Hope Road, and can be accessed through the internal sidewalk network or directly from N. New Hope Road. The southern open space includes existing vegetation, which is indicated to be preserved at the southeast corner of the site. Open space has also been identified along the northern and western property lines. Staff recommends additional landscaping be included along the western property line to minimize impacts from vehicles to adjacent properties.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 36 feet.

**ANALYSIS**

The SP is consistent with the site's land use policies and surrounding neighborhood context. The plan proposes varying lot sizes and configurations, creating a range of housing choices for future residents. The development includes lots that are grouped together around common open space, creating areas for active or passive recreation.

**FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

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

**STORMWATER RECOMMENDATION**

**Approve**

**WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approved as a Preliminary SP only. Significant public sewer construction work is required, to provide sewer capacity for this subdivision. This includes pump station upgrades and participation agreements. (The receiving sewer pump station currently has no capacity, without additional upgrades.) Public sewer construction plans for all this work, including the pump station, must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. Any resulting agreements needed, must be approved, and their fees paid, prior to Final SP approval. The required capacity fees must also be paid prior to Final Site Plan/SP approval. In addition, public water construction plans must also be submitted and approved, prior to Final SP approval.

**PUBLIC WORKS RECOMMENDATION**

**Approve**

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- TAS is required prior to final SP approval to determine turn lane storage length. Developer shall provide adequate sight distance at Glentree Dr. extension access road. Glentree Dr. shall be constructed with 2 exiting lanes. A left turn lane on N. New Hope road at access is required. Two exiting lanes on Chesney Glen Drive shall be installed if feasible within existing pavement width. The private driveway connection to North New Hope Rd shall also be evaluated for sight distance, and be connected by an ST-324 ramp.

Maximum Uses in Existing Zoning District: **AR2a**

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)	10.0	0.5 D	6 U	79	10	7

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)	10.0		55 U	600	44	58

Traffic changes between maximum: **AR2a and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+49 U	+521	+34	+51

**METRO SCHOOL BOARD REPORT**

Projected student generation existing AR2a district: 2 Elementary 1 Middle 2 High  
 Projected student generation proposed SP-R district: 5 Elementary 4 Middle 5 High

The proposed SP zoning is expected to generate 9 more students than the existing AR2a zoning. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock 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. Uses shall be limited to a maximum of 55 single-family lots.
2. Vehicular access to N. New Hope Road may change depending on the requirements of the Fire Marshal's Office and Traffic. The final location will be reviewed with the final site plan.
3. On the corrected copy, remove Lot 5 and replace with open space and supplemental landscaping. Then extend the northern sidewalk through the open space, west of Lot 4, connecting to the driveway (south).
4. On the corrected copy, add the following note: "No individual access onto Glentree Drive shall be permitted. Vehicular access for Lots 30, 31, 32, and 33 shall be provided from the rear drive only."
5. On the corrected copy, add pedestrian connections from the front of Lots 30, 31, 32, and 33 to the sidewalks on Glentree Drive.
6. On the corrected copy, remove Note 17.
7. On the corrected copy, modify the note in the Architectural Notes to read: "Building elevations shall be provided with the final site plan."
8. On the corrected copy, add the following note to the site plan and to the Architectural Notes: "Lots 1, 6, 17, 18, 29, and 30 shall include porches that wrap the corners to address the common open space and N. New Hope Road." Then remove the existing porch note from the site plan.
9. On the corrected copy, the proposed north/south road shall extend to the southern property line.
10. On the corrected copy, modify the text of the Tree Preservation Note along the western property line: Tree Preservation Easement Note.
11. On the corrected copy, add a note that the lots can be subdivided with a minimum lots size of 2,300 square feet. Modify the minimum lot size in the Development Summary.
12. No setback encroachments shall be permitted.
13. With the submittal of the final site plan, a landscape plan and plant schedule shall be provided to address items a, b, and c below, indicating the size, height, and species of all proposed vegetation. Applicant shall work with staff on landscape details with the final site plan.
  - a. Additional landscaping, beyond the 5 foot landscape buffer that is currently identified, shall be provided along the western property line, west of the surface parking spaces, to minimize impacts from vehicles to the adjacent Chesney Glen subdivision. The areas west of the perpendicular spaces shall include evergreen vegetation for sufficient screening.



- b. Supplemental landscaping, beyond a standard buffer, shall be included in the open space between the corner lots (Lots 1, 6, 17, 18, 29, 30, and 55) and N. New Hope Road.
- c. Areas reserved for bioretention and stormwater management shall be designed as an amenity in addition to their other functions, including any stormwater treatment areas located within the common space fronting N. New Hope Road.
- 14. With the submittal of the final site plan, a tree protection plan shall be provided indicate preservation of trees within common open space and tree preservation easement areas.
- 15. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
- 16. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
- 17. 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 RS5 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
- 18. 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.
- 19. 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.
- 20. 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.
- 21. Comply with all conditions of Stormwater, Water Services, and Public Works.
- 22. 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.

Ms. Rickoff presented the staff recommendation of approval with conditions and disapproval without all conditions.

Adam Segar, 516 Heather Place, spoke in favor of the application.

Oleg Volk, 3112 Chambley Ct, spoke in opposition to the application due to increased noise and traffic concerns.

Stephen Felts, 6317 N New Hope Rd, spoke in opposition to the application; it is not the right fit for this area.

Sidney Bennett, 1116 Mistletoe Cr, spoke in opposition to the application due to the lack of community involvement as well as the fact that it is not harmonious with the neighborhood.

Erin Evans, 5109 Vineyard Point, spoke in opposition to the application. Experimental communication in neighborhoods does not work.

Mark Hammock, 7500 Thornwood Ct, spoke in opposition to the application as the density is too high.

Dena Swoner, 5917 Colchester Dr, spoke in opposition to the application due to safety, traffic, and congestion concerns.

Michael Korak, 5917 Colchester Dr, spoke in opposition to the application. Infrastructure is inadequate as it is. The road is too narrow and traffic is already horrible.

Peter Whitlow, 3033 Glenboro Dr, spoke in opposition to the application due to traffic and safety concerns.

Amie Gibbons, 3112 Chambely Ct, spoke in opposition to the application because it goes against the fundamental principle of fairness.

Wayne Scharber, 6285 N New Hope Rd, spoke in opposition to the application due to environmental and natural resources concerns.

Tim Weeks, 6101 Hagars Grove Pass, spoke in opposition to the application. Neighbors feel there was insufficient notice and therefore not able to be engaged.

Vicky Jones, New Hope Meadows, spoke in opposition to the application due to inadequate infrastructure.

Adam Segar clarified that they went through the required notice procedures and also scheduled a community meeting at the councilmember's request.

**Ms. Farr closed the Public Hearing.**

Mr. Haynes spoke in opposition to the application and expressed concerns with the lack of transparency in this case. This is not low density; the development is getting ahead of infrastructure.

Dr. Sims spoke in opposition to the application. The road is very narrow and we are getting development ahead of infrastructure. She also expressed concerns regarding lack of community involvement.

Mr. Gobbell expressed road and traffic concerns.

Ms. Moore expressed traffic concerns as well as lack of community involvement.

Dr. Bichell suggested a deferral on the basis that there is only a six lot difference between what the community wants and what the developer is asking for. A deferral would allow time for the community and the developer to hopefully come to an agreement.

Ms. Kempf noted that the applicant agreed to a two meeting deferral.

Ms. Blackshear spoke in favor of a deferral.

**Mr. Tibbs moved and Dr. Bichell seconded the motion to defer to the October 11 , 2018 Planning Commission meeting and directed staff to evaluate the lot sizes, density, access points, tree preservation, and building elevations. Additionally, the applicant should prepare a Traffic Access Study and facilitate additional opportunities for community input. (8-0)**

**Resolution No. RS2018-224**

**“BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-050-001 is deferred to October 11, 2018 Planning Commission Meeting and directed staff to evaluate the lot sizes, density, access points, tree preservation, and building elevations. Additionally, the applicant should prepare a Traffic Access Study and facilitate additional opportunities for community input. (8-0)**

**5. 2018S-110-001**

**SNYDER 1-LOT SUBDIVISION**

Council District 35 (Dave Rosenberg)

Staff Reviewer: Latisha Birkeland

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 AR2a (2.43 acres), requested by Southern Precision Land Surveying, Inc., applicant; Janie and Hillman Snyder, owners.

**Staff Recommendation: Defer to the November 8, 2018, Planning Commission Meeting.**

**The Metropolitan Planning Commission deferred 2018S-110-001 to the October 11, 2018, Planning Commission meeting. (8-0)**

**6. 2018S-117-001**

**3700 WOODLAWN SUBDIVISION**

Council District 24 (Kathleen Murphy)

Staff Reviewer: Abbie Rickoff

A request for concept plan approval to create four lots on property located at 3700 Woodlawn Drive, approximately 775 feet west of Bowling Avenue, zoned RS20 (2.88 acres), requested by Smith Gee Studio, applicant; Phyllis Pennington, owner.

**Staff Recommendation: Approve with conditions.**

**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).

**Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre.

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

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

**HISTORY**

At the May 10, 2018, Metro Planning Commission meeting, the MPC disapproved case 2018S-046-001, a concept plan with 5 lots which included this site (3700 Woodlawn Drive) and an adjacent (western) parcel, following Staff’s recommendation of disapproval as the proposed subdivision did not meet the compatibility criteria for infill subdivisions and not all agencies had recommended approval. The proposed subdivision under review (case 2018S-117-001) is a new concept plan with 4 lots and does not include the adjacent parcel (Map 117-01, Parcel 006). At the August 23, 2018, Planning Commission meeting, the Commission considered the current application. The item was deferred one meeting. The plan is unchanged from the plan reviewed at the August 23, 2018 meeting.

**PLAN DETAILS**

This request is for concept plan approval to create four lots on approximately 2.88 acres located on the north side of Woodlawn Drive, mid-block between Wilson Boulevard (west) and Bowling Avenue (east). The site contains an existing residence, which is indicated to be retained and included on one of the lots proposed for subdivision. The proposed plat would create 4 lots as follows:

- Lot 1: 23,794 SF (0.54 acres) and 60.00 feet of frontage
- Lot 2: 20,134 SF (0.46 acres) and 67.15 feet of frontage
- Lot 3: 25,961 SF (0.59 acres) and 63.66 feet of frontage
- Lot 4: 37,363 SF (0.85 acres) and 188.98 feet of frontage

All lots would be accessed from a new public street which would generally align with the existing Lynnbrook Road, located south of Woodlawn Drive.

**ANALYSIS**

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

Zoning Code

The proposed lots meet the minimum requirements of the RS20 zoning district.

Street Frontage

All proposed lots have frontage on a public street.

Community Character

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

In this instance, proposed Lot 4 is located along an existing street, Woodlawn Drive, and Lots 1, 2, and 3 are located along a new public street. Therefore, only Lot 4 is reviewed against the compatibility criteria for infill subdivisions.

1. Lot frontage analysis: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. Along Woodlawn Drive, Lot 4 must have frontage at least equal to approximately 123.68 feet. Proposed Lot 4 has 188.98 feet of frontage and meets compatibility requirements for frontage.

<b>Lot 4 Frontage</b>	
Proposed Frontage	188.98 feet
Minimum Frontage	115 feet
<b>70% Average</b>	<b>123.68 feet</b>

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

Along Woodlawn Drive, Lot 4 must be equal to or greater than approximately 37,363 square feet (0.857 acres). Proposed Lot 4 is approximately 37,363 square feet (0.857 acres) and meets compatibility requirements for area.

<b>Lot 4 Size</b>	
Proposed Size	<b>37,363 SF</b>
Minimum Size	25,526 SF
<b>70% Average</b>	<b>37,363 SF</b>

3. Street setbacks: Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback.

A minimum building setback line is not required to be platted for Lot 4 since the existing structure and existing setback will be retained. However, future structures would have to comply with setbacks as established by Metro Zoning Code.

4. Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels. Lot 4 is consistent with the surrounding parcels.

#### Analysis

While there is a consistent lot pattern along this section of Woodlawn Drive with no intervening streets, this proposal introduces a new street that changes the configuration of lots and may alter the character along this block. However, the proposal meets the requirements of the Subdivision Regulations for an infill Subdivision. The proposed concept plan differs from the previous plan in that it does not include the adjacent parcel (006). The exclusion of parcel (006) from the proposed development results in one new lot (Lot 4) fronting Woodlawn Drive, rather than two new Woodlawn-fronting lots, as previously proposed. The street layout was also modified on the proposed concept plan, increasing the size of Lot 4. Based on the Subdivision Regulation's definition of surrounding parcels, Lot 4 meets the area and frontage requirements of the surrounding lots. The proposed subdivision complies with Section 3-5.2, the compatibility requirements, of the Subdivision Regulations.

#### **FIRE MARSHAL RECOMMENDATION**

##### **Approve with conditions**

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

#### **STORMWATER RECOMMENDATION**

##### **Approve**

#### **PUBLIC WORKS RECOMMENDATION**

##### **Approve with conditions**

- Final construction plans and road grades shall comply with the design regulations established by the Department of Public Works.

#### **TRAFFIC AND PARKING RECOMMENDATION**

##### **Approve**

#### **WATER SERVICES RECOMMENDATION**

##### **Approve with conditions**

- As all our previous issues have been addressed with the latest Concept Plan revision (stamped-received 7/12/18), this case is approved as a Concept Plan only. Public water and sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. These approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development Plan approval. (To be detailed in the forthcoming availability study letter.)

#### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

#### **CONDITIONS**

1. All conditions from Metro Public Works and Metro Water Services must be completed or bonded prior to the recording of the final plat.
2. The existing deck on Lot 4 shall be removed prior to plat recordation.
3. On the corrected copy, revise Note 3: Lot 4 shall be oriented towards Woodlawn Drive. Access for Lot 4 shall be limited to the proposed public street. No access shall be permitted from Woodlawn Drive.

4. On the corrected copy, add note: Height shall be a maximum of 2 stories in 35 feet.
5. On the corrected copy, remove the note "Currently platted street setback = 40'MBSL" from proposed Lot 4.
6. On the corrected copy, include the void/vacate note for any lots that have been previously platted.
7. The new public road shall include sidewalks and planting strip consistent with the local street standard, and Woodlawn Drive shall include sidewalks and planting strip consistent with the Major and Collector Street Plan.
8. The building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
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.
10. 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.

Ms. Rickoff presented the staff recommendation of approval with conditions.

Ms. Blackshear stepped out of the room at 5:48 p.m.

Ms. Farr clarified that the Public Hearing would remain closed from the last meeting.

Mr. Tibbs spoke in opposition to the application and explained that he still has concerns regarding the cul-de-sac and breaking the rhythm of Woodlawn.

Dr. Bichell spoke in favor of the application as it meets regulations. The only part out of character is the cul-de-sac.

Mr. Gobbell spoke in favor of the application as it meets regulations.

Ms. Moore spoke in opposition to the application due to concerns with the cul-de-sac.

Dr. Sims spoke in opposition to the application and expressed concerns with the cul-de-sac as well as the large number of trees that will be cut down, which is an environmental issue. She stated that it's hard to be in favor of something that the councilmember is against.

Mr. Haynes spoke in opposition to the application. He explained that he doesn't like the concept of inserting a road and that Lot 4 is compatible but the other three are not because it's a new road.

**Ms. Farr moved and Mr. Haynes seconded the motion to disapprove based on the incompatibility of the new street with the existing and proposed land uses along this block per Section 3-9.4.d.2 of the Metro Subdivision Regulations. (5-2) Mr. Gobbell and Dr. Bichell voted against.**

Dr. Bichell left the meeting at 6:30 p.m.

**Resolution No. RS2018-225**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-117-001 **disapprove based on the incompatibility of the new street with the existing and proposed land uses along this block per Section 3-9.4.d.2 of the Metro Subdivision Regulations. (5-2)**

**7. 2005UD-005-006**

**BEDFORD HOTEL**

Council District 25 (Russ Pulley)

Staff Reviewer: Jessica Buechler

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 MUL (0.87 acres), to permit a hotel, requested by Barge Cauthen and Associates, Inc., applicant; Edward Ewing, owner.

**Staff Recommendation: Defer to the September 27, 2018, Planning Commission Meeting.**

**The Metropolitan Planning Commission deferred 2005UD-005-006 to the September 27, 2018, Planning Commission meeting. (6-0-2)**

**8. 2018Z-038PR-001**

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

A request to rezone from RS5 to RM20-A zoning on property located at 1519 Meridian Street, approximately 75 feet south of Marshall Street (0.32 acres), requested by Land Development Solutions, applicant; Magness Devco 2017, GP, owners.

**Staff Recommendation: Defer Indefinitely.**

**The Metropolitan Planning Commission deferred 2018Z-038PR-001 indefinitely. (8-0)**

**9. 2018Z-039PR-001**

Council District 05 (Scott Davis)  
Staff Reviewer: Patrick Napier

A request to rezone from RS5 to RM20-A zoning on properties located at 1702 Meridian Street, approximately 30 feet northwest of Edith Avenue (0.34 acres), requested by Land Development Solutions, applicant; 1702 Meridian, GP, owner.

**Staff Recommendation: Defer Indefinitely.**

**The Metropolitan Planning Commission deferred 2018Z-039PR-001 indefinitely. (8-0)**

**10. 2018Z-064PR-001**

Council District 05 (Scott Davis)  
Staff Reviewer: Shawn Shepard

A request to rezone from RS5 to R6-A zoning on property located at 114 Lucile Street, approximately 380 feet east of Dickerson Pike (0.17 acres), requested by Lanning Shane Whitehead, applicant and owner.

**Staff Recommendation: Approve with conditions.**

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6-A) zoning on property located at 114 Lucile Street, approximately 380 feet east of Dickerson Pike (0.17 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 one single-family residential unit based on acreage alone.*

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

**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.

### Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was recently approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as establishment of a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this site, T4 NE, did not change with adoption of the Highland Heights plan.

This site is within the R4 Subdistrict of the Building Regulating Plan, which is intended to create and enhance neighborhoods with greater housing choice and improved connectivity, consistent with the goals of the general T4 NE policy. The R4 Subdistrict supports a range of residential uses, including two-family and multi-family residential, at varying intensities depending on the location and context. The R4 Subdistrict also supports a variety of building forms, including house (1 unit), detached accessory dwelling unit, house (2 unit), plex or manor house, house court, and low rise townhouse.

There is an unbuilt right-of-way associated with Alley #2015 to the rear of this property and other lots on the south side of Lucile Street between Meridian Street and Dickerson Pike. The Mobility Plan component of the Highland Heights Study, which was incorporated into the Major and Collector Street Plan (MCSP), calls for this alley right-of-way to be constructed as a public alley with new development or redevelopment.

### **SITE AND CONTEXT**

The 0.17-acre site is located midblock on Lucile Street, between Meridian Street and Dickerson Pike. The site contains an existing single-family residential use. The development pattern along the south side of Lucile Street is primarily single-family, with one two-family residential unit located midblock and a multi-family residential development located closer to Dickerson Pike. A Specific Plan permitting 18 multi-family residential units was approved in 2015 for property on the north side of Lucile Street, opposite this site. Commercial uses and parking are located along Dickerson Pike, approximately 200 feet to the west. The majority of the properties on the south side of the unbuilt alley, oriented to Eastmoreland Street are also zoned RS5, with the exception of the property immediately south of this site; Metro Council approved a rezoning to R6-A for that parcel in 2017.

### **ANALYSIS**

The requested R6-A zoning is supported by the T4 NE policy and the R4 Subdistrict of the Highland Heights Study. The proposed zoning allows for one or two-family residential uses, which would increase housing choice in the area. The standards for building placement, parking and access included in the R6-A district would also improve the relationship of development to the street, creating a more walkable neighborhood consistent with the goals of the T4 NE policy and R4 Subdistrict.

The Highland Heights Study envisioned that the R4 area would accommodate additional density in concert with the installation of infrastructure, specifically an integrated road and alley network. The Mobility Plan provides a blueprint for this road and alley network and identifies unbuilt Alley #2015 as part of the future network. The existing right-of-way associated with Alley #2015 is approximately 10 feet in width, where 20 feet is required to meet the Public Works standard. The alley right-of-way does not extend all the way to Meridian Street on the east or Dickerson Pike on the west, but instead turns north and south behind the properties fronting those two corridors.

The R6-A zoning district requires access to be taken from the alley if an improved alley exists, but construction of an unbuilt alley is not a requirement of the zoning district. Additionally, for the alley to meet all Metro Public Works standards and be acceptable for public maintenance, the alley would need to be designed, engineered and constructed in a cohesive manner, rather than on a lot-by-lot basis. To ensure that the intent of the policy regarding the alley is met, staff recommends a condition requiring that one-half of the additional alley right-of-way necessary to meet Public Works standards be dedicated prior to building permit.

The right-of-way dedication will ensure that the alley can be constructed through this area in the future, as more lots along the block redevelop, implementing the goals of the policy over time.

The requested R6-A district is on the lower end of the range of zoning districts supported by T4 NE policy and in the R4 Subdistrict of the Highland Heights Study and represents a modest increase in intensity consistent with the zoning of the parcel immediately south of this site. As conditioned by staff, the requested zoning is consistent with the goals of the policy to increase intensity in concert with infrastructure improvements and will allow for implementation of the policy goals over time.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.17	8.71 D	1 U	16	6	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.17	7.26 D	2 U	29	7	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+13	+1	+1

**METRO SCHOOL BOARD REPORT**

Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High  
 Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

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

**STAFF RECOMMENDATION**

Staff recommends approval with conditions as the requested rezoning is consistent with the T4 NE policy and the Supplemental Policy.

**CONDITIONS**

1. Prior to the issuance of building permits, half of the reaming right-of-way for Alley #2015 required to meet the Public Works standard shall be dedicated.

**Approve with conditions. Consent Agenda. (8-0)**

**Resolution No. RS2018-226**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-064PR-001 is **approved with conditions.** (8-0)

**CONDITIONS**

1. Prior to the issuance of building permits, half of the reaming right-of-way for Alley #2015 required to meet the Public Works standard shall be dedicated.

**11. 2018Z-072PR-001**

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

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

**Staff Recommendation: Approve.**

**APPLICANT REQUEST**

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



Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use Limited – Alternative (MUL-A) zoning on properties located at 2702, 2704, 2706 Clifton Avenue, 701, 703, 705 and 707 27th Avenue North, at the northwest corner of 27th Avenue North and Clifton Avenue (1.0 acre).

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 8 units, subject to compliance with all standards of the Metro Subdivision Regulations.*

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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

Consistent with Policy?

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

**ANALYSIS**

The site is located on the north side of Clifton Avenue between Lena Street and 27<sup>th</sup> Avenue North, and is currently developed with single-family residential uses. Clifton Avenue is designated in the Major and Collector Street Plan as an urban mixed-use collector avenue, and 28<sup>th</sup> Avenue North, located approximately 300 feet to the west, is designated as a mixed use arterial boulevard with existing transit service. Surrounding properties along Clifton Avenue include commercial and mixed uses, with scattered one and two-family residential, transitioning to lower intensity residential uses to the north in the interior of the neighborhood.

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

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

**FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

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

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Traffic study may be required at time of development.

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

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

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

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

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

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

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

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

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

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

**METRO SCHOOL BOARD REPORT**

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

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

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

**STAFF RECOMMENDATION**

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

**Approve. Consent Agenda. (8-0)**

**Resolution No. RS2018-227**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-072PR-001 is **approved. (8-0)**"

**12. 2018Z-073PR-001**

Council District 21 (Ed Kindall)

Staff Reviewer: Shawn Shepard

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

**Staff Recommendation: Defer to the September 27, 2018, Planning Commission Meeting.**

**The Metropolitan Planning Commission deferred 2018Z-073PR-001 to the September 27, 2018, Planning Commission meeting. (8-0)**

### 13a. 2018CP-002-001

#### PARKWOOD-UNION HILL COMMUNITY PLAN AMENDMENT

Council District 03 (Brenda Haywood)

Staff Reviewer: Marty Sewell

A request to amend the Parkwood-Union Hill Community Plan by changing from T3 Suburban Neighborhood Evolving to T3 Community Center on properties located at 4216, 4226 Westcap Road, Westcap Road (unnumbered) and 501, 517, 529, 533, 575 Hickory Hills Boulevard and a portion of 4308 Westcap Road, at the northwest corner of Hickory Hills Boulevard and Westcap Road, zoned CS, OR20, R15 and partially within a Planned Unit Development Overlay District (62.99 acres), requested by Cubby Holes Self Storage, applicant; various owners. (See associated case #2018SP-064-001)

**Staff Recommendation: Approve.**

#### APPLICANT REQUEST

**Amend Parkwood-Union Hill Community Plan to change the policy.**

##### Minor Plan Amendment

A request to amend the Parkwood-Union Hill Community Plan by changing from T3 Neighborhood Evolving to T3 Community Center on properties located at 4216, 4226 Westcap Road, Westcap Road (unnumbered), and 501, 517, 529, 533, 575 Hickory Hills Boulevard and a portion of 4308 Westcap Road, at the northwest corner of Hickory Hills Boulevard and Westcap Road zoned Commercial Service (CS), Office/Residential (OR20), One and Two-Family Residential (R15) and partially within a Planned Unit Development Overlay District (63.99 acres).

#### PARKWOOD-UNION HILL COMMUNITY PLAN

##### **Current Policy**

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

##### **Proposed Policy**

T3 Suburban Community Center (T3 CC) which is intended to enhance suburban community centers encouraging their redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. T3 Suburban Community Centers are pedestrian friendly areas, generally located at prominent intersections. T3 Suburban Community Centers serve suburban communities within a 10 to 20 minute drive.

##### **BACKGROUND**

This request is associated with a zoning request to change from R15 to CS zoning for property at 0 Westcap Road (Parcel ID 04000003400). The applicant seeks to expand his existing storage facility business located at 4226 Westcap Road to include the subject property. Rather than limiting the study area for the request to the subject property, staff defined a study area that includes nine additional large nearby properties.

The amendment study area is surrounded by five policy areas:

- T3 Community Center, located to the west of I-24
- T3 Suburban Neighborhood Evolving (T3 NE), located to the east and north
- Conservation (CO), located north to the north, as well as south of Old Hickory Boulevard.
- T2 Rural Maintenance (T2 RM), located to the northwest
- T2 Rural Countryside (T2 RCS), located to the north/northwest

While the existing policy of the study area is T3 NE, a commercial policy was applied to the study area for many years. This policy change away from commercial occurred with adoption of NashvilleNext in 2015. The commercial policy was more representative of the existing commercial and industrial uses described later in this analysis.

The *Growth & Preservation Concept Map of NashvilleNext*, identifies the plan amendment area primarily within the Neighborhood area, which can include a mix of residential and commercial in that work together to create a complete community, with the northwestern portion within the Green Network area, which primarily consists of steep slopes and floodplains in this area.

The Major and Collector Street Plan (MCSP) identified Westcap Road and Hickory Hills Boulevard as local streets. Old Hickory Boulevard is classified as a five-lane arterial-boulevard (T3-M-AB5). Meanwhile, I-24 south of Old Hickory Boulevard is classified as a rural six-lane freeway (T2-F6) and is classified as a suburban four-lane freeway north of Old Hickory Boulevard..

WeGo Public Transit serves the study area with Route 43 (Hickory Hills) that, via Old Hickory Boulevard and Dickerson Pike, links three high schools (Whites Creek, Hunters Lane, and Maplewood), Skyline Commons Shopping Center, and Skyline Medical Center to Music City Central in Downtown Nashville. Route 43 provides morning and evening peak frequencies ranging from 25-60 minutes and midday frequencies ranging from 125-150 minute. In addition, Route 43 offers morning and evening peak express service that departs from a park-and-ride lot at Whites Creek High School providing limited stop service to Downtown via Old Hickory Boulevard, I-24, Briley Parkway and Ellington Parkway.

The existing land use within and near the study area at the I-24/Old Hickory Boulevard interchange consists of lodging, restaurants, convenience stores, warehouse, distribution, and light industrial, all entitled by existing zoning that was established between two and three decades ago. The existing character and development pattern is that of a typical interchange at the intersection of a freeway and arterial street with large building footprints served by curvilinear local streets without connectivity to developed suburban residential areas to the east. A significant portion to the north is limited by steep slopes and other topographical challenges. Closer to the interchange, a significant portion of property fronting Old Hickory Boulevard is constrained by the Little Creek floodway and floodplain.

### **COMMUNITY PARTICIPATION**

As part of the application process, the Executive Director determined the plan amendment is major, which required the applicant to hold a community meeting and provide notice to property owners within 1,300 feet of the study area boundary defined by staff. Staff hosted a community meeting at the Mount Zion Baptist Church Whites Creek campus on July 31, 2018, attended by two people from the community in addition to the applicant and staff. Attendees were generally in support of changing to policy to reflect the existing entitlements available to property owners in the northeast quadrant of the I-24/Old Hickory Boulevard interchange. This includes the applicant's site.

### **ANALYSIS**

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

- Concentration of land zoned, used, or intended to be used as commercial and mixed use
- Situated to serve a suburban community
- Intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access, such as arterial-boulevards

#### **Concentration of commercial and mixed use zoning and/or uses**

While the existing policy for the study area is T3 NE, the subject properties are regulated by the CS, OR20, R15 zoning districts; and, are partially within a Planned Unit Development Overlay District. Existing land use categories within the study area are commercial, industrial, and vacant or farm. As such, the existing CS and OR20 portions of the area are not currently consistent with T3 NE policy. However, existing policy does not support the applicant's zoning request to change from R15 to CS in order to expand the adjacent storage facility.

- Study area use and zoning currently are better aligned with T3 CC policy more so than the existing T3 NE policy, though the applicant's property's R15 zoning is consistent with T3 NE policy; however, note that CS policy is not supported by T3 CC policy.

#### **Situated to serve a suburban community**

The study area is located on the northeast quadrant of the I-24/Old Hickory Boulevard interchange in the Whites Creek area of the community, one of only two I-24 interchanges located in Davidson County north of Briley Parkway.

- Study area is situated to serve rural and suburban communities, in addition to regional travelers on I-24 and Old Hickory Boulevard. Meanwhile, properties on the northwest and southwest quadrant of the I-24/Old Hickory Boulevard interchange are within the T3 CC policy that the applicant has requested for the northeast quadrant of the interchange.

#### **Supported by surrounding existing or planned residential development, adequate infrastructure and adequate access, such as arterial-boulevards**

Suburban residential development exists to the east of the property with access to Old Hickory Boulevard and Brick Church Pike. Large undeveloped areas of T3 NE policy are located east and south of the study area, which includes Cobblestone Creek, Quail Trail, and Hickory Ridge Apartments.

While I-24 and Old Hickory Boulevard provide adequate access to the study area frontage, the remainder of the study area does not currently have adequate infrastructure to support build out of a T3 CC. These improvements would occur in association with future private sector development requests.

The study area is:

- Supported by existing and planned residential development; and
- Supported by adequate access provided by I-24 and Old Hickory Boulevard; however, Westcap Road improvements would be necessary to provide appropriate access and connectivity with a large-scale build out of the center, based on Public Works review of traffic studies associated with future development proposals.
- Constrained by environmental features consisting of both steep slopes and floodplain that provide natural boundaries for future development of the center while concentrating commercial uses near the interchange and limiting impacts to nearby homes.

#### **STAFF RECOMMENDATION**

Staff recommends approval to apply T3 Suburban Community Center policy to property within the study area, as defined by staff.

#### **Approve. Consent Agenda. (8-0)**

#### **Resolution No. RS2018-228**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018CP-002-001 is **approved. (8-0)**

### **13b. 2018SP-064-001**

#### **CUBBY HOLES SP**

Council District 03 (Brenda Haywood)

Staff Reviewer: Gene Burse

A request to rezone from R15 to SP-C zoning on property located at Westcap Road (unnumbered), approximately 1,075 feet northwest of Hickory Hills Boulevard (4.23 acres), to permit up to 50,000 square feet of self service storage, requested by Cubby Holes, GP, applicant and owner. (See associated case 2018CP-002-001)

**Staff Recommendation: Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. Disapprove if the associated plan amendment is not approved.**

#### **APPLICANT REQUEST**

**Rezoned to SP to permit up to 50,000 square feet of self-service storage.**

#### Preliminary SP

A request to rezone from One and Two-Family Residential (R15) to Specific Plan-Commercial (SP-C) zoning on property located at Westcap Road (unnumbered), approximately 1,075 feet northwest of Hickory Hills Boulevard (4.23 acres), to permit up to 50,000 square feet of self-service storage.

#### **Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.9 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 10 lots with 2 duplex lots for a total of 12 residential units, based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

#### **Requested Zoning**

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

#### **PARKWOOD-UNION HILL COMMUNITY PLAN**

#### **Existing Policy**

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

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

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Consistent with Policy?

The proposed SP amendment is consistent with the proposed T3 Suburban Community Center policy at this location. T3 Suburban Community Center policy encourages development that contains land uses that can serve as appropriate areas of transition to nearby land uses and can serve suburban communities generally within a 10 to 20 minute drive.

**PLAN DETAILS**

The 4.23 acres site is located approximately 1,075 feet northwest of Hickory Hills Boulevard along Westcap Road in the Parkwood-Union Hill Community Plan area. This is a request for a regulatory Specific Plan (SP) and does not include a site plan. The SP proposes up to 50,000 square of self-service storage at this site. The SP permits a maximum height of 30 feet as measured to the highest point of the roof for self-service storage buildings and orients development away from steep slopes. Vehicular access will be limited to cross access through the adjacent parcel that has an existing self-service storage use.

**ANALYSIS**

Existing uses near the site include commercial and industrial uses as well as large vacant parcels. The proposed self-service storage use is consistent with existing land uses. This proposal serves as an extension of an existing self-service storage use to the east. Standards included in this SP will ensure the site develops consistent with surrounding commercial and industrial uses.

The proposed SP is consistent with the proposed T3 Suburban Community Center policy at this location. This plan provides for development that will provide an additional commercial use which will serve the surrounding area, help to maintain the existing commercial and industrial character of the immediate area, and protect environmentally sensitive areas on the site.

**FIRE DEPARTMENT RECOMMENDATION**

**Approve with conditions**

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

**STORMWATER RECOMMENDATION**

N/A

**WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- This SP will only construct new storage units, and will not increase water/sewer flow demand with its new construction. Should there be a flow increase, an availability study must be submitted, and capacity fees paid, prior to Final SP Approval.

**PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- Comply with Metro Zoning Code
- Use existing driveways for access

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

Maximum Uses in Existing Zoning District: **R15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	4.23	2.9 D	15 U	144	12	16

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Mini-Warehouse (151)	4.23		50,000 S.F.	76	5	9

Traffic changes between maximum: **R15 and SP-C**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-68	-7	-7

**METRO SCHOOL BOARD REPORT**

Projected student generation existing R15 district: 2 Elementary 2 Middle 2 High

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

The proposed SP-C zoning is expected to generate fewer students than the existing One and Two-Family Residential (R15) zoning. Students would attend Alex Green Elementary School, Brick Church Middle School, and Whites Creek 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 with conditions and disapproval without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends disapproval.

**CONDITIONS**

- Uses shall be limited up to 50,000 square feet of self-service storage.
- Vehicular access shall be limited to a cross access through the property located at 4232 Westcap Road.
- Existing steep slopes (slopes of 20% or greater) shall remain undisturbed.
- EIFS, vinyl siding and untreated wood shall be prohibited.
- 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 CS zoning district as of the date of the applicable request or application.
- 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.
- 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.
- The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**Approve with conditions and disapprove without all conditions. Consent Agenda. (8-0)**

**Resolution No. RS2018-229**

**"BE IT RESOLVED** by The Metropolitan Planning Commission that 2018SP-064-001 is **approved with conditions and disapprove without all conditions. (8-0)**

**CONDITIONS**

- Uses shall be limited up to 50,000 square feet of self-service storage.

2. Vehicular access shall be limited to a cross access through the property located at 4232 Westcap Road.
3. Existing steep slopes (slopes of 20% or greater) shall remain undisturbed.
4. EIFS, vinyl siding and untreated wood shall be prohibited.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

## 14. 2018SP-044-001

### 3720 PINHOOK ROAD

Council District 33 (Antoinette Lee)

Staff Reviewer: Gene Burse

A request to rezone from AR2a to SP-R zoning on properties located at 3720 Pin Hook Road and Pin Hook Road (unnumbered), approximately 410 feet east of Hobson Pike (11.28 acres), to permit 41 single-family lots, requested by Dale and Associates, applicant; Progressive Development, LLC, owner.

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

#### APPLICANT REQUEST

**Rezone to SP to permit 41 single-family residential lots.**

#### Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan- Residential (SP-R) zoning on properties located at 3720 Pin Hook Road and Pin Hook Road (unnumbered), approximately 410 feet east of Hobson Pike (11.28 acres), to permit 41 single-family lots.

#### Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 5 lots with 2 duplex lots for a total of 7 residential units based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

#### Requested Zoning

Specific Plan – Residential (SP-R) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan.

#### ANTIOCH-PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers. protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



Consistent with Policy?

Yes. The proposed SP is consistent with the T3 Suburban Neighborhood Evolving policy at this location as it provides additional housing choices within the immediate area, improves vehicular connectivity via new public roads, sets up future road connectivity, and orients development away from environmentally sensitive areas onsite.

**PLAN DETAILS**

The 11.28 acre site is located approximately 410 feet east of the intersection of Hobson Pike and Pinhook Road in the Antioch-Priest Lake Community Plan area. Existing conditions include a single-family house with accessory structures on one parcel and vacant land on the other parcel.

This proposal includes 41 single-family residential lots, with 4 lots fronting Pinhook Road and the remainder fronting a new public street. The public street provides for stubs to the west to permit future connectivity. All new public streets will include sidewalks consistent with the local street standard and sidewalk improvements consistent with Major and Collector Street Plan standards along site frontage on Pinhook Road. Lots along Pinhook Road are served by a private alley and have setbacks consistent in character with nearby parcels along Pinhook Road. The site is accessed from a new public street that intersects with Pinhook Road.

A 20-foot landscape buffer is located along the western site boundary between the site and the abutting parcel to the west. Open space is provided throughout the project and includes a walking trail. Areas for stormwater mitigation are also provided.

**ANALYSIS**

The plan proposes additional development along Pinhook Road in the form of single-family residential lots, that reflect the development pattern of nearby subdivisions north and east of the site. Existing uses near the site consist primarily of single-family residential development and vacant land. Antioch High School is located directly across the street from the site to the south. This plan enhances the existing street network through a new public road and two street stubs which set up for future street connectivity with abutting parcels to the west. Development is oriented away from environmentally sensitive areas such as an existing stream buffer located along the eastern site boundary. All proposed lots orient to a public street. New public sidewalks along site frontage on Pinhook Road and the new public road will improve pedestrian connectivity within the immediate area.

The proposed SP is consistent with the T3 Suburban Neighborhood Evolving policy area at this location. This plan provides for additional housing choices and enhances vehicular and pedestrian connectivity within the immediate area.

**FIRE DEPARTMENT RECOMMENDATION**

**Approve with conditions**

- Until the future connection is made, a turnaround will be required at lots 24,25,26

**STORMWATER RECOMMENDATION**

**Approve**

**WATER SERVICES RECOMMENDATION**

**Approve with conditions**

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

**PUBLIC WORKS RECOMMENDATION**

**Approve**

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- In accordance with findings of TIS, developer shall construct the following roadway improvements.
- Since the project site will include only one access, developer shall Construct separate left and right turn lanes for exiting motorists. Each of these turn lanes should include at least 50 feet of storage.
- Field observations indicate that the westbound vehicle queues at the signalized intersection of Hobson Pike and Pin Hook Road typically queue along the frontage of the project site. Therefore, the developer shall construct an eastbound left turn lane on Pin Hook Road at the project access. This turn lane should include at least 50 feet of storage and should be designed and constructed according to AASHTO standards.
- Adequate right-of-way should be reserved along the frontage of the project site in order to facilitate any future improvement of Pin Hook Road to current Metro standards for collector roadways.

Maximum Uses in Existing Zoning District: **AR2a**

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)	11.28	0.5 D	7 U	67	6	8

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)	11.28		41 U	458	39	49

Traffic changes between maximum: **AR2a and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+34 U	+391	+33	+41

**METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed SP-R district: 10 Elementary 8 Middle 7 High**

The proposed SP-R zoning is expected to generate 22 more students than the existing AR2a zoning. Students would attend Mt. View Elementary School, J.F. Kennedy Middle School, and Antioch High School. Antioch High School is the only aforementioned school that has been identified as not having capacity by the Metro School Board. High School students zoned for Antioch High School would attend McGavock High School or Glencliff High School each of which has been identified as having 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**

- Uses shall be limited to a maximum of 41 single-family residential lots.
- Sidewalks with a minimum width of 8 feet and a grass strip with a minimum width of 6 feet shall be installed along site frontage on Pinhook Road.
- 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.
- The final site plan shall label all internal alleys as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
- If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS10 zoning district as of the date of the applicable request or application.
- 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.
- 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.
- The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**Approve with conditions and disapprove without all conditions. Consent Agenda. (8-0)**

**Resolution No. RS2018-230**

**"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-044-001 is approved with conditions and disapprove without all conditions. (8-0)**

**CONDITIONS**

1. Uses shall be limited to a maximum of 41 single-family residential lots.
2. Sidewalks with a minimum width of 8 feet and a grass strip with a minimum width of 6 feet shall be installed along site frontage on Pinhook Road.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. The final site plan shall label all internal alleys as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
5. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS10 zoning district as of the date of the applicable request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**15a. 2018SP-049-001**

**3415 MURPHY ROAD**

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

A request to rezone from ORI-A to SP-MU zoning on property located at 3419 Murphy Road, approximately 100 feet west of West End Avenue, within a Planned Unit Development Overlay District (1.47 acres), to permit a mixed-use development, requested by Franklin Land Associates, LLC, applicant; Fifth Third Bank, N.A., owner. (See associated case # 2001P-005-001)

**Staff Recommendation: Defer to the September 27, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018SP-049-001 to the September 27, 2018, Planning Commission meeting. (7-0-1)**

**15b. 2001P-005-001**

**PUD (CANCEL)**

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

A request to cancel a Planned Unit Development Overlay District on property located at 3419 Murphy Road, approximately 100 feet west of West End Avenue (1.47 acres), requested by Franklin Land Associates, LLC, applicant; Fifth Third Bank, N.A., owner. (See associated case # 2018SP-049-001)

**Staff Recommendation: Defer to the September 27, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2001P-005-001 to the September 27, 2018, Planning Commission meeting. (7-0-1)**

**16a. 2018SP-056-001**

**BUENA VISTA MIXED-USE**

Council District 02 (DeCosta Hastings)  
Staff Reviewer: Gene Burse

A request to rezone from R8 to SP-MU for property located at Buena Vista Pike (unnumbered), approximately 500 feet South of Youngs Lane (13.77 acres), to permit up to 12,750 square feet of non-residential uses and 239 multi family residential units, requested by Catalyst Design, applicant; Civil Constructors, INC., owner.

(Associated case 68-85P-002)

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

## **APPLICANT REQUEST**

**Rezone to SP to permit 239 multi-family residential units and 12,750 square feet of non-residential uses.**

### Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Mixed Use (SP-MU) for property located at Buena Vista Pike (unnumbered), approximately 500 feet South of Youngs Lane (13.77 acres), to permit up to 12,750 square feet of non-residential uses and 239 multi-family residential units.

### **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 5.44 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 73 lots with 18 duplex lots for a total of 91 residential units, based on acreage only. Application of the subdivision regulations may result in fewer lots; however, the permitted uses are governed by the approved Planned Unit Development which permits 124 multi-family residential units.*

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

### **BORDEAUX-WHITES-HAYNES TRINITY CREEK 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.

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

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.

### Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques while also providing greater accessibility to the Cumberland River. The policy calls for improvement of the existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development. Specifically, the Mobility Supplemental Policy identifies a future east-west street connection through this site, and the establishment of a greenway network along the Cumberland River.

### **PLAN DETAILS**

The 13.77 acre site is located approximately 500 feet South of Youngs Lane near, the intersection of Buena Vista Pike and West Trinity Lane in the Bordeaux-White Creek-Haynes Trinity Community Plan area. The site is currently vacant. Existing uses near the site consist of multi-family residential, single-family residential, two-family residential and vacant land.

This proposal includes 239 multi-family residential units and 12,750 square feet of retail uses. The plan includes new public streets, associated parking, an amenity area in the form of a pool and a walking trail along the public greenway. The site is accessed from a new north-south public street that intersects with Buena Vista Pike. A new east-west public street runs through the center of the site and stubs to adjacent parcels. Both new public streets include sidewalk improvements consistent with local standards. The plan provides sidewalk improvements along site frontage on Buena Vista Pike consistent with Major and Collector Street Plan standards. Multi-family residential units orient to public streets or open space. Retail uses orient to Buena Vista Pike. Private drives function as alleys for

multi-family residential units with associated surface parking. The site is accessed from a new public road that intersects with Buena Vista Pike.

### **ANALYSIS**

The plan proposes additional development along Buena Vista Pike, including a mix of townhomes and flats as well as neighborhood scale commercial uses. The mix of uses provides for additional diversity of housing and neighborhood scale commercial development that will serve the needs of the immediate community, consistent with the goals of the supplemental policy adopted as part of the Haynes Trinity plan. This plan enhances the existing street network through two new public roads. The new east-west public road stubs to adjacent parcels which sets up future opportunities to expand the road network in this area. The proposed street layout is consistent with the supplemental policy at this location as the policy encourages the continued development of the street network within the Haynes-Trinity area. The supplemental policy also calls for enhanced pedestrian infrastructure. New public sidewalks along site frontage on Buena Vista Pike will improve the existing sidewalk network and the proposed greenway trail will further enhance pedestrian connectivity within the immediate area, while providing a publicly accessible open space amenity. Development is oriented away from environmentally sensitive areas in order to protect onsite floodplain and to provide an opportunity for the greenway trail.

This proposal achieves several goals of the supplemental policy, including street and pedestrian connectivity, the greenway trail, and a mix of uses. This SP is consistent with the T4 Urban Mixed Use Corridor, T4 Urban Neighborhood Center policy areas and the Haynes Trinity Supplemental Policy at this location.

### **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 & 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**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to final SP, indicate installation of "Now Entering Private Property" signage at all driveway connections to the proposed public roadways
- Prior to Bldg. permit dedicate easement for hammerhead turn around on the east and west ends of the proposed roadways.
- Prior to the issuance of a building permit by MPW submit a recorded copy of the ROW dedications.
- Prior to Final SP, submit traffic signal modification plan.
- Provide a cross access easement from the new north south public street to parcels 35 & 36.
- Prior to the submission of the Final SP, coordinate the design of the intersection of the two new public streets with MPW, cobblestones/ pavers are not a viable solution.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions.**

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

Intersection of Buena Vista Pike/West Trinity Lane and Collector Street 1 (Site Access 1)

- Developer shall widen Buena Vista Pike north of West Trinity Lane to construct a separate southbound left turn lane with approximately 100 feet of storage. And restripe the existing 2 southbound lanes to provide a shared through/right-turn lane and a separate right-turn lane.
- Developer shall provide additional signal heads at the intersection to serve the traffic entering and exiting the site access and modify the exiting signal and signal timing accordingly.
- Developer shall submit signal plans with pedestrian signals and infrastructure with final SP plan.
- Provide an overlap phasing for the southbound right-turning movement of Buena Vista Pike.
- Provide left-turn protected/permissive phasing for the northbound and southbound left-turning movements.
- Provide pedestrian signal heads and pushbuttons for all approaches of the intersection.
- Provide pedestrian crosswalks for all legs of the intersection.
- Provide ADA compliant curb ramps for each corner of the intersection with detectable warning mats.

- Based on the results of the capacity analysis, Collector Street 1 at the intersection is expected to operate acceptably with one entering lane and two exiting lanes including one left turn lane and one shared through/right turn lane.
- However, per discussion with MPW, the developer is providing two entering lanes. The outside entering lane should operate as a right turn lane into Parcels A, B, and C Access drive. Developer shall submit any recommended RTL signage.

Intersection of Buena Vista Pike and Site Access 2

- The existing TWLTL on the westbound approach of Buena Vista Pike shall be retained to allow left turns into the driveway opposite Buena Vista Downs development.
- Site Access 2 should include sufficient width for one entering travel lane and a minimum of one exiting travel lane.

Collector Street 1

- Developer shall reserve sufficient right-of-way for a collector street with a minimum four-lane cross section based on Metro Nashville Major and Collector Street Plan for future growth within the study area. Construct outside entering lane as a right turn lane to Parcels A, B, and C Access drive.
- Developer shall construct a minimum of three-lane cross-section with appropriate ROW on remaining section of collector street 1 of Buena Vista Downs development.
- Provide sidewalk and furnishing zone per MCSP requirements.

Collector Street 2

- Developer shall construct a minimum of three-lane cross-section with appropriate ROW for Collector Street 2 to adjacent parcels.
- Provide sidewalk and furnishing zone per MCSP requirements.

Intersection of Collector Street 1 and Collector Street 2

- Provide stop signs and stop lines for Collector Street 1 approach. An all-way stop control may be warranted in the future.
- Developer shall submit signage and pavement marking plans with final SP plan.

Access Driveways

- All stop-controlled access driveways should include a minimum of one entering lane and one exiting lane.
- Consider blocking of the proposed Parcel D Site Access north of Collector Street 2. This would eliminate any potential of general traffic (non-residents of Parcel D) from using that access as an alternative route to Buena Vista Pike/West Trinity Lane.

Other Recommendations

- Developer shall work with MTA to install a transit stop and shelter along project frontage.
- Developer shall provide introductory 3-month transit passes and/or B-Cycle membership to interested residents to encourage transit use by residents.
- Developer shall provide proper pedestrian and bicycle circulation within the project site and identify any proposed bike facilities on project streets.
- Developer shall provide parking on site per metro code at a minimum.
- Developer shall provide a cross access easement driveway connection to parcel 35.
- Developer shall provide loading zone for retail land use out of the public ROW. No curb side parking or short term loading/deliveries will be allowed along retail public ROW frontage.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	13.77		124 U	897	59	72

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)	13.77		12,750 S.F.	810	41	88

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)			239 U	1766	110	129

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1679	+92	+145

**METRO SCHOOL BOARD REPORT**

Projected student generation existing PUD district: 8 Elementary 28 Middle 28 High

Projected student generation proposed SP-MU district: 15 Elementary 55 Middle 55 High

The proposed SP-MU zoning is expected to generate 61 more students than the existing R8 zoning. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. Each school has been identified as having 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 with conditions and disapproval without all conditions.

**CONDITIONS**

- Uses shall be limited to a maximum of 239 multi-family residential units and a maximum of 12,750 square feet of the following uses: consignment sale; cultural center, day care (up to 75); community education; financial institution; general office; leasing/sales office; medical appliance sales; medical office; outpatient clinic; rehabilitation services; veterinarian; ATM; business service; furniture store; grocery store; home improvement sales; liquor sales; nano brewery; personal care services; restaurant-fast food; restaurant-full service; restaurant-takeout; retail; multi-media production; printing and publishing; radio/TV studio; and manufacturing-artisan.
- With the recordation of the final plat, provide public access easement for greenway trail.
- Prior to approval of the final site plan, developer shall work with the local transit authority to provide a new bus shelter with seating along site frontage.
- Sidewalks with a minimum width of 6 feet and a grass strip with a minimum width of 8 feet shall be installed along site frontage on Buena Vista Pike.
- 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.
- The final site plan shall label all internal drives as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
- If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application.
- 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.
- 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.
- The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Mr. Burse presented the staff recommendation of approval with conditions and disapproval without all conditions.

Evan Holliday, applicant, spoke in favor of the application.

Joyce George, 711 Work Dr, spoke in favor of the application.

**Ms. Farr closed the Public Hearing.**

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

**Resolution No. RS2018-231**

**"BE IT RESOLVED** by The Metropolitan Planning Commission that 2018SP-056-001 is **approved with conditions and disapprove without all conditions. (6-0)**

**CONDITIONS**

1. Uses shall be limited to a maximum of 239 multi-family residential units and a maximum of 12,750 square feet of the following uses: consignment sale; cultural center, day care (up to 75); community education; financial institution; general office; leasing/sales office; medical appliance sales; medical office; outpatient clinic; rehabilitation services; veterinarian; ATM; business service; furniture store; grocery store; home improvement sales; liquor sales; nano brewery; personal care services; restaurant-fast food; restaurant-full service; restaurant-takeout; retail; multi-media production; printing and publishing; radio/TV studio; and manufacturing-artisan.
2. With the recordation of the final plat, provide public access easement for greenway trail.
3. Prior to approval of the final site plan, developer shall work with the local transit authority to provide a new bus shelter with seating along site frontage.
4. Sidewalks with a minimum width of 6 feet and a grass strip with a minimum width of 8 feet shall be installed along site frontage on Buena Vista Pike.
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 drives 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. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**16b. 68-85P-002**

**CUMBERLAND TERRACE PUD (CANCELLATION)**

Council District 02 (DeCosta Hastings)

Staff Reviewer: Gene Burse

A request for cancellation of a Planned Unit Development on properties located at 2516 Buena Vista Pike, West Trinity Lane (unnumbered) and Buena Vista Pike (unnumbered), on the South side of the intersection of Buena Vista Pike and West Trinity Lane, zoned R8 (15.85 acres), requested by Catalyst Design Group, applicant; Civil Constructors, Inc., Dorothy J. Morris, owners. (Associated case 2018SP-056-001)

**Staff Recommendation: Approve if the associated zone change is approved and disapprove if the associated zone change is not approved**

**APPLICANT REQUEST**

**Cancel a Planned Unit Development.**

Cancel PUD

A request to cancel a Planned Unit Development located at 2516 Buena Vista Pike and Buena Vista Pike (unnumbered) and W Trinity Lane (unnumbered), south of the terminus of Tucker Road (15.85 acres), zoned One and Two-Family Residential (R8).

**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 5.44 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 73 lots with 18 duplex lots for a total of 91 residential units, based on acreage only. Application of the subdivision regulations may result in fewer lots; however, the permitted uses are governed by the approved Planned Unit Development which permits 124 multi-family residential units.*



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

#### **BORDEAUX-WHITES-HAYNES TRINITY CREEK 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.

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

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.

#### Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques while also providing greater accessibility to the Cumberland River. Improve existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development. The PUD cancellation in conjunction with the proposed associated Specific Plan zoning district is consistent with the supplement policy at this location as it supports development consistent with policy goals.

#### **ANALYSIS**

The site is located on the southern side of Buena Vista Pike at the intersection of West Trinity Lane and Buena Vista Pike in the Haynes-Trinity neighborhood. This property is also located along the northern bank of the Cumberland River. Existing conditions include a single-family house and mostly vacant land on a total of 15.85 acres.

Metro Council approved this PUD on September 3, 1985, to allow 124 multi-family residential units on the property. To date, no development has taken place. On January 25, 1996, the Metro Planning Commission approved a revision to the preliminary PUD plan and a final plan for grading only. The approved revision in 1996 maintained 124 multi-family residential units. Cancellation of the PUD will allow for this site to be rezoned to SP, if approved, to permit 239 multi-family residential units and 12,750 square feet of retail uses.

The proposed PUD cancellation is consistent with the T4 Urban Mixed Use Corridor, the T4 Urban Neighborhood Center policy, and the supplemental policy, if the associated zone change (Buena Vista Mixed Use SP 2018SP-056-001) is approved. Each policy area supports development that provides a mix of uses, housing choice, connectivity, and vibrant centers and corridors. This PUD cancellation along with the associated zone change will meet the aforementioned policy goals at this location. T4 Urban Mixed Use Corridor policy encourages opportunities for moderate to high density development that provide for a mix of uses along major corridors such as Buena Vista Pike. T4 Urban Neighborhood Center policy encourages a mix of uses at the neighborhood scale located at the intersection of urban streets such as Buena Vista Pike and West Trinity Lane

#### **STAFF RECOMMENDATION**

Approve if the associated zone change is approved and disapprove if the associated zone change is not approved.

Mr. Burse presented the staff recommendation of approval with conditions and disapproval without all conditions.

Evan Holliday, applicant, spoke in favor of the application.

Joyce George, 711 Work Dr, spoke in favor of the application.

**Ms. Farr closed the Public Hearing.**

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

**Resolution No. RS2018-232**

“BE IT RESOLVED by The Metropolitan Planning Commission that 68-85P-002 is **approved if the associated zone change is approved and disapproved if the associated zone change is not approved.** (6-0)

**17. 2018S-149-001**

**G. CO. INVESTMENTS, LLC. SUBDIVISION**

Council District 21 (Ed Kindall)

Staff Reviewer: Patrick Napier

A request for final plat approval to create three lots on property located at 1716 25th Avenue North, at the terminus of Finland Street, zoned RS5 (0.35 acres), requested by Jeffery A. Leopard, applicant; G. CO. Investments, LLC., owner.

**Staff Recommendation: Defer to the September 27, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018S-149-001 to the September 27, 2018, Planning Commission meeting. (8-0)**

**18. 2018S-151-001**

**THE PARK AT WILTSHIRE**

Council District 12 (Steve Glover)

Staff Reviewer: Patrick Napier

A request for concept plan approval to create up to 37 lots on properties located at 5581 and 5587 South New Hope Road approximately 340 feet South of Seven Points Trace, zoned RS15 (15.64 acres), requested by Batson and Associates, applicant; The Mettle Group, LLC, owner.

**Staff Recommendation: Approve with conditions.**

**APPLICANT REQUEST**

**Concept Plan approval to create up to 37 lots.**

Concept Plan

A request for concept plan approval to create up to 37 lots on properties located at 5581 and 5587 South New Hope Road approximately 340 feet South of Seven Points Trace, zoned RS15 (15.64 acres).

**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 38 single-family lots based on acreage only. Application of the Subdivision Regulations may result in fewer lots on this property.*

**DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN**

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

**PLAN DETAILS**

The property is approximately 15.64 acres and is located at 5581 and 5587 South New Hope Road approximately 340 feet south of Seven Points Trace. The site contains two parcels, one vacant and one developed with a single family structure. The site is surrounded by single-family residential uses to the north and south. These surrounding residential structures are located on large lots, several of which contain dense vegetation.

### Site Plan

The site plan proposes up to 37 single-family clustered lots. Lot sizes range from 7,861 square feet to 40,510 square feet. An existing house will occupy one of the proposed lots, fronting South New Hope Road which is classified as a collector by the Major and Collector Street Plan. All of the remaining 36 lots will front onto new public local roads.

The concept plan proposes one new road with two stub streets, one to the north and one to the south. Each road, classified as local streets, creates a small network of streets having a single connection to South New Hope Road. 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 South New Hope Road street frontage will be improved to meet the requires 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. In cluster lot subdivisions, a minimum of 15% of the development is required to be reserved for open space. Of the total 15.64 acres, 4.47 acres will remain as open space, or 29% of gross land area.

### **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 and one and two-family 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, to 7,500 in this instance.

The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision. 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.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve as concept plan only**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **WATER SERVICES**

#### **Approve with conditions**

- Approved as a Concept Plan only. Public water and sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. These approved construction plans must match the Final Site/Development Plans. (This development will likely require a public force main and grinder pumps, which may require additional fees and contracts/agreements. If so, please have these completed before Final SP approval.) The required capacity fees must also be paid prior to Final Site/Development Plan approval.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
2. 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.
3. Comply with all conditions and requirements of Metro agencies.

**Approve with conditions. Consent Agenda. (8-0)**

**Resolution No. RS2018-233**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-151-001 is **approved with conditions.**  
**(8-0)**

**CONDITIONS**

1. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
2. 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.
3. Comply with all conditions and requirements of Metro agencies.

**19. 2018S-155-001**

**2410 UNA ANTIOCH PIKE**

Council District 28 (Tanaka Vercher)

Staff Reviewer: Latisha Birkeland

A request for final plat approval to create five lots on property located at 2410 UNA Antioch Pike, approximately 250 feet Southeast of Apollo Drive, zoned RS10 (3.00 acres), requested by Dale and Associates, applicant; Arup Bandyopadhyay, owner.

**Staff Recommendation: Defer to the October 25, 2018, Metro Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018S-155-001 to the September 27, 2018, Planning Commission meeting. (8-0)**

**20. 2002UD-001-010**

**GREEN HILLS UDO (SIGN MODIFICATION)**

Council District 25 (Russ Pulley)

Staff Reviewer: Eric Hammer

A request for a modification to the Green Hills Urban Design Overlay (UDO) sign standards to allow a wall sign of 134 square feet for the South elevation of the parking structure, on the Abbot Martin Road Frontage of the Green Hills Mall, where 100 square feet or 5% of the building facade facing the public street (whichever is less), is the maximum permitted individual area for a wall sign; for property located at 2126 Abbott Martin Road, zoned SCR (5.78 acres) requested by Barge Design Solutions, applicant; The Taubman Company, LLC., owner.

**Staff Recommendation: Approve.**

**APPLICANT REQUEST**

**Modification to the UDO sign standards to allow a wall sign of 134 square feet along Abbott Martin Road, to be located on the south façade of the parking structure.**

Modification

A request for a modification to the Green Hills Urban Design Overlay (UDO) sign standards to allow a wall sign of 134 square feet for the South elevation of the parking structure, on the Abbot Martin Road Frontage of the Green Hills Mall, where 100 square feet or 5% of the building facade facing the public street (whichever is less), is the maximum permitted individual area for a wall sign; for property located at 2126 Abbott Martin Road, zoned Shopping Center Regional (SCR) (5.78 acres).

**Existing Zoning**

Shopping Center Regional (SCR) is the underlying base zoning and is intended for high-intensity retail, office, and consumer service uses for a regional market area.

Green Hills Urban Design Overlay (UDO) provides voluntary urban design standards for mixed use development within the Green Hills commercial area, with signage standards that are mandatory for all development within the UDO boundary.

**GREEN HILLS - MIDTOWN COMMUNITY PLAN**

T5 Regional Center (T5 RG) is intended to enhance regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities, as well as the County and the surrounding region, with supporting land uses that create opportunities to live, work, and play. T5 Regional Centers are pedestrian-friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, institutional land uses.

Consistent with Policy?

Yes. The sign proposed at 134 square feet is typical for a regional mall anchor tenant visibility and is consistent with such intense mixed-use development.

**MODIFICATION REQUEST DETAILS**

The applicant is requesting a modification to the following sign standards of the Green Hills UDO:

**1) Maximum Display Surface Area of Individual Signs**

Building sign --wall-mounted type: 100 square feet, or 5% of the building facade facing the public wall, whichever is less.

A wall-mounted sign is proposed with an area of 134 square feet. The proposed location is on the south façade of the parking structure with Abbott Martin Road frontage.

**ANALYSIS**

The Green Hills Mall is updating signage facing Abbott Martin Road, within the Green Hills Urban Design overlay. As part of that update, the applicants are proposing to replace a series of four signs on the south façade of the parking structure, located towards the eastern side of the structure. These four existing wall signs are 144 square feet each, totaling 576 square feet.

The applicant is proposing to replace the existing signs with three wall signs of 44.5 square feet each and one wall sign of 134 square feet, totaling 267.5 square feet. The proposed wall signs are internally illuminated channel letters, with the three 44.5 square foot signs being 3 feet tall and 14 feet and 10 inches wide and the 134 square foot sign being 23 feet tall and 5 feet and 10 inches wide. Their materials and placement at the top of the building facades complies with the UDO, and does not obscure architectural details.

The three, 44.5 square foot signs are fully compliant with the UDO. The fourth proposed sign size of 134 square feet exceeds the UDO’s maximum allowed individual sign size of 100 square feet or 5% of the facade wall facing the public street, whichever is less. While the application of the 5% calculation to the large facade wall of the parking structure yields approximately 1,040 square feet, 100 square feet would be the maximum individual sign area permitted by the UDO.

The total aggregate area of the proposed signage (267.5 square feet) is well within the over 3,000 square feet total aggregate sign area permitted by the UDO.

This proposal reduces the total signage area from 576 square feet as exists to 267.5 square feet as proposed. This is a reduction of 46.4%, and staff feels that this is a significant reduction in size, and meets the intent of the Green Hills signage standards in minimizing visual clutter.

**PUBLIC WORKS RECOMMENDATION**

**Approve with Conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- All signs are to be located on private property, i.e. not within the public ROW.

**STAFF RECOMMENDATION**

Staff recommends approval. The modification request meets the needs of a regional mall, while maintaining consistency with the Green Hills UDO’s vision for tasteful signage that reduces visual clutter, given that a significant reduction in size of the existing wall signs will occur.

**Approve. Consent Agenda. (7-0-1)**

**Resolution No. RS2018-234**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2002UD-001-010 is **approved. (7-0-1)**”

## 21. 2018Z-070PR-001

Council District 02 (DeCosta Hastings)

Staff Reviewer: Patrick Napier

A request to rezone from IWD to MUL-A zoning on properties located at 1110, 1112 Baptist World Center Drive, 1100, 1111, and 1115 Spurgeon Avenue, Victoria Avenue (unnumbered), and Spurgeon Avenue (unnumbered), approximately 475 feet southeast of Vashti Street (1.76 acres), requested by Dewey Engineering, applicant; Joyce Osborne and Rebecca Scarborough, Mike Ray, owners.

**Staff Recommendation: Approve.**

### APPLICANT REQUEST

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

#### Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed-Use Limited- Alternative (MUL-A) zoning on properties located at 1110, 1112 Baptist World Center Drive, 1100, 1111, and 1115 Spurgeon Avenue, Victoria Avenue (unnumbered), and Spurgeon Avenue (unnumbered), approximately 475 feet southeast of Vashti Street (1.76 acres).

#### **Existing Zoning**

Industrial Warehousing/Distribution (IWD) is intended to provide opportunities for wholesaling, warehousing and bulk distribution uses.

#### **Proposed Zoning**

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

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

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

#### 03-Haynes Trinity Small Area Plan

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques while also providing greater accessibility to the Cumberland River. Improve existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development.

#### Consistent with Policy?

The rezoning is consistent with the T4 MU policy and the Supplemental Policy, which is intended to provide moderate-to high-density residential development and non-residential development in areas that are envisioned to become primarily mixed-use.

The proposed zoning allows for a mixture of uses, including commercial and residential, at a scale commensurate with nearby residential areas, which is in keeping with this policy.

### **ANALYSIS**

The site includes seven parcels located on approximately 1.76 acres. The properties are located on the south side of Baptist World Center Drive, west of Brick Church Pike and the I-65 corridor. The site has frontage on Baptist World Center Drive (north) and is adjacent to unbuilt right-of-way, Spurgeon Avenue (south). One of the seven parcels is currently vacant. Existing land uses along Baptist World Center Drive include mixed residential, commercial, industrial and vacant properties. The site is located in an area identified by NashvilleNext as transition or infill, that transitions to a Tier 2 Center along Brick Church Pike and the I-65 corridor. Areas identified as transition or infill are appropriate for higher density residential and non-residential development to provide a harmonious connection to surrounding neighborhoods and Centers. Baptist World Center Drive is designated as an urban mixed use arterial boulevard on the Major and Collector Street Plan, indicating that additional density may be supported through existing and planned street networks.

The existing IWD zoning district is not consistent with the policy. The requested rezoning to MUL-A is consistent with the T4 MU and the Supplemental policy for the area and is appropriate given the surrounding land uses, land use policy, and recently completed rezoning requests. Since the adoption of NashvilleNext, Metro Council has approved

MUL-A zoning for adjacent parcels to the southeast of this site. These parcels are also located within T4 MU policy. Permitted uses under the MUL-A zoning district include residential, mixed-use, office, institutional, and light industrial. These uses are consistent with the intent of the policy with the T4 MU policy as well as the Haynes Trinity. The bulk and design standards associated with MUL-A zoning will ensure mixed-use development is amenable to pedestrians by creating a vibrant public realm. Additionally, these design standards will also achieve the intent of the Supplemental policy which identifies connectivity through a complete street network as the MUL-A bulk regulations require sidewalks to be constructed to meet the standards of the Major and Collector Street Plan.

**TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- A traffic study may be required at the 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)	0.54	0.8	18,817 SF	67	33	21

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (230)	0.27	0.6 F	7 U	53	6	6

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)	0.14	0.6 F	3,659 SF	105	14	14

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)	0.13	0.6 F	3,397 SF	183	10	30

Traffic changes between maximum: **IWD and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+274	-3	+29

**SCHOOL BOARD REPORT**

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

Projected student generation proposed MUL-A district: 0 Elementary 2 Middle 2 High

The proposed MUN-A zoning district will generate 4 additional students than what would be generated under the existing IWD zoning, assuming 40% of the floor area is utilized for non-residential uses. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated November 2017.

**STAFF RECOMMENDATION**

Staff recommends approval with conditions, as the requested zone change is consistent with the T4 Mixed Use Neighborhood land use policy and the Supplemental Policy.

**Approve. Consent Agenda. (8-0)**

**Resolution No. RS2018-235**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-070PR-001 is **approved. (8-0)**

**22. 2018Z-087PR-001**

Council District 05 (Scott Davis)  
Staff Reviewer: Shawn Shepard

A request to rezone from RS5 to RM20 zoning on property located at 927 Douglas Avenue, approximately 285 feet east of Emmett Avenue (0.33 acres), requested by Councilmember Scott Davis, applicant; Kimberly Smith-Tucker, owner.

**Staff Recommendation: Defer to the October 11, 2018, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2018Z-087PR-001 to the October 11, 2018, Planning Commission meeting. (8-0)**

**H: OTHER BUSINESS**

- 23. Historic Zoning Commission Report
- 24. Board of Parks and Recreation Report
- 25. Executive Committee Report
- 26. Accept the Director's Report and Approve Administrative Items

**Resolution No. RS2018-236**

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report and Administrative Items **is approved (8-0)**

- 27. Legislative Update

**I: MPC CALENDAR OF UPCOMING EVENTS**

**September 27, 2018**

MPC Meeting

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

**October 11, 2018**

MPC Meeting

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

**October 25, 2018**

MPC Meeting

4 pm, 2601 Bransford Avenue, Metro Board of Education Administration Building

**November 8, 2018**

MPC Meeting

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

**December 13, 2018**

MPC Meeting

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



**January 10, 2019**

MPC Meeting

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

## **J: ADJOURNMENT**

The meeting adjourned at 6:41p.m.

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Chairman

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Secretary