

# Metropolitan Planning Commission



Staff Reports

**October 25, 2018**



## Metro Planning Commission Meeting of 10/25/18

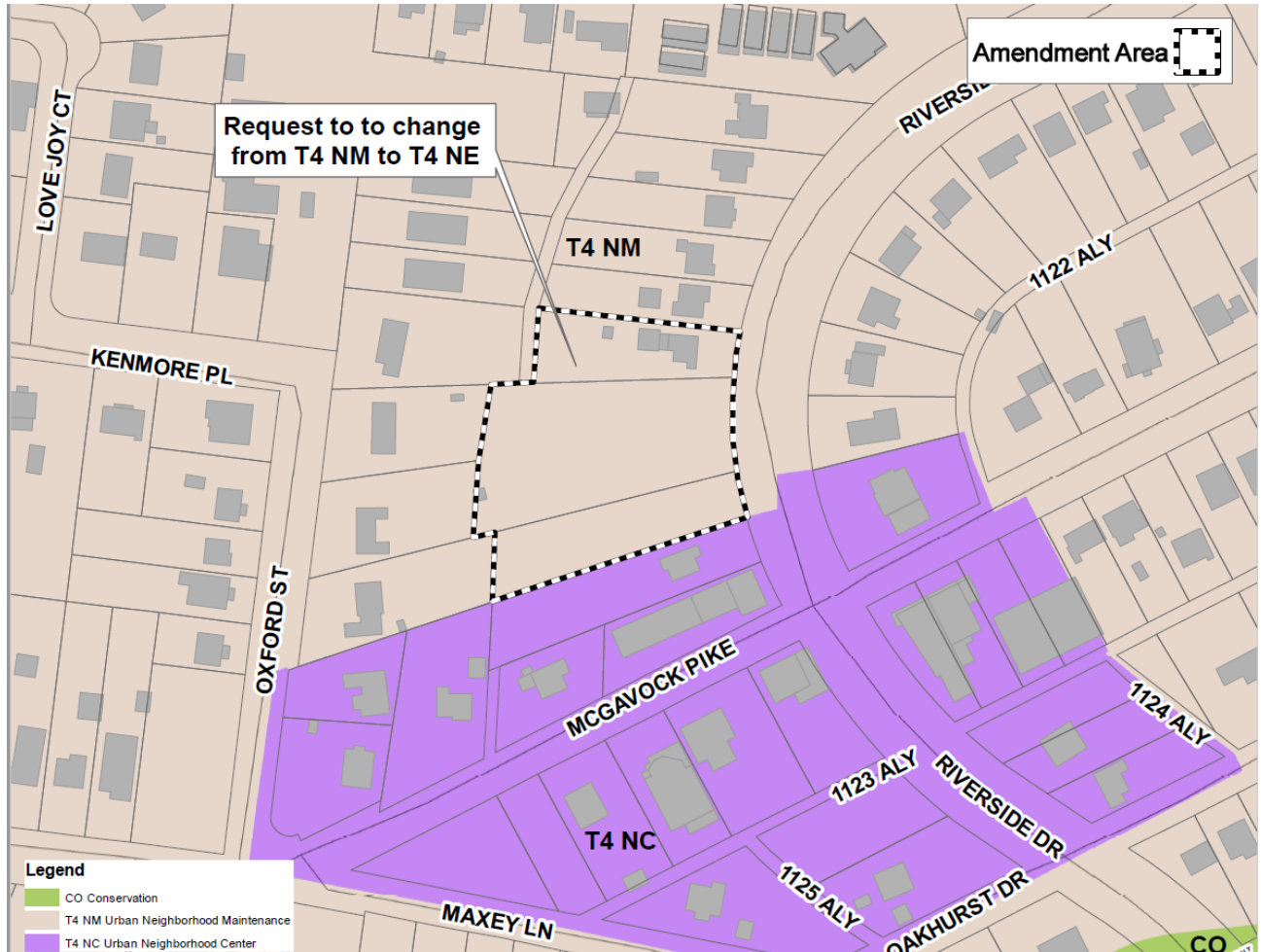
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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# Metro Planning Commission Meeting of 10/25/18



**2017CP-005-003**

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 072-07, Parcel(s) 127-128, 130

05, East Nashville

07 (Anthony Davis)



**Project No.** Major Plan Amendment 2017CP-012-001  
**Project Name** East Nashville Community Plan Amendment  
**Council District** 7 - Davis  
**School District** 3 - Speering  
**Requested by** Dale and Associates, applicant; Lance Bloom, owner.

**Deferrals** This item was deferred indefinitely at the March 9, 2017, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Grider  
**Staff Recommendation** *Defer to the December 13, 2018, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Major Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy to change from T4 Urban Neighborhood Maintenance to T4 Urban Neighborhood Evolving on properties located at 2304, 2306 and 2310 Riverside Drive (1.49 acres), approximately 100 feet northwest of McGavock Pike.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 10/25/18



**2017SP-013-001**  
**RIVERSIDE VILLAGE SP**  
Map 072-07, Parcel(s) 127-128, 130-133  
05, East Nashville  
07 (Anthony Davis)



**Project No.** Specific Plan 2017SP-013-001  
**Project Name** Riverside Village SP  
**Associated Case** 2017CP-005-003  
**Council District** 07 – Davis  
**School District** 3 - Speering  
**Requested by** Dale and Associates, applicant; Lance Bloom, Mark Bloom, 2304 Riverside Partners, LLC and Inglewood Partners, LLC, owners.

**Deferrals** This item was deferred indefinitely at the March 9, 2017, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Defer to the December 13, 2018, Planning Commission meeting.*

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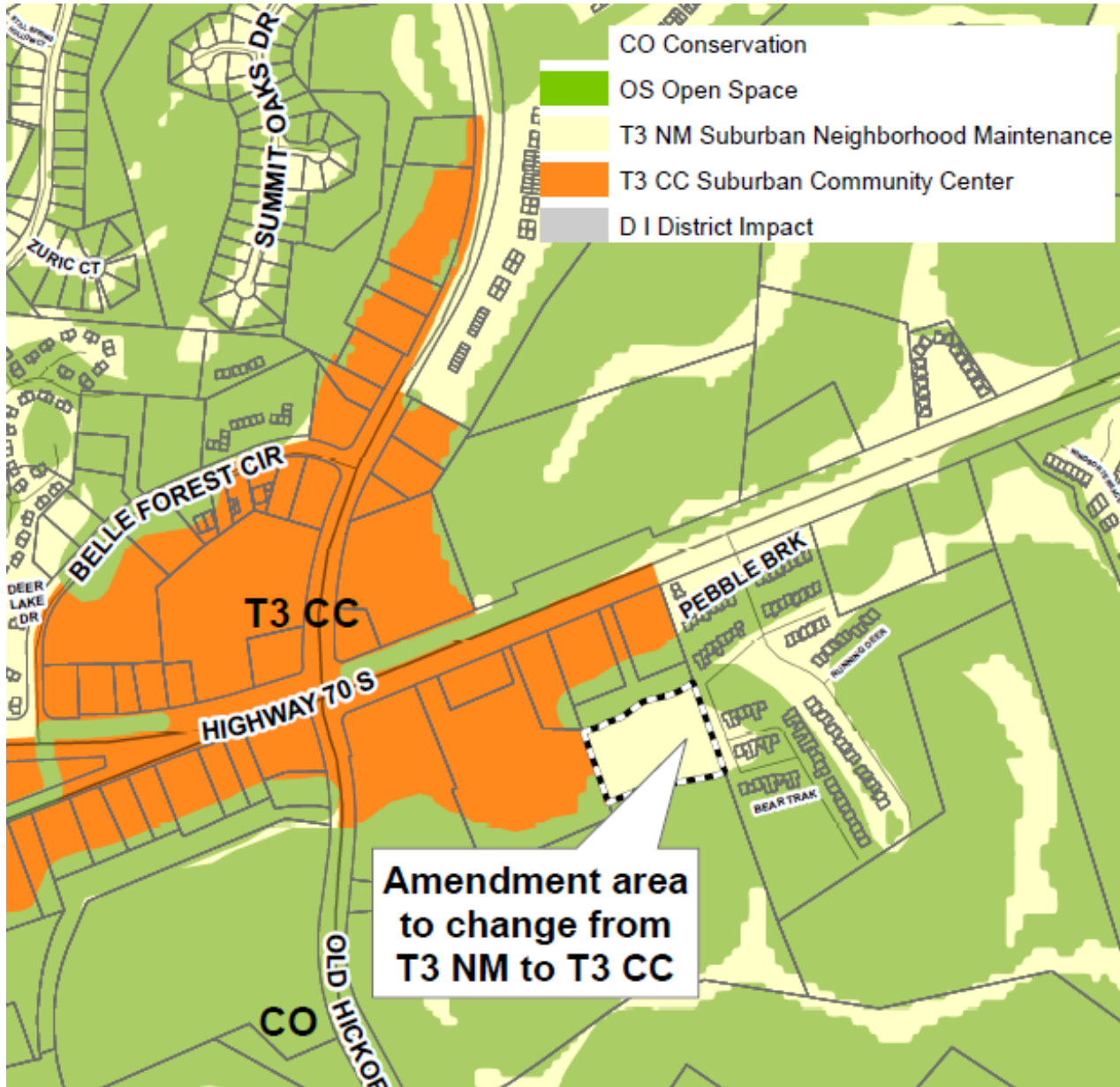
**APPLICANT REQUEST**  
**Permit a mixed use development.**

Preliminary SP  
 A request to rezone from Single-Family Residential (RS7.5) and Mixed Use Limited-Alternative (MUL-A) to Specific Plan-Mixed Use (SP-MU) zoning on properties located at 2300, 2302, 2304, 2306 and 2310 Riverside Drive and 1307 McGavock Pike, located at the northwest corner of the intersection of Riverside Drive and McGavock Pike, (2.37 acres), to permit a mixed use development.

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the December 13, 2018, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 10/25/18



**2018CP-006-002**

**BELLEVUE COMMUNITY PLAN AMENDMENT**

Map 142, Part of Parcel 106

06, Bellevue

34 (Henderson)





<b>Project No.</b>	<b>Major Plan Amendment 2018CP-006-002</b>
<b>Project Name</b>	<b>Bellevue Community Plan Amendment</b>
<b>Associated Cases</b>	2018SP-043-002
<b>Council District</b>	34 – Henderson
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Bradley Arant Boult and Cummings LLP, applicant; BSM Bellevue Land, LLC, owner.
<b>Staff Reviewer</b>	Sanders
<b>Staff Recommendation</b>	<i>Defer to the November 8, 2018, Planning Commission meeting.</i>

**APPLICANT REQUEST**

**Amend the Bellevue Community Plan to change the policy.**

Major Plan Amendment

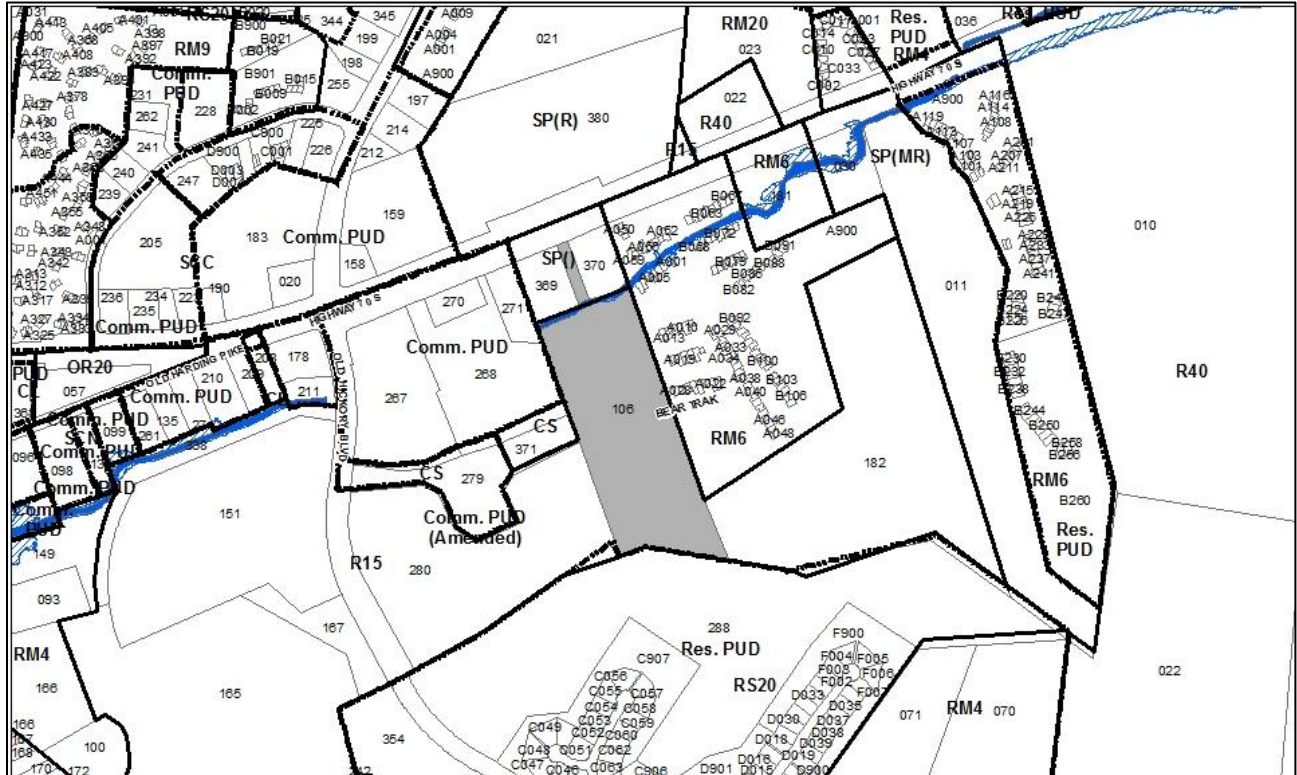
A request to amend the Southeast Community Plan by changing from T3 Suburban Neighborhood Maintenance policy to T3 Community Center policy and Supplemental policy on a portion of the property located at 7037 Highway 70 South, zoned One and Two-Family Residential (R15) (approximately 3.17 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the November 8, 2018, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 10/25/18



**2018SP-043-001**

**SECURITY CENTRAL STORAGE SP**

Map 142, Parcel(s) 106

06, Bellevue

34 (Angie Henderson)



**Project No.** Specific Plan 2018SP-043-001  
**Project Name** Security Central Storage SP  
**Associated Case** 2018CP-006-002  
**Council District** 34 – Henderson  
**School District** 9 – Frogge  
**Requested by** Civil Design Consultants, LLC, applicant; BSM Bellevue Land, LLC, owner.

**Deferrals** This item was deferred at the June 28, 2018, August 1, 2018, August 23, 2018, and the September 13, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the November 8, 2018, Planning Commission meeting.*

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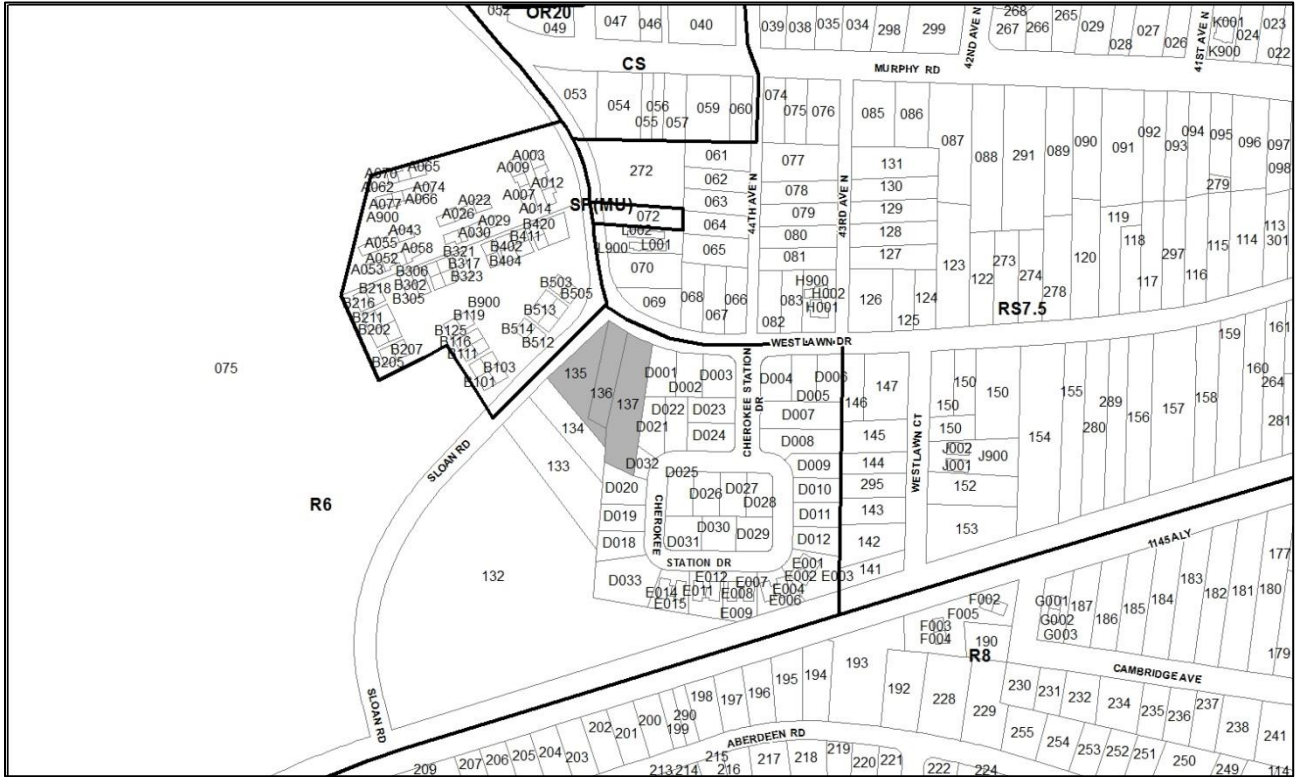
**APPLICANT REQUEST**  
**Zone change from R15 to SP-C.**

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

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the November 8, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 10/25/18



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



**Project No.** Specific Plan 2018SP-001-001  
**Project Name** Sloan and Westlawn SP  
**Council District** 24 – Murphy  
**School District** 9 - Frogge  
**Requested by** Dale & Associates, applicant; LL&E Holdings, LLC, owner.

**Deferrals** This item was deferred from the August 23, September 27, and October 11, 2018, Planning Commission meetings. A public hearing was held on August 23, 2018 and remains open. No public hearing was held on September 27 or October 11, 2018.

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

**APPLICANT REQUEST**

**Preliminary SP to permit up to 6 multi-family residential units.**

Preliminary SP

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

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 7 lots with 1 duplex lot for a total of 8 units based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

*Existing entitlements would allow 6 units at this site, as the Codes Department has determined that each existing parcel is duplex eligible.*

**Proposed Zoning**

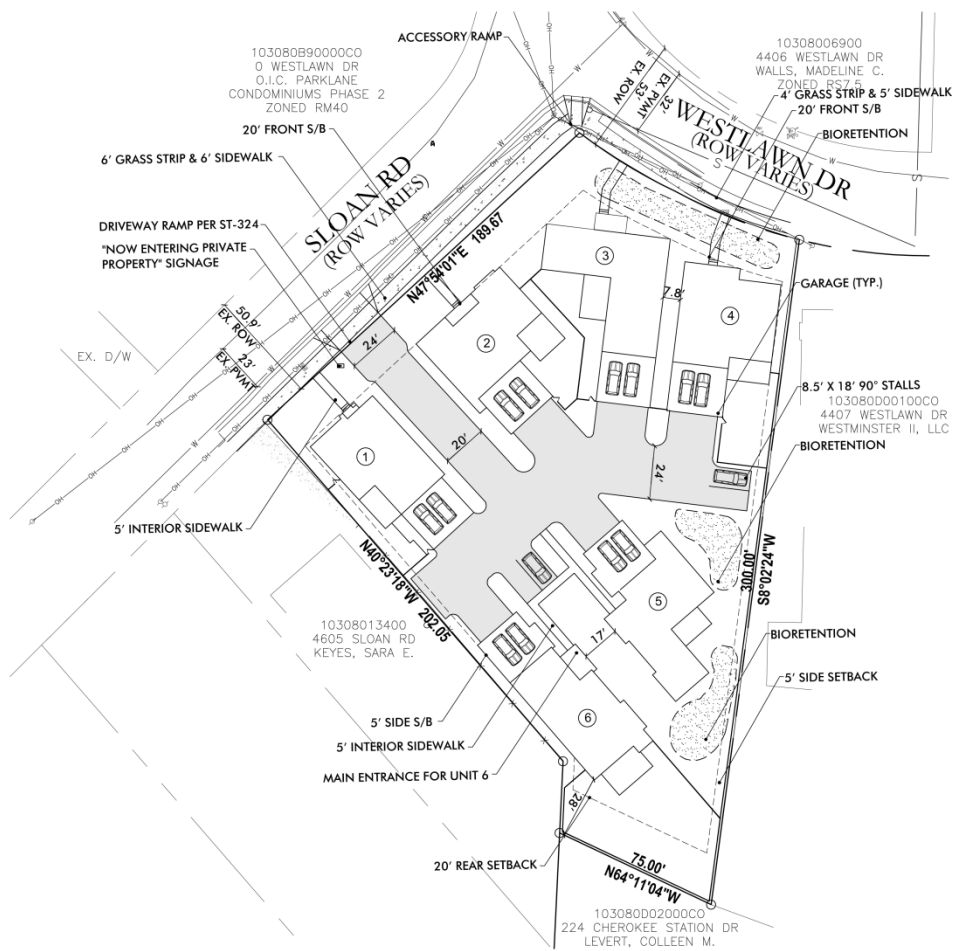
Specific Plan-Mixed Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

**WEST NASHVILLE COMMUNITY PLAN**

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



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**Proposed Site Plan**



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

### **BACKGROUND**

This case was deferred by the applicant from the August 23, September 27, and October 11, 2018, Metro Planning Commission meetings to allow sufficient time for an applicant-led neighborhood meeting with additional community discussion. A public hearing was held on August 23 and remains open. No public hearing was held on September 27 or October 11, 2018. After the August 23, 2018 public hearing, the applicant submitted plan revisions. The plan details and analysis have been updated to reflect the plan revisions.

### **PLAN DETAILS**

The site consists of three parcels on approximately 1.03 acres. The existing parcels contain residential and accessory structures which are not proposed to remain. The site is located south of Murphy Road at the southern corner of Sloan Road and Westlawn Drive, east of the McCabe Golf Course and Richland Creek Greenway. The site is adjacent (east) to Cherokee Station, an existing residential subdivision in T4 NM policy. The area consists of primarily single-family and scattered two-family residential uses in T4 NM policy, with the exception of existing multi-family development that developed several decades ago, located on the west side of Sloan Road and Westlawn Drive. There is a pocket of nonresidential uses to the north along 46<sup>th</sup> Ave. N. and Murphy Road, located in the T4 NC (Neighborhood Center) policy.

The site plan proposes 6 detached units. Units 1 through 4 front Sloan Road and Westlawn Drive, and units 5 and 6 are located behind the street-fronting units at the back of the site, adjacent to Cherokee Station. A landscape “B” buffer and opaque fence are proposed along the eastern and southern property lines, adjacent to Cherokee Station. Open space, including bioretention areas, is located near Units 5 and 6 towards the rear of the site.

Vehicular access is provided from Sloan Road to a shared private drive that is located mid-site. The shared drive feeds into two surface parking areas containing 4 total parking spaces, located along the eastern property line and between Units 5 and 6, and to the two-car garages which are proposed on all units. Pedestrian access is provided from the public streets for Units 1 through 4, and from the private drive for Units 5 and 6. A total of 16 parking stalls are provided, including surface parking and two-car garages.

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 two stories in 35 feet. The applicant has also provided conceptual architectural elevations based on a prior version of the plans that included more units. Although there are fewer units included on the plan revisions, the conceptual elevations demonstrate the intended proportions, scale, and character of the units. The final SP will include architectural elevations that demonstrate compliance with the intended character of the conceptual elevations and the approved architectural standards.



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### **ANALYSIS**

The original plans proposed 7 total units, including 3 units along Westlawn Drive, 2 units along Sloan Road, and 2 units at the back of the site. On the original plans, each unit along Westlawn Drive (Units 3, 4, and 5) was previously proposed to be approximately 30 feet wide, narrowly spaced and more compact than the existing development pattern along the street. Staff expressed concerns over the proposed form and spacing along the street, as well as the ability to effectively transition to the neighboring lots within Cherokee Station, and recommended disapproval at the August 23, 2018, MPC meeting, finding the plan to be inconsistent with the policy.

The plans have since been revised to remove the 7<sup>th</sup> unit, resulting in 6 total units, including 2 units (Units 3 and 4) along Westlawn Drive. The removal of one unit on Westlawn Drive allows Units 3 and 4 to be more uniformly spaced, similar to the existing lot pattern east of the site. Previously, Unit 4 included a building depth of approximately 100 feet, limiting the amount of light and open space between Unit 4 and the neighboring Cherokee Station lot to the east. On the revisions, the depth of the eastern side of Unit 4 has been reduced to approximately 45 feet, opening up the space between the developments. This area now includes open space and two surface parking spaces which have been relocated away from the Sloan Road entry drive to the eastern property line generally aligning with an existing alley in Cherokee Station. This relocation reduces the visibility of surface parking areas from the public street.

The revised plans have also addressed staff's concerns about the rear units effectively transitioning to the immediately-adjacent lots in Cherokee Station. On the original plans, the rear corner of Unit 6 (formerly Unit 7) was located approximately 5 feet from the eastern property line, angled towards the front side of an existing lot along Cherokee Station Drive, creating a back-to-side/back-to-front relationship between the developments. Unit 6 has since shifted towards the center of the site and is now located approximately 15 feet from the eastern property line, allowing sufficient room for landscaping and an opaque fence, which now wraps the entire eastern and southern property lines.

The plan revisions have addressed staff's concerns about the overall intensity, including appropriate form, spacing, and transitions to the surrounding neighborhood. The revised plan is consistent with T4 NM policy guidance to provide moderate density residential development that respects the building rhythm along the street. Staff finds the SP revisions, with staff's recommended conditions, to be consistent with the T4 NM policy at this location.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire Code issues will be addressed in the permit phase. Provide flow data for subdivision pre-approval.

### **STORMWATER RECOMMENDATION**

#### **Approve**





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### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary SP only. Public sewer construction plans must be submitted and approved prior to Final SP approval. (Public water construction plans may be required as well, as this site lies along an undersized - 3-inch - water main. A flow analysis will need to be conducted for this main, to determine if it can serve the extra flow sufficiently.) These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs, along the entire property frontage.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.03	7.26 D	8 U	102	11	9

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (210)	1.03	-	6 U	79	10	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-2 U	-23	-1	-2

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High**

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

The proposed SP zoning is not expected to generate any more students than the existing R6 zoning. Students would attend Sylvan Park Elementary School, West End Middle School, and



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Hillsboro 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

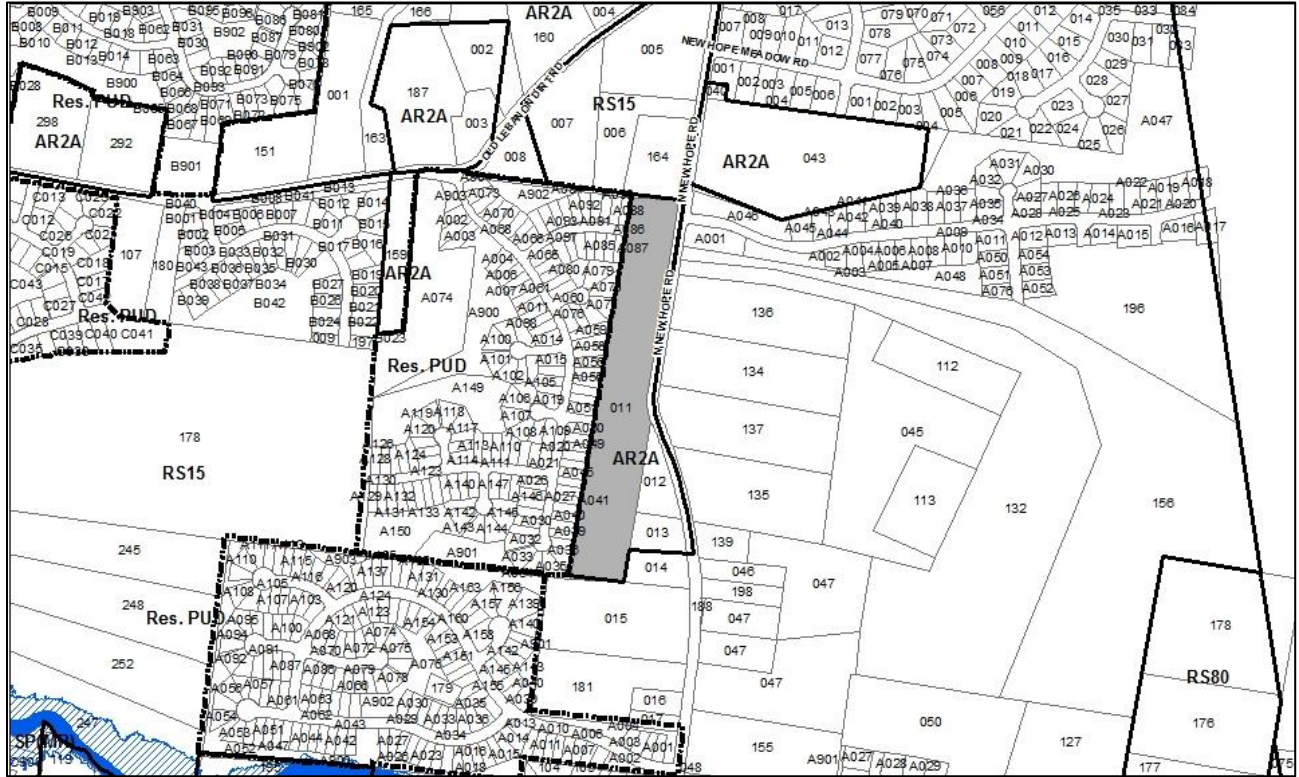
1. Uses shall be limited to a maximum of 6 multi-family residential units.
2. On the corrected copy, revise Standard Note #12: If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. On the corrected copy, a landscape “C” buffer shall be identified along the southern property line, south of Unit 6. A landscape “B” buffer shall be included along the eastern property line.
4. On the corrected copy, the 6 foot opaque fence shall be identified along the eastern and southern property lines.
5. With the submittal of the final site plan, provide architectural elevations generally consistent with the conceptual elevations and all architectural standards outlined on the Preliminary SP for review and approval.
6. 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.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. 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. Comply with all conditions of Stormwater, Water Services, and Public Works.
11. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permit.



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# Metro Planning Commission Meeting of 10/25/18



**2018SP-050-001**  
6280 NEW HOPE ROAD SP  
Map 087, Parcel(s) 011  
14, Donelson-Hermitage-Old Hickory  
12 (Steve Glover)



**Project No.** Specific Plan 2018SP-050-001  
**Project Name** 6280 New Hope Road SP  
**Council District** 12 – Glover  
**School District** 4 - Shepherd  
**Requested by** Dale & Associates, applicant; Wise Group, Inc. owner.

**Deferrals** This item was deferred from the August 23, September 13, and October 11, 2018, Planning Commission meeting. No public hearing was held on August 23 or October 11, 2018. A public hearing was held and closed on September 13, 2018.

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

**APPLICANT REQUEST**

**Preliminary SP to permit up to 54 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 54 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**

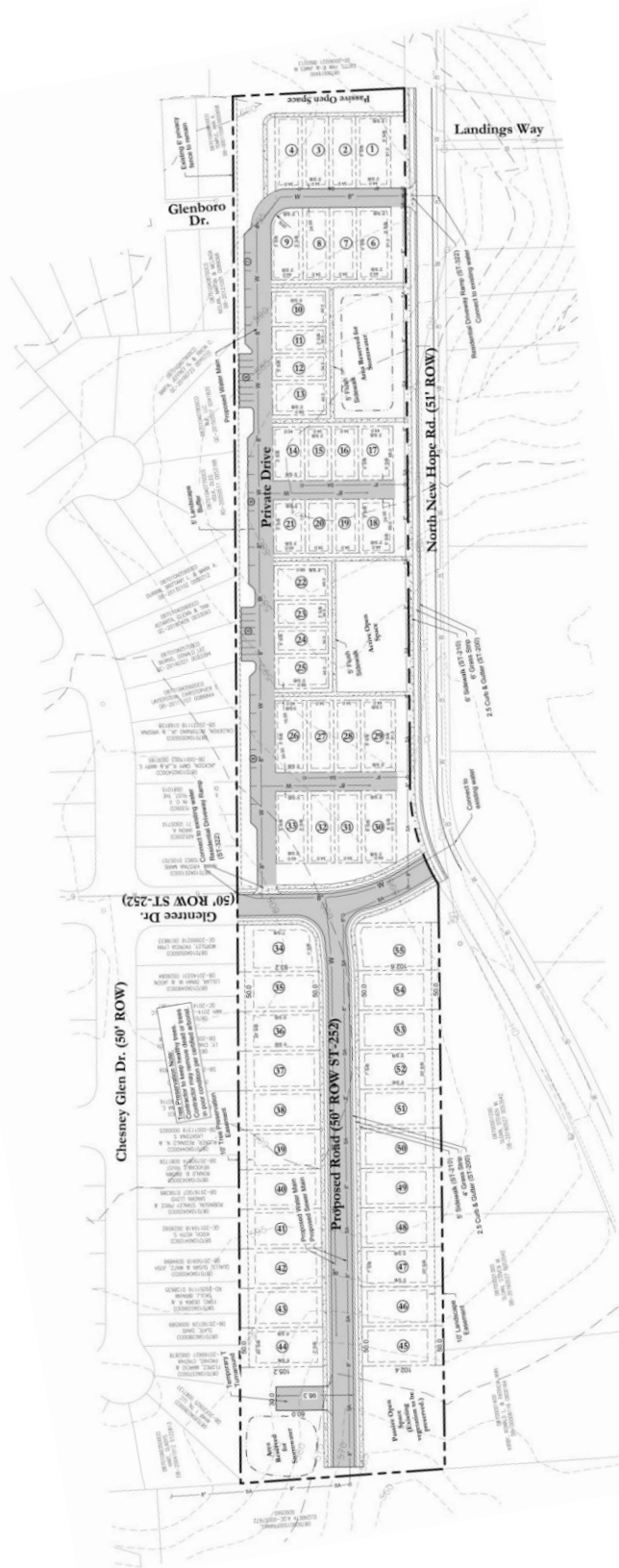
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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



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Proposed Site Plan



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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.

### **BACKGROUND**

This case was deferred by the applicant from the August 23, September 13, and October 11, 2018, Metro Planning Commission meetings. This case was deferred by the applicant at the September 13, 2018 meeting, after a public hearing was held and closed, to allow sufficient time for the applicant to prepare a traffic access study, further evaluate site access, and to facilitate a neighborhood meeting with additional community discussion. The Planning Commission also requested that staff evaluate surrounding development patterns, including densities and lot sizes, and review building elevations. The analysis included below has been updated to incorporate staff's evaluation of the surrounding development patterns. The traffic access study is forthcoming for review.

Additionally, the applicant held a community meeting and made minor revisions to the plans, which are reflected below. Staff's recommendation is unchanged from the original staff report publication.

### **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 54 single-family lots. The northern half of the site includes 32 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. Lots 1- 4 are oriented towards the northern property line, with open space and an internal sidewalk connection located west of Lot 4.

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



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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. A tree preservation easement is located at the rear of Lots 34 – 44, located along the western property line south of Glentree Drive. Notes on the plan indicate that healthy trees in this area will be preserved. 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 2 stories in 36 feet.

### **ANALYSIS**

The revised plans submitted following the September 13, 2018, Planning Commission meeting are generally consistent with the previously-reviewed plans, but have been updated in a few areas. The first update includes the removal of Lot 5, which was previously shown west of Lot 4, adjacent to Chesney Glen. In the September 13, 2018, staff report, staff recommended removal of this lot to allow sufficient room for a buffer and internal sidewalk connection, and to avoid a back-to-front relationship between the developments. Lot 5 is no longer included in the proposal and has been converted to open space with a sidewalk that connects back into the site, consistent with staff's previous recommendation.

The second update includes a maximum height reduction from 3 stories in 36 feet to 2 stories in 36 feet. The development summary has been modified to reflect this change, and the applicant has also incorporated conceptual architectural elevations into the SP. The final SP will include architectural elevations that demonstrate compliance with the conceptual elevations and the proposed architectural standards.





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Staff reviewed surrounding densities and lot sizes, and determined that subdivisions in proximity to this site include varying densities, ranging from approximately 1.96 dwelling units per acre to 4.78 units per acre. The Chesney Glen and Farmingham Woods subdivisions, located immediately adjacent and southwest of the site, include densities of 3.86 dwelling units per acre and 4.78 dwelling units per acre, respectively, with minimum lot sizes of 5,000 square feet. The proposed plan results in a density of 5.4 dwelling units per acre. This slight increase in density compared to existing developments is expected in a Neighborhood Evolving area adjacent to a collector street. In keeping with the adopted Growth and Preservation Concept Plan of NashvilleNext, Neighborhood Evolving areas should contain a mixture of lot sizes and housing types to provide for options for future residents and to avoid homogenous developments.

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.



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- 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 54 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, 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."
4. On the corrected copy, add pedestrian connections from the front of Lots 30, 31, 32, and 33 to the sidewalks on Glentree Drive.
5. On the corrected copy, remove Note 17.
6. On the corrected copy, modify the note in the Architectural Notes to read: "Building elevations shall be provided with the final site plan."



## Metro Planning Commission Meeting of 10/25/18

7. 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.
8. On the corrected copy, the proposed north/south road shall extend to the southern property line.
9. On the corrected copy, modify the text of the Tree Preservation Note along the western property line: Tree Preservation Easement Note.
10. 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.
11. No setback encroachments shall be permitted.
12. 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.
13. 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.
14. 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.
15. 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.
16. 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.
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
18. 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.
19. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.



## **Metro Planning Commission Meeting of 10/25/18**

20. Comply with all conditions of Stormwater, Water Services, and Public Works.
21. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 10/25/18



### 2018SP-062-001

222 - 228 DONELSON PIKE SP

Map 096-05, Parcel(s) 172-174

Map 096-09, Parcel(s) 047

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



**Project No.** Specific Plan 2018SP-062-001  
**Project Name** 222 – 228 Donelson Pike SP  
**Council District** 15 - Syracuse  
**School District** 4 - Shepherd  
**Requested by** Dale and Associates, applicant; SWA Dream Home LLC, owner

**Deferrals** This item was deferred at the September 27, 2018 and October 11, 2018 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the November 8, 2018, Planning Commission meeting.*

**APPLICANT REQUEST**

**Preliminary SP to permit up to 13 multi-family residential units and 5,800 square feet of office space.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R10) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 222, 224, 226, and 228 Donelson Pike, at the southwest corner of Woodberry Drive and Donelson Pike (1.55 acres), 13 multi-family residential units and 5,800 square feet of office space.

**STAFF RECOMMENDATION**

Staff recommends deferral to the November 8, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 10/25/18



**2016S-136-001**  
2811 WIMBLEDON ROAD  
Map 117-09, Parcel(s) 001, 900  
10, Green Hills – Midtown  
25 (Russ Pulley)





<b>Project No.</b>	<b>Concept Plan 2016S-136-001</b>
<b>Project Name</b>	<b>2811 Wimbledon Road</b>
<b>Council District</b>	25 - Pulley
<b>School District</b>	8 – Pupo-Walker
<b>Requested by</b>	Dale and Associates, applicant; Halloran Investment Properties, LLC and O.I.C. 2811 Wimbledon Drive Estates, LLL, owners.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Concept plan approval to create two lots.**

Concept Plan

A request for concept plan approval to create two lots on property located at 2811 Wimbledon Road, at the southeast corner of Wimbledon Road and Hilldale Drive, zoned One and Two-Family Residential (R10) and One and Two-Family Residential (R20) (1.78 acres).

**BACKGROUND**

A concept plan to create two lots on property at 2811 Wimbledon Road was originally considered by the Planning Commission on February 9, 2017. The plan under consideration at that time proposed the following:

- Lot 1: 42,422 sq. ft. and 187.84 feet of frontage on Wimbledon Road
- Lot 2: 32,849 sq. ft. and 175 feet of frontage on Hilldale Drive

The proposal was analyzed against the criteria for reviewing infill subdivisions located within a Neighborhood Maintenance policy area. Proposed Lot 1, oriented to Wimbledon Road, was determined to meet the compatibility criteria. Proposed Lot 2 did not have surrounding parcels to be compared as it fronts Hilldale Drive and the block face ends both to the north and the south directly on either side of the existing lot.

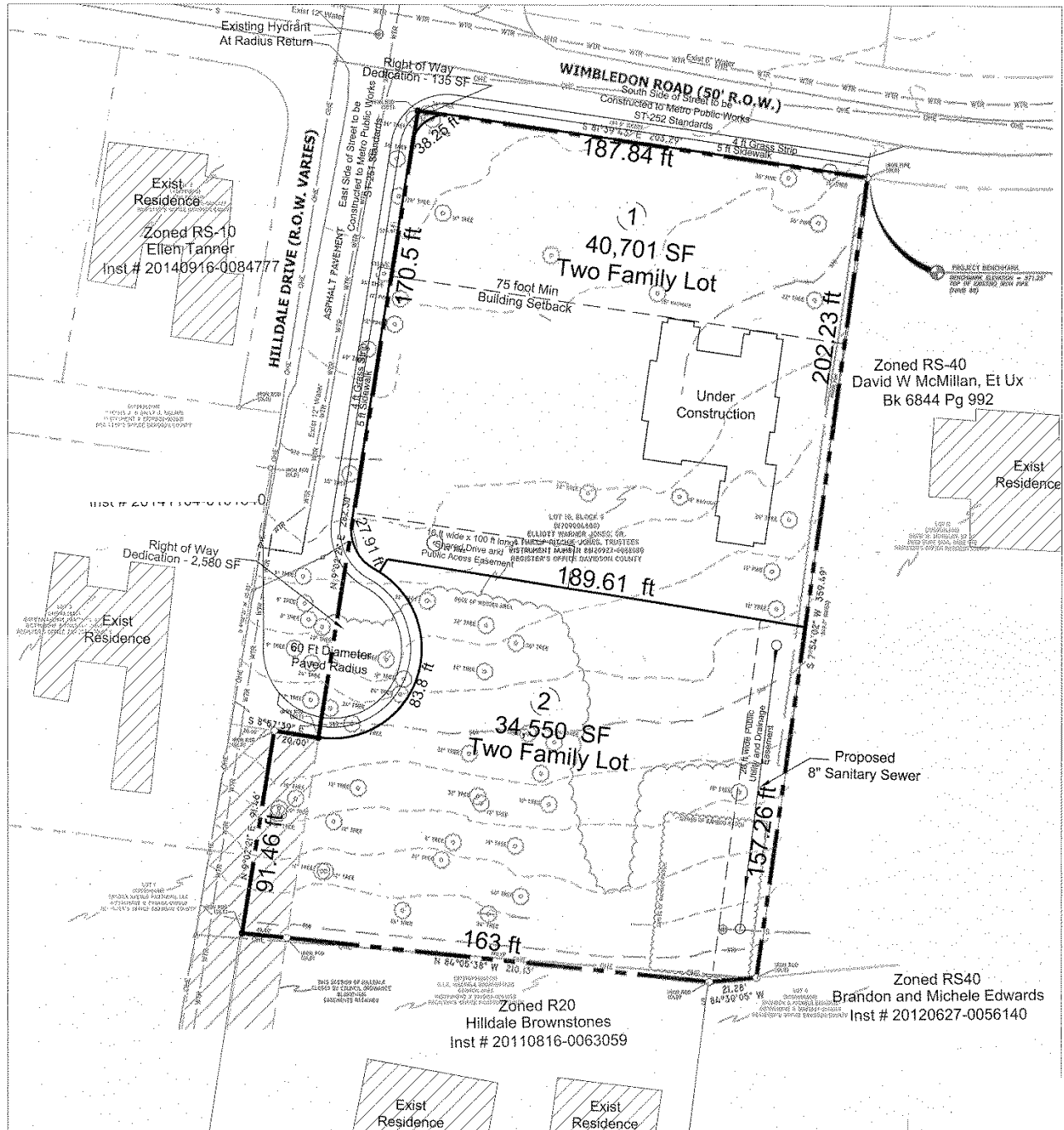
The Planning Commission voted to disapprove the proposed concept plan, based on staff’s finding that the proposed subdivision was not generally in character with the surrounding development pattern east of Hilldale Drive and on the south side of Wimbledon Road. The Planning Commission’s decision to disapprove the concept plan was appealed, and the court found that the Planning Commission and its staff failed to clearly articulate a reason or reasons for the disapproval, including clearly defining what standards controlled the review once it was determined that no surrounding parcels existed to evaluate compatibility of Proposed Lot 2. The case was remanded back to the Planning Commission for a re-hearing.

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 7 lots with 1 duplex lot for a total of 8 units.*



# Metro Planning Commission Meeting of 10/25/18



Revised Proposed Concept Plan



## Metro Planning Commission Meeting of 10/25/18

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *The R20 zoning covers only a small area of the southernmost lot.*

### **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.

### **PLAN DETAILS**

Since the previous consideration, the applicant has revised the concept plan. The lot line separating Proposed Lots 1 and 2 has been shifted to the north approximately 12.69 feet, increasing the size of Proposed Lot 2 from 32,489 square feet to 34,550 square feet.

This request is for concept plan approval to create two lots on property located at 2811 Wimbledon Road, at the southeast corner of Wimbledon Road and Hilldale Drive. One single-family residential dwelling is permitted and currently under construction on the site. The existing lot is 77,986 square feet (1.78 acres).

The two proposed lots in the revised concept plan are as follows:

- Lot 1: 40,701 square feet and 187.84 feet of frontage on Wimbledon Road
- Lot 2: 34,550 square feet and 175.26 feet of frontage on Hilldale Drive

Although both lots are identified on the plan as two-family lots, that determination is made by the Metro Codes Department.

The home under construction on the property would be retained on Proposed Lot 1. Approximately 2,580 square feet are proposed to be dedicated as right-of-way along Hilldale Drive. Both lots would take access from Hilldale Drive, which is to be improved to meet Metro Public Works standards, via a shared access drive to be located along the southern boundary of Proposed Lot 1.

### **ANALYSIS**

Section 3-5.2 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Maintenance policies. The revised proposal must meet the following requirements:

#### Zoning Code

Both lots meet the minimum standards of the R10 zoning district. Lot 2, which is partially in the R20 zoning district, meets the minimum standards of the R20 zoning district.

#### Street Frontage

The proposed lots would have frontage on a public street.



## Metro Planning Commission Meeting of 10/25/18

### Community Character

Lot frontage analysis: the proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For corner lots, such as 2811 Wimbledon Road, only the blockface to which the proposed lots are to be oriented shall be used.

In this instance, Proposed Lot 1 must be equal to or greater than 164 feet for the frontage along Wimbledon Road. Proposed Lot 1 satisfies the frontage requirement for compatibility. Proposed Lot 2 does not have surrounding parcels to be compared with as it fronts Hilldale Drive and the block face ends both to the north and the south directly on either side of the existing lot.

<b>Lot 1 Frontage</b>	
Proposed Frontage	187.84 ft.
<b>Minimum Frontage</b>	<b>164.20 ft.</b>
70% Average	151.83 ft.

<b>Lot 2 Frontage</b>	
Proposed Frontage	175.26 ft.
Minimum Frontage	Not available
70% Average	Not available

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. For corner lots, such as 2811 Wimbledon Road, only the blockface to which the proposed lots are to be oriented shall be used.

In this instance, Proposed Lot 1 must be equal to or greater than 34,549 square feet. Proposed Lot 1 satisfies the area requirement for lot compatibility. Proposed Lot 2 does not have surrounding parcels to be compared with as it fronts Hilldale Drive and the block face ends both to the north and the south directly on either side of the existing lot.

<b>Lot 1 Area</b>	
Proposed Size	40,701 sq. ft.
Minimum Size	21,926 sq. ft.
<b>70% Average</b>	<b>34,549 sq. ft.</b>

<b>Lot 2 Area</b>	
Proposed Size	34,550 sq. ft.
Minimum Size	Not available
70% Average	Not available

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. For a corner lot, both block faces shall be used. It is important to note that while the compatibility of lot frontage and lot size is determined based on one block face (the block face to which the lots are oriented), both block faces are evaluated in regards to street setbacks. A minimum setback line is not required to be platted for Lot 1 since the structure under construction and the existing setback will be retained; however, the concept plan includes a minimum 75' building setback, consistent with the required setback as determined by the Codes Department for the residence under construction. For Lot 2, there are no other lots abutting this property along Hilldale Drive that can be evaluated. Any future structures on both lots will be required to comply with the setbacks as established by the Metro Zoning Code.

Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces are evaluated. It is important to note that while the compatibility of lot frontage and lot size is determined based on one block face (the block face to which the lots



## Metro Planning Commission Meeting of 10/25/18

are oriented), both block faces are evaluated in regards to lot orientation. Lot 1 is oriented toward Wimbledon Road and is consistent with the surrounding parcels. Lot 2 does not have surrounding parcels to be compared with.

### Agency Review

All review agencies have recommended approval.

### **ANALYSIS**

Proposed Lot 1 on the revised concept plan meets all of the compatibility requirements established in Section 3-5.2 of the Subdivision Regulations. Based on the definition of surrounding parcels provided in the Subdivision Regulations, Proposed Lot 2 does not have surrounding parcels with which to be compared.

Section 3-5.2 of the Subdivision Regulations states, “Where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility.” To facilitate the Planning Commission’s consideration of whether such an exception is appropriate, staff completed additional analysis.

Hilldale Drive runs north-south from Woodmont Boulevard to just south of Wimbledon Road, and marks a shift in development pattern within the neighborhood. West of Hilldale Drive, smaller lots ranging from 10,000 to 20,000 square feet, consistent with the predominant Single-Family Residential (RS10) and Single-Family Residential (RS20) zoning districts are common. East of Hilldale Drive, the development pattern consists predominantly of larger lots that are more consistent with the Single-Family Residential (RS40) zoning to the west of the subject property. Given the marked shift in development pattern, staff focused its analysis on properties east of Hilldale Drive, where the property to be subdivided is located, and defined a larger area including properties oriented to Wimbledon Road, east of Hilldale Drive.

For purposes of compatibility analysis, Proposed Lot 1 was compared to three parcels along the south side of Wimbledon Road, east of Hilldale Drive. To be compatible with those lots, a proposed lot would need to have a minimum area of 34,549 square feet and a minimum frontage of 164 feet. In the previous version of the concept plan, Proposed Lot 2 was only 32,849 square feet in size, and failed to meet the compatibility criterion for lot area. If the revised Proposed Lot 2 is compared to those same parcels, it meets the compatibility criterion for minimum lot area, as Proposed Lot 2 now contains 34,550 square feet of area where 34,549 square feet is required. If the compatibility analysis were expanded to incorporate parcels on the north side of Wimbledon Road, Proposed Lot 2 would exceed the minimum lot area required, as that minimum area would decrease to 30,779 square feet.

Proposed Lot 2 also exceeds the compatibility criteria for frontage if compared to the three parcels along the south side of Wimbledon. Proposed Lot 2 has a frontage of 175 feet, where 164 feet would be required if it were oriented to Wimbledon Road. Expansion of the compatibility area to include parcels north of Wimbledon Road would not change the minimum frontage.

In addition to the larger area as narrowly defined above, incorporating properties oriented to Wimbledon Road, east of Hilldale Drive, staff completed compatibility analysis based on several



## **Metro Planning Commission Meeting of 10/25/18**

different potential “larger areas” that the Planning Commission might wish to consider. Those scenarios included comparison of the revised concept plan against several combinations of lots surrounding the intersection of Wimbledon Road and Hilldale Drive. Staff also analyzed a much larger general area comprised of parcels along Wimbledon Road, from Ruland Place on the west to Woodmont Boulevard to the north and east, and parcels south of the site along Valley Brook Place and Hilldale Drive from Sycamore Lane on the west to Valley Brook Road on the east. The revised concept plan meets compatibility criteria for each of the alternative scenarios, including the larger general area.

As Proposed Lot 1 complies with all of the compatibility criteria identified in Section 3-5.2 of the Subdivision Regulations, and as Proposed Lot 2 is generally compatible with the lot sizes and frontages of properties located along Wimbledon Road east of Hilldale Drive, and as the concept plan meets all other requirements of the Subdivision Regulations, staff recommends approval.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Concept Plan only. Stormwater construction plans in accordance with the Stormwater Management Manual must be submitted and approved prior to Final Site/Development Plan approval. These approved construction plans must match the Final Site/Development Plans.

### **WATER SERVICES**

#### **Approve with conditions**

- Approved as a Concept Plan only. Public 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.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Add pavement and dedicate right-of-way as necessary to construct 1/2 of standard minor local road ST-251 from the existing centerline of pavement. A minimum of 20' of pavement must be provided.
- Sidewalks must be shown fully within the right of way. Show the location of all existing above and below ground features within the right-of-way. Any existing obstructions within the path of travel shall be relocated to provide a minimum of 5 feet of clear access.
- This development will require Public Works approval of detailed construction plans prior to grading the site. Plans must comply with the design regulations established by the Department of Public Works in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design and improvements may vary based on actual field conditions.



## **Metro Planning Commission Meeting of 10/25/18**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 10/25/18



## 2018Z-095PR-001

Map 092-07, Part of Parcel(s) 255-256

08, North Nashville

21 (Ed Kindall)





**Project No.** **Zone Change 2018Z-095PR-001**  
**Council District** 21 – Kindall  
**School District** 5 – Buggs  
**Requested by** Civil Site Design Group, PLLC, applicant; RM Dixon Real Estate, LLC, owner.

**Deferrals** This item was deferred at the October 11, 2018, Planning Commission meeting. The public hearing was held and closed.

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the December 13, 2018, Planning Commission meeting.*

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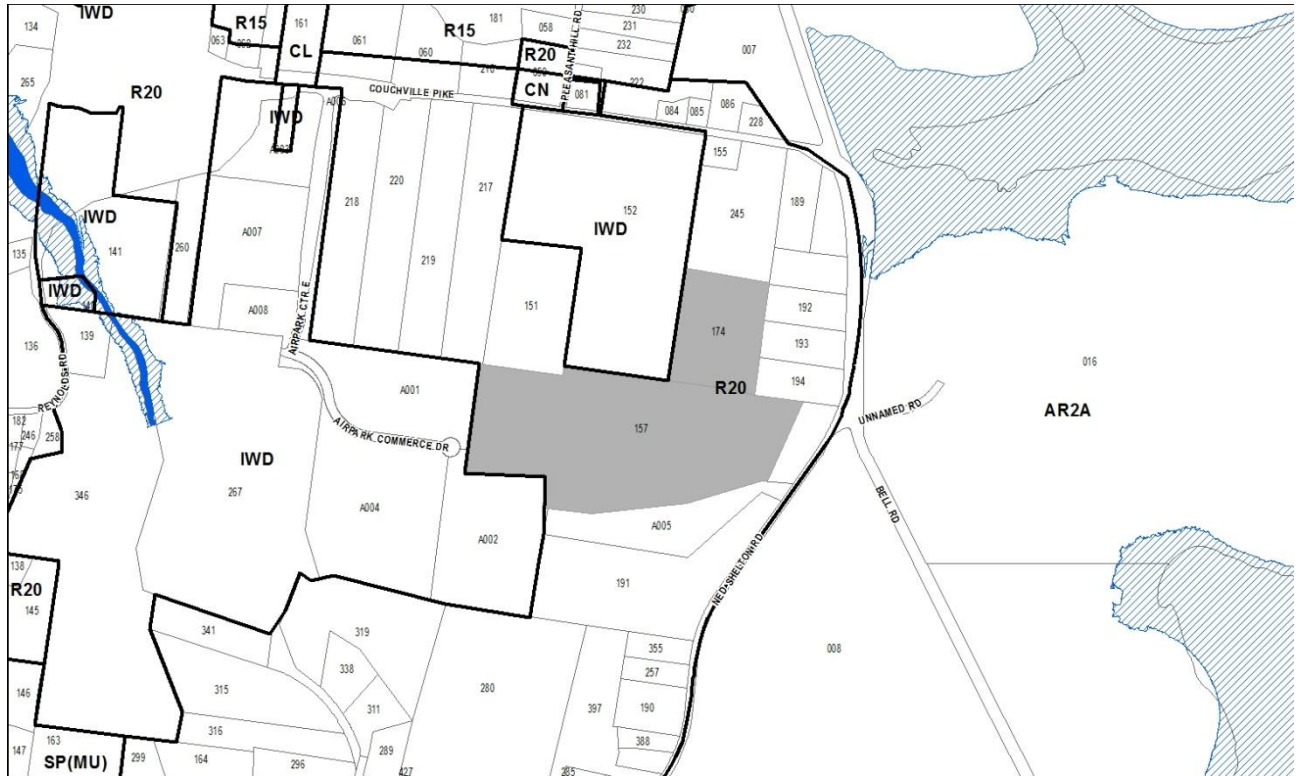
**APPLICANT REQUEST**  
**Zone change from R6 to MUL.**

Zone Change  
A request to rezone from One and Two-Family Residential (R6) to Mixed Use Limited (MUL) for properties located on 2302 Merry Street and Merry Street (unnumbered), (0.21 acres).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the December 13, 2018, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 10/25/18



### 2018Z-100PR-001

Map 121, Parcel(s) 174

Map 121, Part of Parcel(s) 157

13, Antioch-Priest Lake

29 (Bob Mendes)



**Project No.** **Zone Change 2018Z-100PR-001**  
**Council District** 29 – Mendes  
**School District** 7 – Pinkston  
**Requested by** Hamilton Creek Development Company, LLC., applicant; Gregg Garner, George Hicks, Theodore Vaughan, Cheril Mansolino, and Isaac Garner, owners.

**Deferrals** This item was deferred from the October 11, 2018, Planning Commission meeting. A public hearing was held and closed.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**  
**Zone change from R20 to IWD.**

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) zoning on properties located at 2793 Couchville Pike and a portion of property located on Ned Shelton Road (unnumbered), approximately 900 feet south of Couchville Pike, (45.13 acres).

Deferral

This request was deferred from the October 11, 2018, Planning Commission meeting to the October 25, 2018, meeting. Since the deferral, the application has been amended to remove approximately 2.5 acres from the request. This reduces the overall area requested to be rezoned to approximately 45.13 acres. The portion to be removed is from Map 121, Parcel 157. It is the area that fronts onto Ned Shelton Road. The amendment to the application is intended to address neighbor concerns regarding access to Ned Shelton Road.

**Existing Zoning**

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 98 lots with 25 duplex lots for a total of 123 residential units.*

**Proposed Zoning**

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



## Metro Planning Commission Meeting of 10/25/18

### ANTIOCH-PRIEST LAKE COMMUNITY PLAN

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

### ANALYSIS

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

### FIRE MARSHAL RECOMMENDATION

#### Approved with conditions

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

### TRAFFIC & PARKING RECOMMENDATION

#### Approved with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	45.13	2.17 D	123 U	1305	96	129

\*Based on two-family lots

#### Maximum Uses in Proposed Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	45.13	0.8 F	1,572,690 S.F.	2673	225	228

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1368	+129	+99

### STAFF RECOMMENDATION

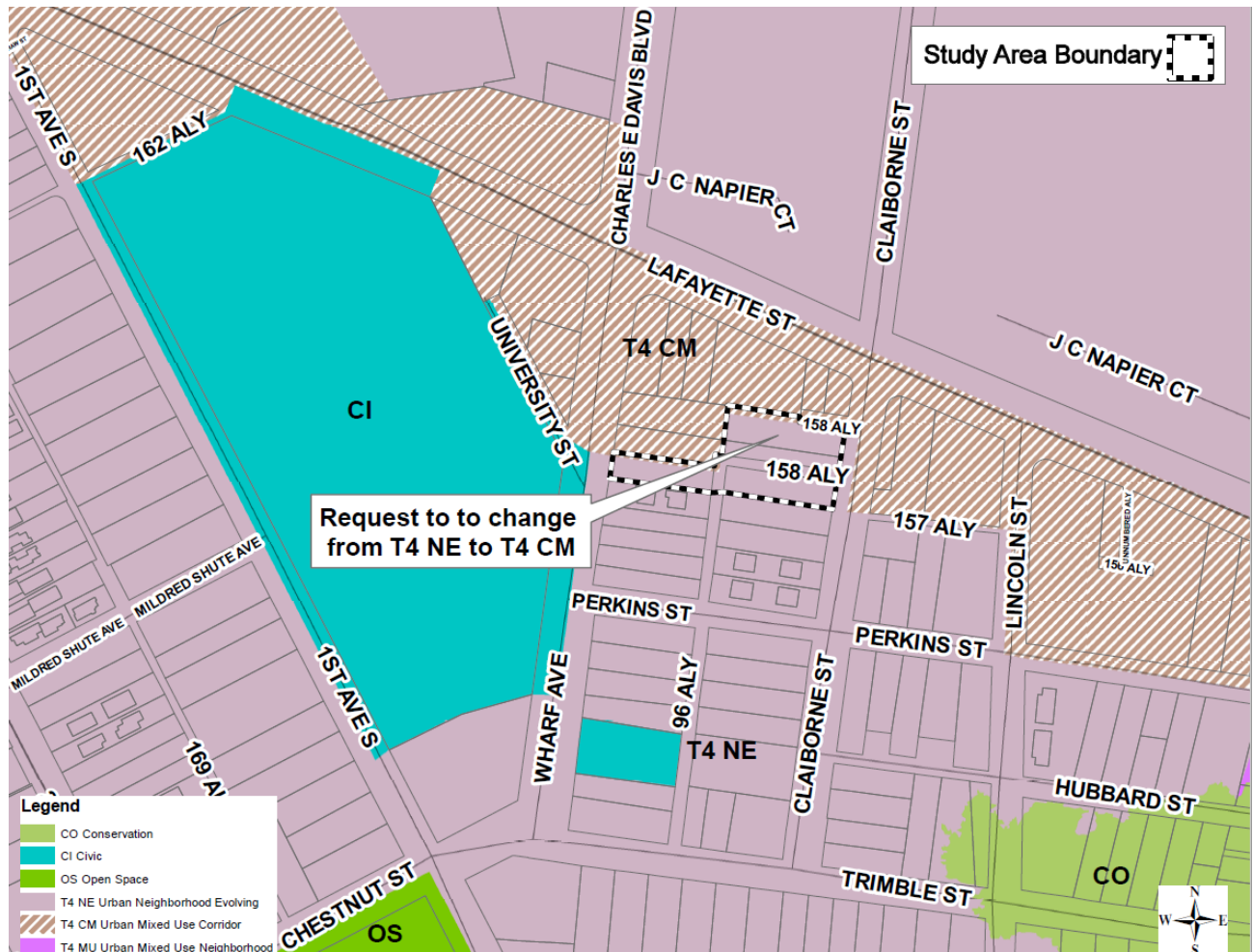
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 10/25/18



**2018CP-011-001**

**SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT**

Map 093-15, Parcel 375

Map 093-16, Parcel(s) 047-048

11, South Nashville

17 (Colby Sledge)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-011-001</b>
<b>Project Name</b>	<b>South Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2018Z-099PR-001
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Josh Hellmer, applicant; various property owners.
<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Major Plan Amendment

A request to amend the South Nashville Community Plan by changing from T4 Urban Neighborhood Evolving (T4 NE) to T4 Urban Mixed Use Corridor (T4 CM) on property located at 26, 28, and 30 Claiborne Street and 49 Wharf Avenue, south of Lafayette Street, zoned One and Two-Family Residential (R6) (approximately 0.4 acres).

**GREEN HILLS/MIDTOWN COMMUNITY PLAN**

**Current Policy**

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 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.

**Proposed Policy**

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.

**BACKGROUND**

The community plan amendment was requested in conjunction with zone change application 2018Z-099PR-001, a request to change the zoning from One and Two-Family Residential (R6) to Office/Residential (OR20) zoning for property located at 49 Wharf Avenue, to permit office and residential uses. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.



## **Metro Planning Commission Meeting of 10/25/18**

T4 NE policy is currently applied to the property, and encompasses most of the surrounding area to the south and north of Lafayette Street. To the west Civic (CI) policy is applied to Cameron College Prep school. Office uses are not supported with the existing T4 NE policy. As a result, the applicant has proposed a policy change to Urban Mixed Use Corridor (T4 CM), which is intended to enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development. T4 CM policy is applied immediately adjacent to the north on Lafayette Street and continues north and south along this corridor.

### **COMMUNITY PARTICIPATION**

On October 9<sup>th</sup>, 2018, a community meeting was held at Safe Haven, located at 1234 3<sup>rd</sup> Avenue S., to discuss the applicant's plan amendment and zoning requests. The Councilmember, Colby Sledge, the applicant and development team and staff from the Planning Department were the only attendees.

### **ANALYSIS**

The proposed amendment area is a suitable location for T4 CM policy for the following reasons:

#### **Policy Application**

T4 CM policy areas are pedestrian-friendly, prominent arterial-boulevard and collector-avenue corridors that accommodate residential, commercial, and mixed use development, and are served by multiple modes of transportation. These corridors often provide the boundaries to urban neighborhoods and form connections between centers of commercial development. T4 CM policy is applied where there is an expressed interest in progressing to a balanced mixture of residential and commercial land uses along the corridor and providing opportunity for a varied development pattern in regard to size, scale, and density. The proposed application of the T4 CM policy is consistent with the intent of the application of this policy category because of the area's location in close proximity to the intersection of Wharf Avenue, a collector street, and Lafayette Street, a major arterial street, which connects to downtown a mile away.

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

The Growth and Preservation Concept Map reflects Nashvillians' desires for growth in the future. It identifies tiered centers expected to accommodate a range of future growth, improved public spaces, transit, and sustainable economic activity, and it encourages infill development along transit and multimodal corridors. Downtown, approximately a mile from the plan amendment area, is identified as a Tier One Center, and the plan amendment area is identified as a "Transition and Infill" area. Transition and Infill areas encourage infill development along and around transit and multimodal corridors in between and immediately around tiered centers.

NashvilleNext also designates a system of High Capacity Transit corridors, a framework of more intense housing and commercial areas along major roadways with more frequent transit service. Lafayette Street is identified as an immediate need priority route meaning that the street is slated for near-term improvements to transit service. The plan amendment area's proximity to this center adjacent to a high capacity transit corridor makes it an appropriate location for T4 CM policy.

#### **Streets/Connectivity**

The Major and Collector Street Plan (MCSP) identifies Lafayette Street as a five lane Arterial Boulevard, and Wharf Avenue as a two lane Collector Avenue. Both streets carry a significant





## **Metro Planning Commission Meeting of 10/25/18**

amount of traffic into and out of downtown. The interchange with I-40 on the edge of downtown is approximately a mile from the plan amendment area. The Wharf, Lafayette and Charles E Davis intersection is a significant intersection, with high visibility and accessibility, in a heavily trafficked and populated area approximately a mile from downtown.

### **Transit**

Lafayette Street and Wharf Ave are both on MTA routes with regular bus service and multiple bus stops. BRT Lite stops are located at the intersection of Wharf Ave and Lafayette which is currently undergoing traffic signal upgrades. Lafayette Street is also designated as an immediate need high capacity transit corridor in NashvilleNext. nMotion shows a high capacity transit stop planned for the Wharf Ave and Lafayette Street intersection. Increasing density in appropriate locations along these routes will, in the long run, provide riders that make transit feasible in these places. Both streets have existing transit lines, and are planned for more frequent transit service in the near future, making this a significant and accessible multimodal intersection.

### **Zoning and Existing Land Use**

T4 CM policy is applicable to areas that are zoned residential, commercial and mixed use, with higher-intensity commercial areas concentrated at major intersections. The property directly to the north of 49 Wharf Ave is zoned OR20 (Office/Residential). CS (Commercial Services) zoning is applied to Lafayette Street in this area. T4 CM policy is applied to these properties. The land uses on Lafayette Street include a small grocery store, car repair, restaurants and retail uses. R6 (One and Two-Family Residential) is applied to the majority of the surrounding residential neighborhood to the south under the T4 NE policy. Aligning the application of T4 CM policy south of Lafayette Street to a similar depth as surrounding parcels, achieves a consistent policy application and provides a consistent transition and connection to the adjacent residential neighborhood.

### **Envision Napier Sudekum**

The plan amendment area is across Lafayette Street from MDHA's Napier and Sudekum properties which are undergoing the Envision master planning process. The Envision Napier and Sudekum master plan is a comprehensive neighborhood revitalization plan for Napier Place, Sudekum Apartments and the surrounding area. The Transformation Plan calls for the development of a mixed-use, mixed-income community of up to 2100 apartments, including a one-for-one replacement of all 821 subsidized units. When completed, the revitalization will include a mix of housing types at a variety of price ranges, community-serving retail uses, community institutional and office uses, and public open space. Commercial, mixed use, residential development is proposed in the master plan for the Lafayette Street frontage. The extensive Envision public engagement process has highlighted the desire for a greater mix of uses along Lafayette Street in this area. This plan amendment request is in line with this desire.

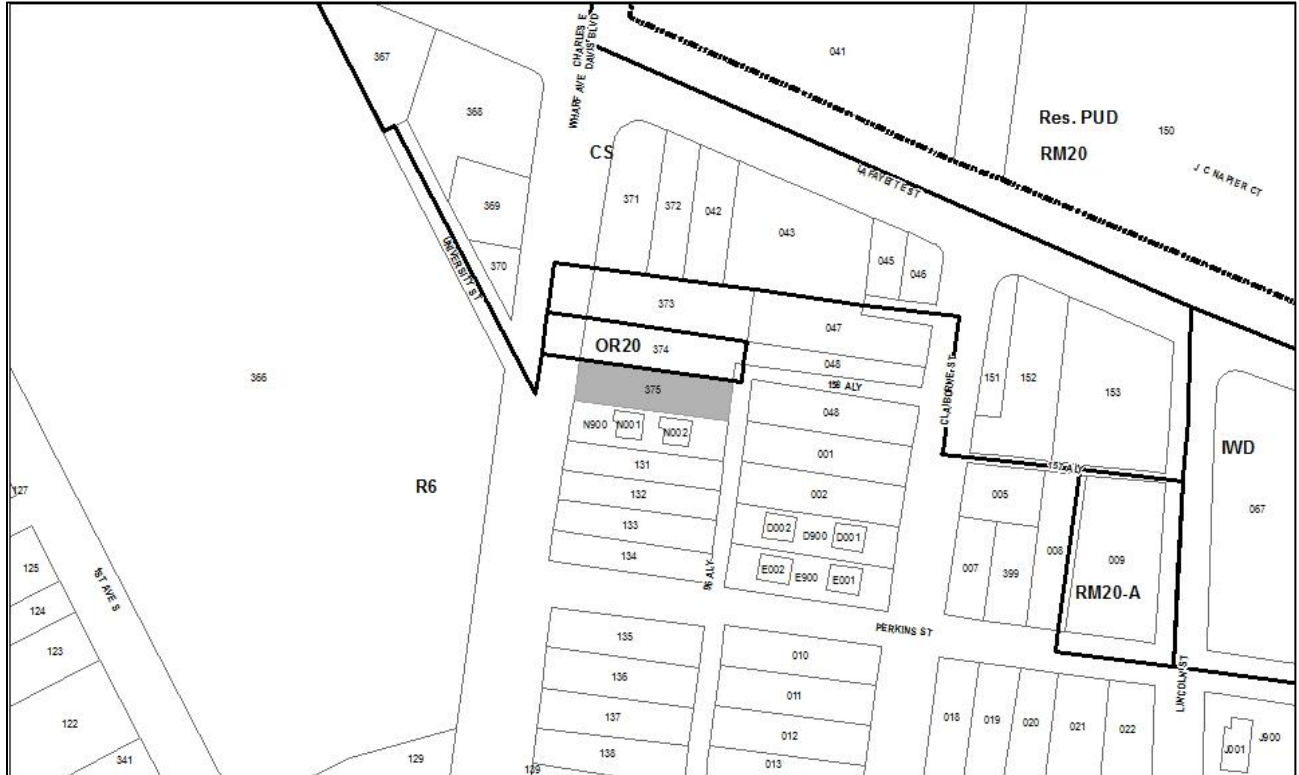
Amending the Community Character Policy from T4 NE to T4 CM is appropriate because of the opportunities described above for providing additional consumer goods, services and housing options to a densely populated area, in close proximity to downtown, served by transit, and accessed by a heavily trafficked major arterial and collector avenue.

### **STAFF RECOMMENDATION**

Staff recommends approval of the amendment request.



# Metro Planning Commission Meeting of 10/25/18



**2018Z-099PR-001**  
Map 093-15, Parcel(s) 375  
1, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2018Z-099PR-001</b>
<b>Associated Case</b>	2018CP-011-001
<b>Council District</b>	17 – Colby
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Josh Hellmer, applicant; Josh Hellmer and Greg Farricielli, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve subject to the approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.</i>

**APPLICANT REQUEST**

**Zone change from R6 to OR20.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Office/Residential (OR20) zoning for property located at 49 Wharf Avenue, approximately 300 feet south of Lafayette Street, (0.13 acres).

**Existing Zoning**

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

**Proposed Zoning**

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of three residential units.*

**SOUTH NASHVILLE COMMUNITY PLAN**

**Existing Policy**

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



# Metro Planning Commission Meeting of 10/25/18

## Proposed Policy

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.

## ANALYSIS

The property proposed for OR20 is a vacant lot. It is located on the east side of Wharf Avenue approximately 300 feet south of Lafayette Street. The abutting property to the north is zoned OR20, and the remaining surrounding properties are zoned R6. While the abutting property to the north east is zoned R6 it contains a grocery store which fronts onto Lafayette Street where the property is zoned CS. A built alley is located behind the property. The alley connects to Claiborne Street which is the immediate street to the east, and to Perkins Street which is the immediate street to the south.

The existing T4 NE policy is a residential policy, and it does not support office uses and other ancillary nonresidential uses that are permitted by the proposed OR20 zoning district. OR20 is consistent with the proposed T4 CM policy. It is also consistent with the adjacent OR20 zoning. If the proposed policy amendment is approved, then the OR20 zoning district would be appropriate given the new policy and adjacent zoning. The Growth and Preservation Map identifies the area which includes this property and other properties off of the Lafayette Street corridor as a Transition/Infill area. The proposed OR20 zoning district meets this policy by providing infill development, slightly increasing density opportunities adjacent to a major corridor, and permits a transitional use which may include residential or office uses between the commercial area along Lafayette Street, and the residential area adjacent to the subject site.

## FIRE MARSHAL RECOMMENDATION

### Approved with conditions

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

## TRAFFIC & PARKING RECOMMENDATION

### Approved with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.13	7.26 D	1 U	16	6	2

Maximum Uses in Proposed Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.065		2,831 S.F.	34	30	4



## Metro Planning Commission Meeting of 10/25/18

Maximum Uses in Proposed Zoning District: **OR20**

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)	0.065		3 U	42	7	4

Traffic changes between maximum: **R6 and OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+60	+31	+6

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed OR20 district: 2 Elementary 1 Middle 1 High**

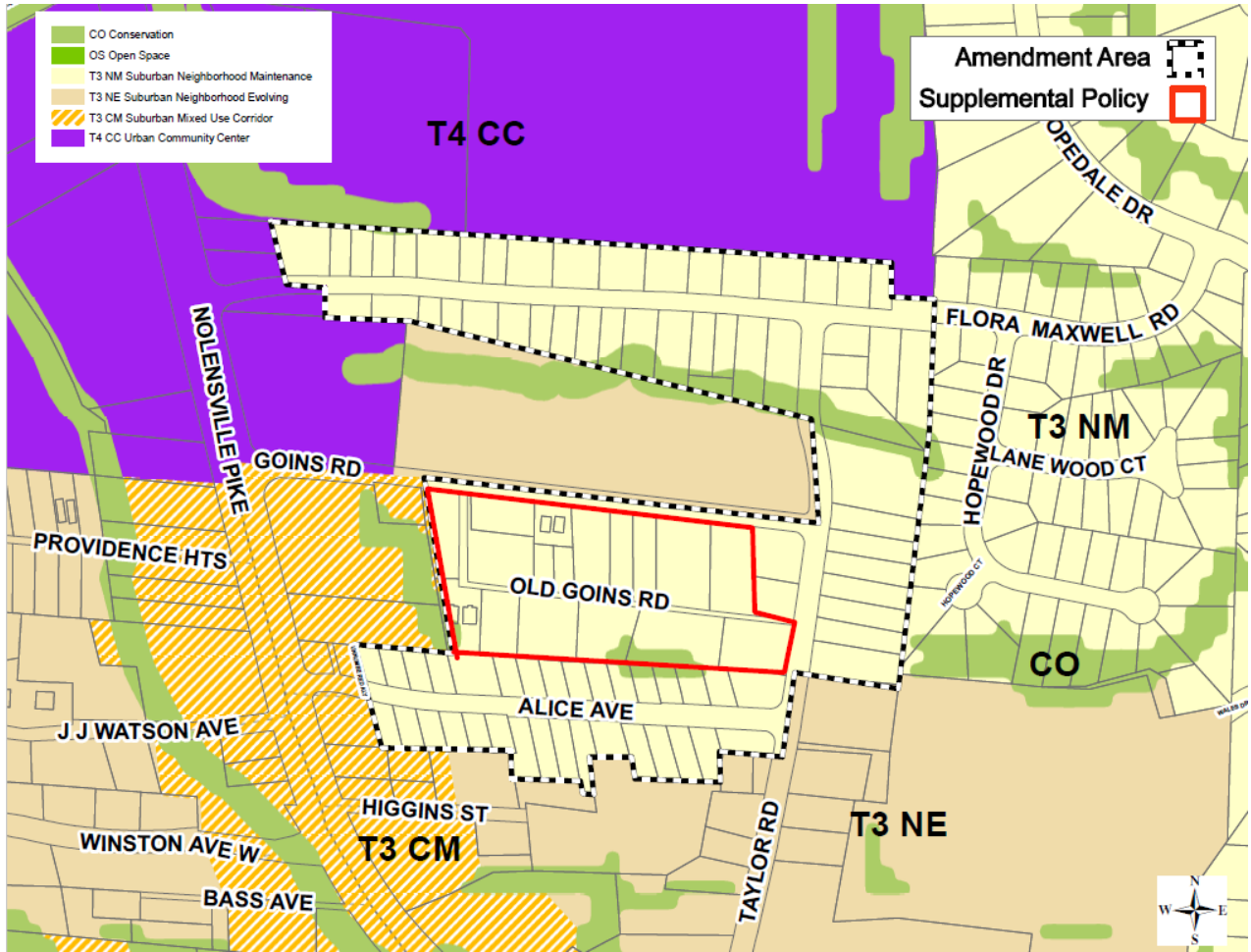
The proposed OR20 zoning district would generate four more students than what is typically generated under the existing RS15 zoning district. Students would attend Whitsitt Elementary, Wright Middle School, and Glencliff High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### STAFF RECOMMENDATION

Approve subject to the approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.



# Metro Planning Commission Meeting of 10/25/18



**2018CP-012-002**

**SOUTHEAST COMMUNITY PLAN AMENDMENT**

Map 147, various parcels

12, Southeast

30 (Jason Potts)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-012-002</b>
<b>Project Name</b>	<b>Southeast Community Plan Amendment</b>
<b>Council District</b>	30 – Potts
<b>School District</b>	2 – Brannon
<b>Requested by</b>	S+H Group, LLC, applicant; Pillars Development LLC, owner.

**Deferrals** This item was deferred at the September 27, 2018 and October 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Grider  
**Staff Recommendation** *Defer to the December 13, 2018, Planning Commission meeting.*

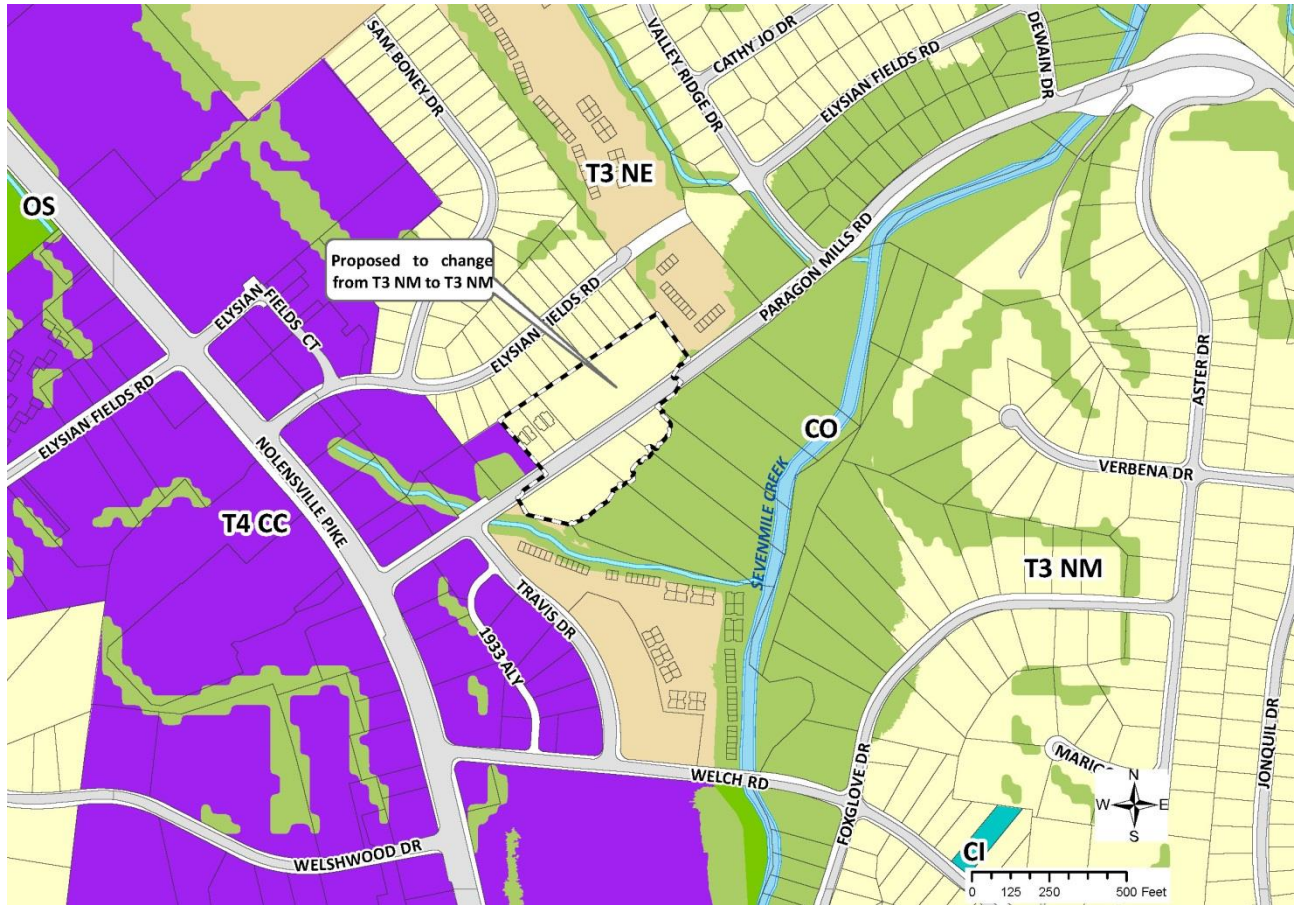
**APPLICANT REQUEST**  
**Amend the Southeast Community Plan to change the policy.**

Major Plan Amendment  
 A request to amend the Southeast Community Plan by amending the Community Character Policy to change from T3 Suburban Neighborhood Maintenance (T3 NM) Policy to T3 Suburban Neighborhood Evolving (T3 NE) Policy on various properties on Flora Maxwell Rd, Taylor Rd, Goins and Old Goins Rd and Alice Ave, east of Nolensville Pike, zoned Single and Two Family Residential (R6) and Office and Residential (OR20) (approximately 20.01 acres).

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the December 13, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 10/25/18



**2018CP-012-003**

**SOUTHEAST COMMUNITY PLAN AMENDMENT**

Various Maps; Various Parcels

26, Southeast

11 (Elrod)





<b>Project No.</b>	<b>Minor Plan Amendment 2018CP-012-003</b>
<b>Project Name</b>	<b>Southeast Community Plan Amendment</b>
<b>Associated Case</b>	2018Z-102PR-001
<b>Council District</b>	26 – Elrod
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Dewey Engineering, applicant. Various owners.
<b>Staff Reviewer</b>	Sewell
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Amend Southeast Community Plan to change the policy.**

Minor Plan Amendment

A request to amend the Southeast Community Plan by changing from T3 Neighborhood Maintenance to T3 Neighborhood Evolving on various properties along Paragon Mills Road (12.06 acres).

**SOUTHEAST COMMUNITY PLAN**

**Current Policy**

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

**Proposed Policy**

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

**BACKGROUND**

The amendment area is surrounded by three policy areas:

- T3 NE
- T3 NM
- Conservation (CO) to west, which is the Seven Mile Creek floodplain area



## Metro Planning Commission Meeting of 10/25/18

- T4 Community Center (T4 CC) to southwest, which is focused primarily on Nolensville Pike frontage.

The *Growth & Preservation Concept Map of NashvilleNext*, identifies the plan amendment area within the Transition or Infill area, with the southeastern portion within the Green Network. In addition, the study area is directly to the east and north of a Tier One Center that extends north from the intersection of Nolensville Pike and Harding Place. In addition, Nolensville Pike is identified as an Immediate Need High Capacity transit corridor.

The Major and Collector Street Plan (MCSP) classifies Paragon Mills Road as a two-lane Collector Avenue (T3-R-CA2). Nolensville Pike is classified as a five-lane Arterial Boulevard (T4-M-AB5-IM). WeGo Public Transit's Route 72 serves the area, which links to Route 52. Both routes connect this portion of the community to downtown.

### COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is minor and the applicant was required to hold a community meeting. Staff hosted a community meeting at the Paragon Mills Church of Christ on Monday, October 8, 2018, attended by six people from the community. One attendee expressed opposition, while the others either expressed no opinion or offered support.

### ANALYSIS OF T3 NEIGHBORHOOD EVOLVING POLICY

The proposed amendment area is a suitable location for T3 NE policy for the following reasons:

#### Policy Application

The proposed application of T3 NE policy is consistent with the intent of the application of this policy category. T3 NE policy should be applied to areas that are undeveloped, underdeveloped, or suitable for substantial redevelopment and infill and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods. The study area is currently underdeveloped with an inconsistent pattern of development and is suitable for significant redevelopment. T3 NE policy would allow development that would form a transition from a Tier One Center to adjacent single and two family neighborhoods to the east.

#### Growth & Preservation Concept Map

The proposed amendment area is predominantly designated as Transition and Infill on the NashvilleNext Growth & Preservation Concept Map. It is also directly east of a Tier One Center, which is intended to be a pedestrian-friendly area with frequent transit service that contains a dense mix of homes, shops, jobs and parks. Residential infill development is encouraged immediately around Tier One Centers in order to grow the market and demand for consumer services and the demand for transit in these centers.

Transition and Infill areas are intended to provide opportunities for greater housing choice while maintaining a suburban residential pattern that provides appropriate transitions from intense corridors or centers to adjacent neighborhoods. The study area's designation as Transition and Infill and its proximity to a Tier One Center makes it an appropriate location for T3 NE policy.



## **Metro Planning Commission Meeting of 10/25/18**

### **Transportation and Connectivity**

The study area is located just off Nolensville Pike, classified as a major arterial in the Major and Collector Street Plan. There is existing bus and BRT Lite bus service on Nolensville Pike with inbound and outbound bus stops located at the Paragon Mills Road/Travis Drive (Route 72) intersection as well as stops along Nolensville Pike at Elysian Fields Road (Routes 52 and 72) and Welshwood Drive (Route 72). Nolensville Pike is also designated in NashvilleNext as an immediate need high capacity transit corridor slated for near term improvements to transit service. nMotion, the region's plan for transit, identifies Nolensville Pike as a future light-rail corridor. Convenient access to major transportation and transit networks (existing and planned) on a primary corridor to downtown Nashville makes this an appropriate location for T3 NE policy.

### **Relationship to Surrounding Policies**

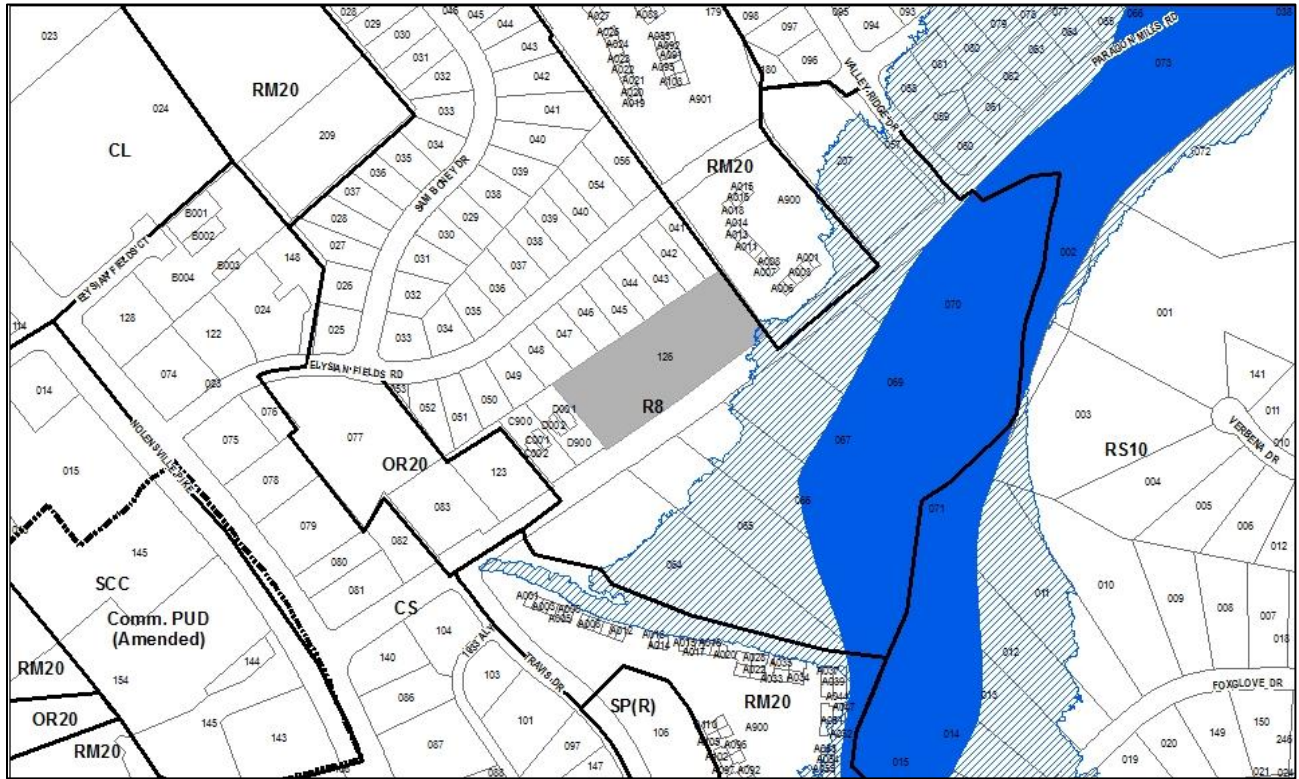
The existing T3 NM policy applied to the study area matches policy applied to property along Elysian Fields Road immediately north of the study area that consists of smaller lots with single- and two-family uses. Meanwhile, to the east and southeast of the study area T3 NE policy is applied to existing multifamily condominium developments. Conservation (CO) policy, consisting of floodplain adjacent to Seven Mile Creek, constrains future development on the south side of Paragon Mills Road to the front of the properties. T3 NE policy adjacent to CO policy would encourage new housing types that could take advantage of frontage along Paragon Mills Road and avoid disruption of the floodplain. Currently applied T3 NM policy on Paragon Mills Drive between existing T4 Urban Community Center (T4 CC) and T3 NE policy does not support adding housing types that could support the adjacent center or transit along Nolensville Pike. Rooftops, such as those yielded by T3 NE policy, are needed to support the viability of consumer businesses and population in the center policy area. An appropriate transition of density and intensity can be made from the commercial development on Nolensville Pike into the established suburban neighborhood with application of T3 NE policy to the study area.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 10/25/18



**2018Z-102PR-001**

Map 133-15, Parcel(s) 126

12, Southeast

26 (Jeremy Elrod)



<b>Project No.</b>	<b>Zone Change 2018Z-102PR-001</b>
<b>Associated Case</b>	2018CP-012-003
<b>Council District</b>	26- Elrod
<b>School District</b>	7- Pinkston
<b>Requested by</b>	Dewey Engineering, applicant; Samir Investments, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve subject to approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.</i>

**APPLICANT REQUEST**

**Zone change from R8 to RM20-A zoning.**

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Multi-Family Residential-Alternative (RM20-A) zoning for property located at 522 Paragon Mills Road, approximately 530 feet southwest of Valley Ridge Drive, (2.05 acres).

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 11 lots with 2 duplex lots for a total of 13 units.*

**Proposed Zoning**

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 41 units.*

**SOUTHEAST COMMUNITY PLAN**

**Existing Policy**

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.

**Proposed Policy**

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



## **Metro Planning Commission Meeting of 10/25/18**

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.

### **ANALYSIS**

The property consists of one parcel totaling 2.05 acres located along Paragon Hills Road in Southeast Nashville. This neighborhood along Paragon Hills Road consists of single-family residential uses, some two-family residential uses, multi-family residential uses and commercial uses. Paragon Mills Road is identified as a collector-avenue street on the Major and Collector Street Plan. This parcel is located approximately 755 feet east of Nolensville Pike. A MTA transit stop is located approximately 450 feet to the west of the parcel.

The existing T3 Neighborhood Maintenance policy is intended to maintain the character of the existing neighborhood. This neighborhood includes various types of lot sizes and uses along Paragon Hills Road. The parcel to the east is zoned Multi-Family Residential (RM20) and includes existing multi-family residential units. The parcels to the west include two-family residential units and commercial uses. The existing zoning in the area ranges from One and Two-Family Residential (R8) to Office/Residential (OR20) and Commercial Service (CS) zoning.

The proposed Multi-Family Residential – Alternative zoning (RM20-A) is supported by the proposed T4 Neighborhood Evolving policy at this location. Applying RM20-A zoning on this large parcel, will provide the opportunity for infill development that is consistent with the surrounding land uses. The alternative zoning district includes enhanced development standards pertaining to building placement and access that encourage development to frame the corridor, which is consistent with the goals of the proposed land use policy. RM20-A zoning will provide a transition from higher intensity along the corridor to the lower intensity policy to the north. The proposed rezoning brings the property closer to the goals of the proposed policy by allowing for housing diversity.

### **STAFF RECOMMENDATION**

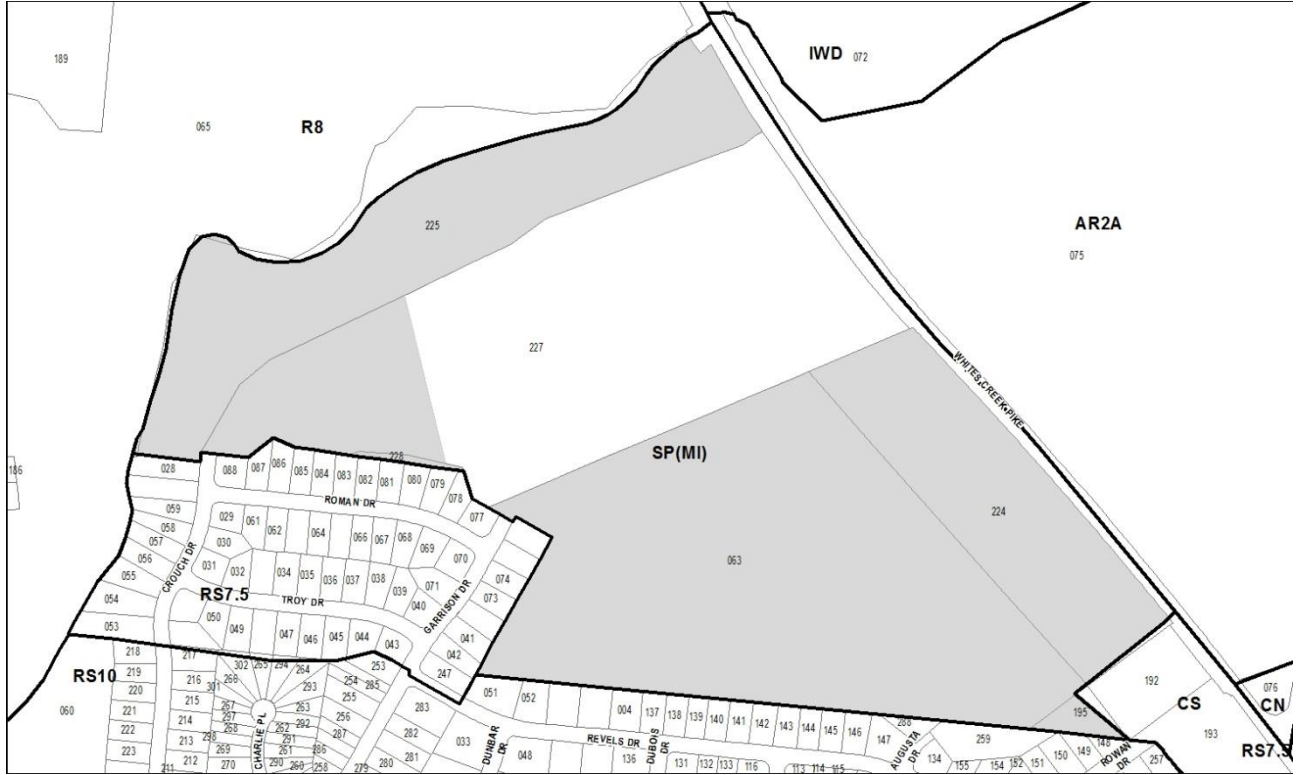
Approve subject to the approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 10/25/18



**2008SP-025-005**  
**PARK AT EWING CREEK SP (PERIODIC REVIEW)**  
Map 059, Parcel(s) 063, 195, 224-225  
Map 059, Part of Parcel(s) 227  
03, Bordeaux-Whites Creek-Haynes Trinity  
02 (Decosta Hastings)





<b>Project No.</b>	<b>Specific Plan 2008SP-025-005</b>
<b>Project Name</b>	<b>Park at Ewing Creek SP (Periodic Review)</b>
<b>Council District</b>	02 -Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Councilmember Sharon Hurt
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Find the SP to be active.</i>

**APPLICANT REQUEST**  
**Periodic review of a Specific Plan.**

Periodic SP Review

A request for a periodic review of the undeveloped portion of the Park at Ewing Creek Specific Plan District located at 2832 and 3120 Whites Creek Pike, a portion of property located at 2842 Whites Creek Pike, Whites Creek Pike (unnumbered) and Rowan Drive (unnumbered), approximately 1,510 feet south of Briley Parkway (63.42 acres).

**Existing Zoning**

Specific Plan-Mixed Industrial (SP-MI) 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 industrial uses and a mix of office, commercial, and/or residential uses.

**SP DETAILS**

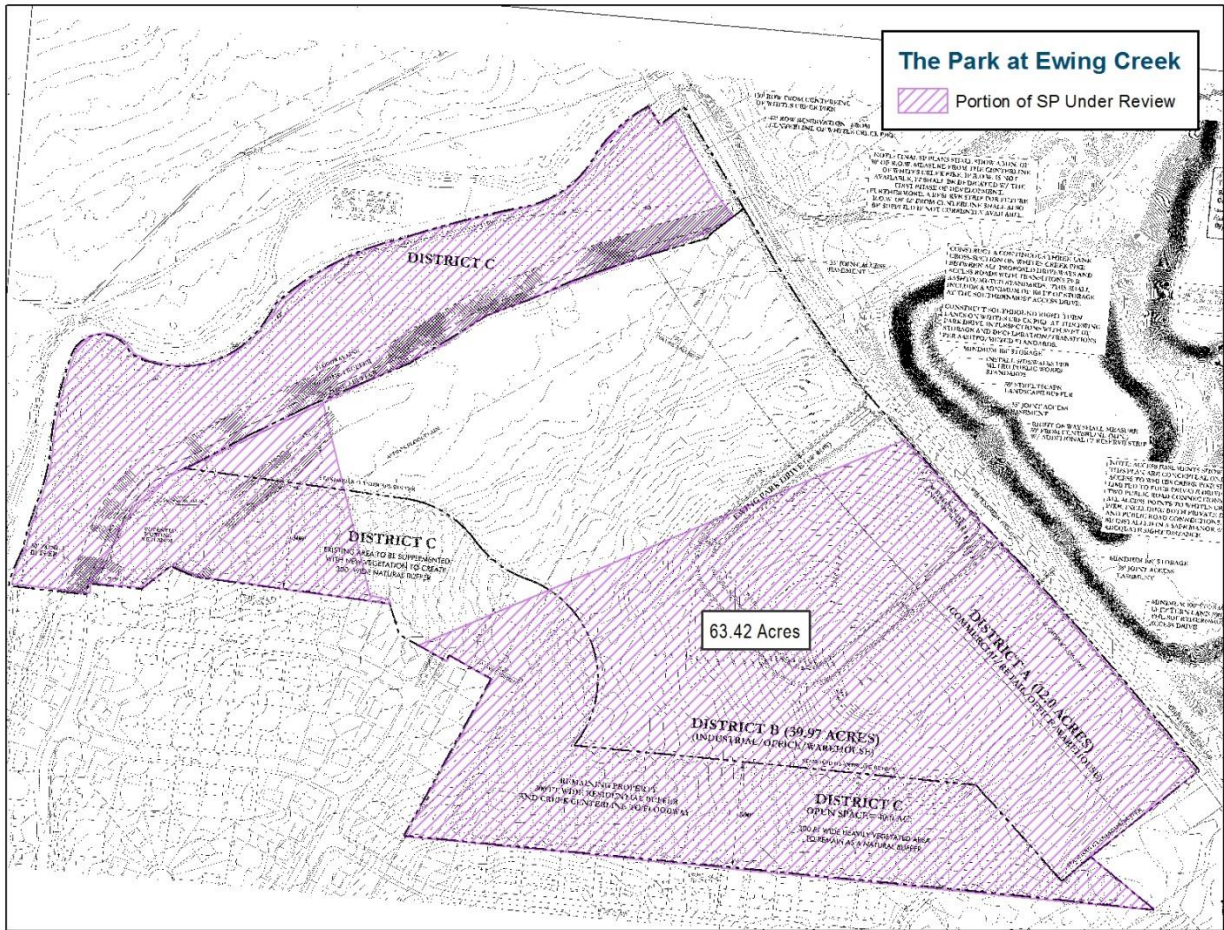
The Park at Ewing Creek SP was approved in 2009 to permit retail, office, warehouse, industrial, and open spaces uses in three subdistricts. Subdistrict A, which encompasses approximately 12 acres located along Whites Creek Pike, permits commercial, retail, office, and warehouse uses. Subdistrict B, which encompasses approximately 40 acres in the center of the site, permits industrial, office and warehouse uses. Subdistrict C, which encompasses the area along Ewing Creek to the north and a 300-foot-wide buffer along the southern and western property lines with a total area of about 40 acres, is limited to open space and vegetated landscape buffers. A portion of the SP, within Subdistricts A and B, is currently under development as a parking facility used by UPS. This SP review is limited to the undeveloped portions of the SP.

**PERIODIC SP REVIEW**

Section 17.40.105.I of the Metro Zoning Ordinance authorizes the Planning Commission, a councilmember, or the property owner of the area to be reviewed to request the Metropolitan Planning Commission to review any Specific Plan (SP), or portion thereof, to determine whether the SP is “inactive,” and if so, to recommend to the Council what action should be taken with respect to the SP. The Commission determines whether the SP is “inactive” by examining whether development activity has occurred within four years from the date of the initial enactment, subsequent amendment, or re-approval by the Metro Council. If the Planning Commission determines the SP to be inactive, the Commission is required to recommend legislation to the Council to re-approve or amend the SP or rezone the property.



# Metro Planning Commission Meeting of 10/25/18



Approved Overall Preliminary Site Plan (Portion under review in the hatched pattern)



## Metro Planning Commission Meeting of 10/25/18

### Timeline for Planning Commission Action

The Zoning Code requires that, within 90 days from the initiation of its review, the Planning Commission must hold a public hearing to make a determination of activity, and if necessary, make a recommendation to the Council. The review was requested by Councilmember Sharon Hurt on August 31, 2018. The 90 day period extends to November 29, 2018. If the Planning Commission does not make a determination within 90 days from the initiation of a review, it is considered to be a recommendation to re-approve by ordinance the existing SP without alteration.

### Classification of the SP (Active or Inactive)

Under 17.40.105 I, the Commission is first required to determine whether the portion of the Park at Ewing Creek SP requested for periodic review is active or inactive by examining whether development activity has occurred within four years from the date of the initial enactment, subsequent amendment, or re-approval by the Metro Council.

Section 17.40.105.I.3.a. of the Metro Code requires the Planning Commission to make three findings in order to determine whether a SP has been active or inactive:

- i. *Four or more years have elapsed since the latter of*
  - (1) *The effective date of the initial enacting ordinance of the SP,*
  - (2) *The effective date of any ordinance approving an amendment to the SP,*
  - (3) *The effective date of any ordinance re-approving or amending a SP after it has been reviewed and decided in accordance with subsection 5.a. or b. of this section, or*
  - (4) *The deadline for action by the metropolitan council in accordance with subsection 5.d. of this section, and*

The initial enacting ordinance for the SP became effective in 2008. No amendments have been approved for the SP.

- ii. *Construction has not begun on the portion of the SP under review; construction shall mean physical improvements such as, but not limited to, water and sewer lines, footings, and/or foundations developed on the portion of the SP under review; clearing, grading, the storage of building materials, or the placement of temporary structures shall not constitute beginning construction, and*

The portion of the SP under review includes areas along Ewing Creek that were designated for enhancement and restoration of the floodplain, including construction of wetlands and planting of trees. Approvals were required from the Army Corps of Engineers, the Tennessee Department of Environment and Conservation and the Metro Stormwater Committee. A grading permit for the wetland construction and floodplain enhancement and restoration work was issued in April 2011. Metro has continuously completed periodic inspections since that time, and construction was completed in August 2017. The owners of this portion of the SP submitted information stating that approximately \$639,900 were spent on engineering, grading and tree planting expenses for this portion of the SP.



## Metro Planning Commission Meeting of 10/25/18

iii. *Neither right-of-way acquisition from a third party nor construction has begun on off-site improvement(s) required to be constructed by the metropolitan council as a condition of the SP approval.*

No right-of-way acquisition has taken place and no off-site improvements have been constructed.

Section 17.40.105 I.3.a. states that the Commission “*may also take into consideration the aggregate of actions, if any, taken within the prior 12 months to develop the portion of the SP under review.*”

The owners of the portion of the SP under review have provided information regarding the aggregate of actions that have occurred to develop the overall SP. The information includes both text and photos and was submitted to the Planning Department on October 9, 2018. The text included in the packet is replicated below:

### **Initial Acquisition and Entitlement**

The 92 acres currently zoned SP located on Whites Creek Pike was purchased by Mike Nacarato in 2007 at a time that the property was zoned R8. The property was purchased from Fred Hahn who intended to place a mobile home park there similar to other facilities that he owned on Dickerson Pike.

After the purchase by Nacarato, a plan was created to develop the property as a R8 subdivision with 25% duplex lots. The plan was to create up to 388 lots with up to 485 homes. Although allowed by right, this plan was shown to the Community and created much opposition. The community did not want the traffic, but they also felt that the use was inappropriate across the street from an active rock quarry.

As a result, and after a long process, it was agreed and supported by the Community and the Councilmember that the property be rezoned SP allowing 12 acres of Commercial/Office and Warehouse along Whites Creek Pike; allow 40 acres of Industrial/Office and Warehouse behind the Commercial; and then provide a 300 foot wide Buffer of existing dense trees to stay (40 acres in size) adjacent to the existing residential subdivision (Haynes Manor).

The approximate cost of this extensive land use and zoning process was as follows:

- Cost of property - \$3,062,321
- Engineering/surveying/zoning expenses - \$142,700

### **Phase One Development**

The first phase of the SP was the creation of a park as indicated on the SP plan. This park was to create a resources within the floodway and floodway buffer to create water quality storage areas, storage for floodwater, and to plant over 600 trees. This process required approval by Corps of Engineers, TDEC, Planning Commission, and the Metro Stormwater Committee. The work was approved in 2010 and was not completed and signed off by Metro until November 2017.



## Metro Planning Commission Meeting of 10/25/18

- Engineering expenses - \$86,300
- Grading expenses - \$402,600
- Tree planting expenses - \$151,000

### Phase 2 Development

The second Phase consisted of the creation of a level pad for a future user. The project required removal of unsuitable soils and import of granular fill. The work was completed in December 2017.

- Removal of bad soils expenses - \$629,200
- 170,000 cubic yards of compacted fill expenses - \$1,700,000
- Engineering expenses - \$93,100

### Phase 3 Development

The Third Phase is the development of an overflow parking and staging area for UPS. This was created within an industrial zoned section of the SP. This began in November 2017 and the project is nearing completion.

Infrastructure improvements to overall SP—

- Water and sanitary sewer expenses - \$980,000
- Site development expenses - \$4,800,000
- Engineering expenses - \$240,000

### Phase 4 Official Dedication of Open Space

In November of 2017, 40 acres of open space was formally dedicated as required by the overall SP.

- Cost of dedicated land 40 acres at \$30,623/acre = \$1,224,920

### Phase 5 (In Progress) Remaining Portion of SP

Pending contracted sale of the remaining SP commercial/industrial site (\$6,500,000) which includes 30 acres of developable property outside of dedicated buffers (\$216,667 per acre). A portion of the property is to be an enclosed recycling facility that is currently allowed but however required an extensive public process to meet the requirements of the Tennessee Jackson Law.

- Surveying Expenses - \$34,000
- Engineering expenses - \$128,000
- Extension of sanitary sewer to site expenses - \$180,000
- Jackson Law Process
  - Legal representation - \$42,000
  - Metro Council procedures, community meetings, land use consultants - \$93,800

### Aggregate of expenses on overall SP within the last 12 months

- Engineering expenses - \$419,400
- Grading expenses - \$402,600
- Tree planting expenses - \$151,000



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- Removal of bad soils expenses - \$629,200
- 170,000 cubic yards of compacted fill expenses - \$1,700,000
- Water and sanitary sewer expenses - \$980,000
- UPS site development expenses - \$4,800,000

**Total:** \$9,082,200

### **Expenses on the remainder of the SP within the last 12 months**

- Dedication of buffers to open space - \$1,224,990
- Surveying expenses - \$34,000
- Engineering expenses - \$128,000
- Extension of sanitary sewer to site expenses - \$180,000
- Jackson Law Process
  - Legal representation - \$42,000
  - Metro Council procedures, community meetings, land use consultants - \$93,800

**Total:** \$1,702,720

### **ANALYSIS**

The activities described in Phase One of the owner's information are associated with a final site plan, Case 2008SP-025-001, for development of an "eco-park" on approximately four acres of the site, including floodplain and wetland restoration and enhancement. The final site plan was approved in April of 2011. The associated grading permit, Permit #201100038, was approved by Metro in April of 2011, and Metro Stormwater completed the final inspection on the project in August of 2017.

The portion of the SP under review excludes the developed portion containing the UPS facility described in Phases 2 and 3 of the information provided by the owners. A final site plan was reviewed and approved and grading permits for these phases of the development were issued in late 2017 and early 2018, but those activities are not under consideration as part of the aggregate of actions as they are not applicable to the portion of the SP under review.

Phase Four, as described in the information provided by the owner, involved fulfillment of Condition #1 of Section 6 of Council Ordinance BL2008-324, which required that "prior to final site plan approval of the first phase of development an association to manage and maintain the landscape buffer yards shall be established and a management plan shall be prepared and approved by the Urban Forester. The owners of the property recorded a Landscaping and Maintenance Agreement with the Davidson County Register of Deeds, Instrument #20171005-0102329, on October 5, 2017 to address this condition.

Phase 5, as identified in the information provided by the owner, encompasses the remaining undeveloped portion of the SP within Subdistricts A and B, which permit office, industrial and warehouse uses, and outside of floodplain, open space, and landscape buffer areas. A portion of the activities described as occurring in Phase 5 pertain to approvals obtained under the Jackson Law process. The Jackson Law refers to the provisions of Tennessee Code Annotated, Title 68, Chapter 211, Part 7 which allows Council to make determinations concerning the location of certain uses. In



## Metro Planning Commission Meeting of 10/25/18

preparation for development of the remaining portion of the SP, and as required by the Jackson Law provisions, the owners sought Metro Council approval of the location of a non-hazardous liquid waste processing facility to be located on a portion of this site. Metro Council approved Ordinance BL2018-1280 to approve those plans on September 5, 2018.

Excluding the activities identified in Phases 2 and 3, which pertain to the already developed portion of the SP which is not under review, the owner has taken action to initiate development within the remainder of the SP in the 12 months prior to this periodic review. The approved Preliminary SP limited the uses within Subdistrict C of the plan to open space and greenways and noted that the open space was important to provide a permanent buffer between the commercial and industrial uses and the adjacent community. Since August of 2017, the owners have completed ongoing floodplain and wetland restoration work at the north end of the SP and have invested in planting additional trees and vegetation within the 300-foot landscape buffer at the south end of the SP. The owners have also fulfilled a requirement of the Council ordinance to establish an association to manage and maintain the open space through an instrument recorded in November of 2017; this condition was required to be addressed before a final site plan for development could be approved. Additionally, in anticipation of development, the owners have initiated a public hearing process required by Metro Council for a non-hazardous liquid waste processing facility and received Council approval in September of 2018. Under the Jackson Law provisions, this Council approval is required before permits for development of that use can be issued.

Collectively, the above activities demonstrate an aggregate of actions occurring within the prior 12 months to prepare the site for development and to initiate development of the remaining undeveloped portion of the SP.

### Planning Commission Recommendation to Metro Council

If the Planning Commission determines the SP to be active, then no further action is required. If the Commission determines the SP to be inactive, then the Commission is required to recommend legislation to the Council to re-approve or amend the SP, or rezone the property.

With respect to the legislation to be recommended to the Metro Council, the Planning Commission is directed by the Code to take two distinct steps.

First, the Commission is to determine whether the *“existing SP is consistent with the goals, policies, and objectives of the General Plan and any applicable specific redevelopment, historic, neighborhood, or community plans.”*

Second, the Commission is to recommend the legislation, and include, as required:

(a) The appropriateness of the continued implementation of the development plan or phases(s) as adopted, based on current conditions and circumstances; and

(b) Any recommendation to amend the development plan or individual phases(s) to properly reflect existing conditions and circumstances, and the appropriate base zoning classification(s) should the SP district be removed, in whole or in part, from the property.



## Metro Planning Commission Meeting of 10/25/18

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

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

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

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

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 currently approved SP plan is partially consistent with the current land use policies applicable to the area. A portion of the site, encompassing the floodplains along Ewing Creek, is within Conservation and Open Space policies. The SP limits uses in that area to open space and greenways, which are consistent with the goals of the Conservation and Open Space policies to minimize disturbance of sensitive environmental features and provide opportunities for protected open space and greenways. A portion of the site along Whites Creek Pike is within an area of T3 NC policy, which encourages a mix of uses to serve surrounding neighborhoods. The uses permitted within Subdistrict A of the SP, including retail, office and warehouse, are generally consistent with the T3 NC policy.





## **Metro Planning Commission Meeting of 10/25/18**

The remainder of the site is within T3 NE policy, which is a primarily residential policy intended to enhance suburban residential neighborhoods with additional housing choices and improved connectivity. A portion of the T3 NE policy area overlaps with Subdistrict C of the SP, which currently restricts that area to a 300-foot landscape buffer. The majority of the T3 NE policy on the site overlaps with Subdistricts A and B which permit a range of retail, office, warehouse and industrial uses that are not supported by the T3 NE policy.

### **STAFF RECOMMENDATION**

In accordance with the requirements of 17.40.105 I, staff recommends that the Planning Commission find the portion of the SP under review to be active as construction has begun on the portion of the SP under review and there has been an aggregate of actions that constitutes activity by the owner in the last 12 months to initiate development of this portion of the SP.

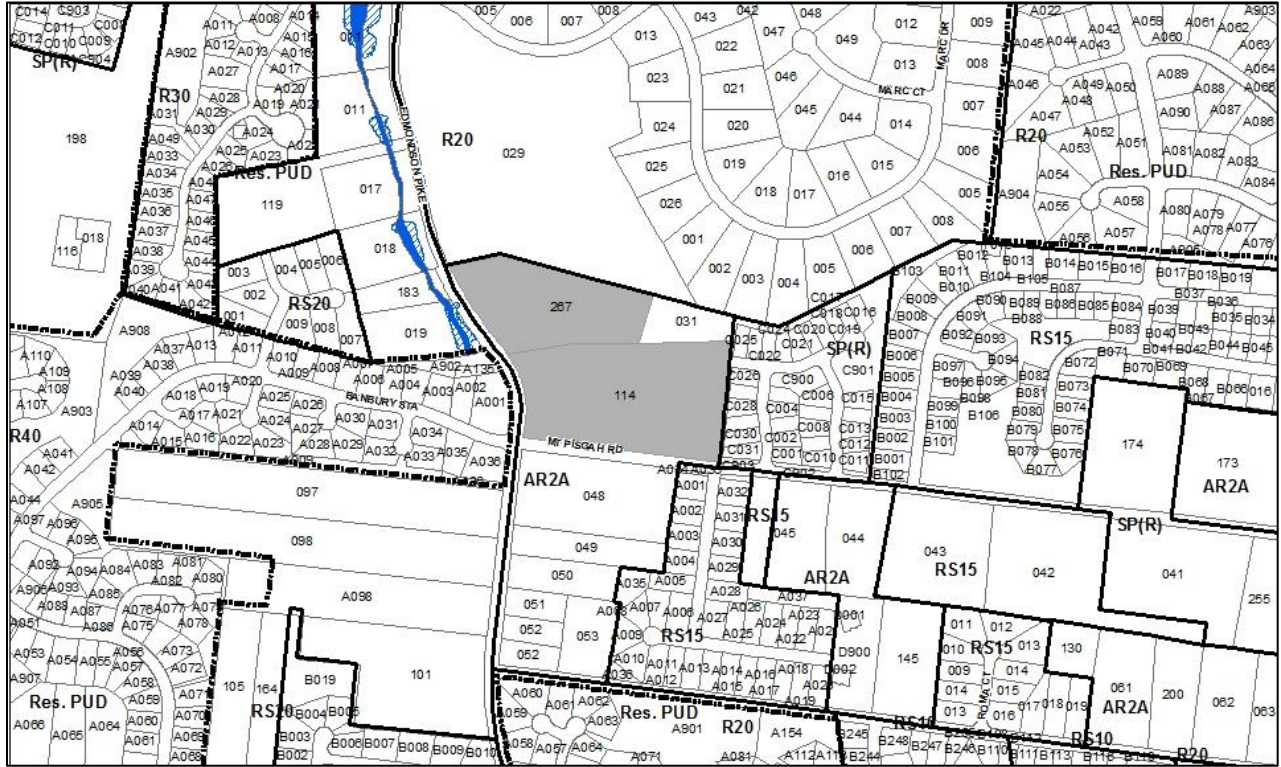
### **ALTERNATIVE**

If the Commission finds the SP inactive, then staff recommends that the Commission recommend that Council rezone the property as follows:

- The portion of the SP under review within areas of Conservation and Open Space policy should remain in place, as the SP limits development in those areas in a manner that is consistent with policy.
- The portion of the property within T3 NC policy should be rezoned to Mixed Use Neighborhood – Alternative (MUN-A) as this district would permit a range of uses to serve the surrounding neighborhoods at a scale appropriate for a neighborhood center.
- The portion of the property within T3 NE policy should be rezoned to Single-Family Residential (RS10), consistent with the zoning of the adjacent residential neighborhoods. Additionally, future development under RS10 zoning should include extension of all existing stub streets in the surrounding residential neighborhoods through this site to ensure consistency with the guidance in T3 NE policy to enhance vehicular and pedestrian connectivity.



# Metro Planning Commission Meeting of 10/25/18



**2018SP-060-001**  
MT. PISGAH AND EDMONDSON SP  
Map 172, Parcel(s) 114, 267  
12, Southeast  
04 (Robert Swope)



<b>Project No.</b>	<b>Specific Plan 2018SP-060-001</b>
<b>Project Name</b>	<b>Mt. Pisgah and Edmondson SP</b>
<b>Council District</b>	04 – Swope
<b>School District</b>	2 – Brannon
<b>Requested by</b>	Dale and Associates, applicant; Edmondson Landco, LLC, and Mary and Robert Hyman, Trustees, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Defer to the November 8, 2018, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit up to 38 single-family residential units.**

Preliminary SP

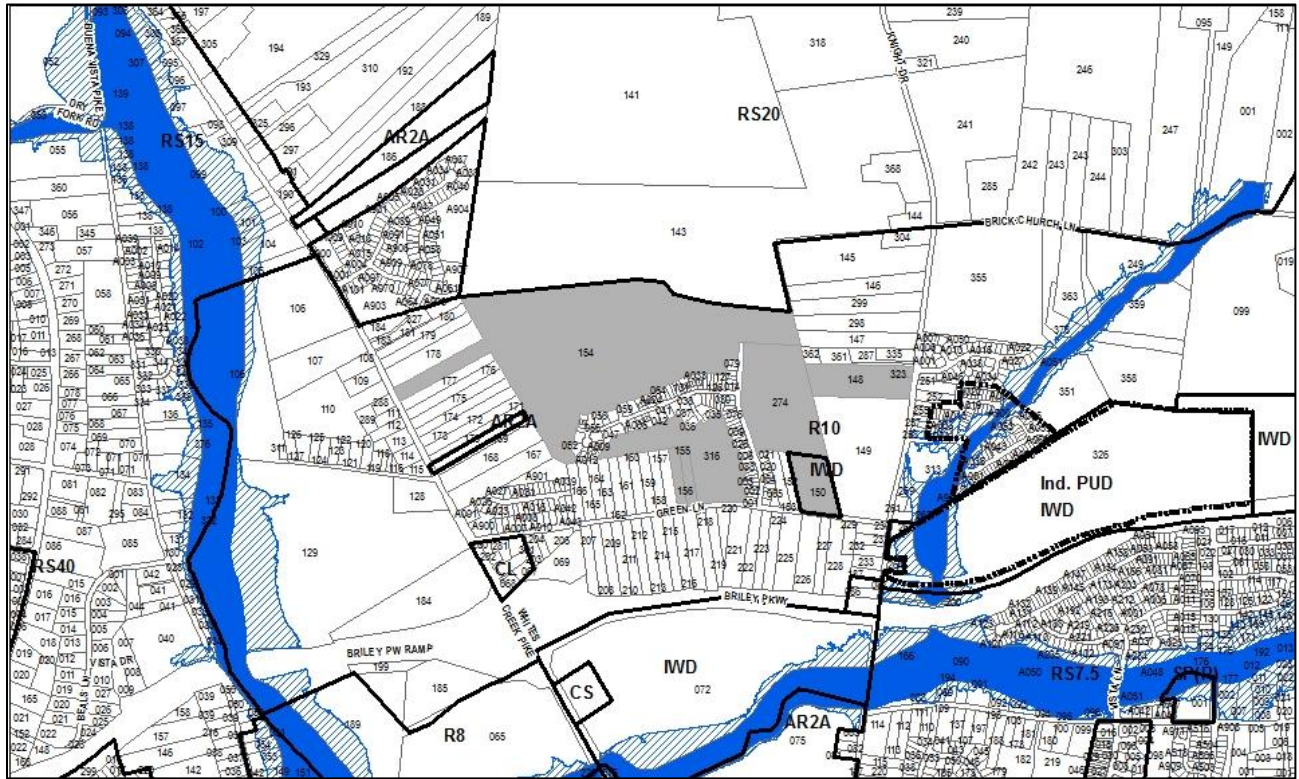
A request to rezone from Agricultural/Residential (AR2A) to Specific Plan-Residential (SP-R) zoning on properties located at 5960 Edmondson Pike and Edmondson Pike (unnumbered), at the northeast corner of Edmondson Pike and Mt. Pisgah Road, to permit 38 single-family residential lots (13.4 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the November 8, 2018, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 10/25/18



## 2018SP-069-001

### RIDGECREST AT VISTA

Map 049, Parcel(s) 148, 150, 154-156, 274, 316, 323

03, Bordeaux-Whites Creek-Haynes Trinity

03 (Brenda Haywood)



<b>Project No.</b>	<b>Specific Plan 2018SP-069-001</b>
<b>Project Name</b>	<b>Ridgecrest at Vista</b>
<b>Council District</b>	03 - Haywood
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Anderson, Delk, Epps and Associates Inc., applicant; Cornerstone Land Company, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Rezone from IWD and R10 to SP-R to permit 303 residential lots.**

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) and One and Two-Family Residential (R10) zoning to Specific Plan-Residential (SP-R) zoning for properties located at 420, 516, and 520 Green Lane, 3448 Knight Drive, Tisdall Drive (unnumbered), Knight Drive (unnumbered), White Creek Pike (unnumbered), and Green Lane (unnumbered), approximately 470 feet east of Knight Drive (116.76 acres), to permit 303 single-family residential lots.

**Existing Zoning**

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

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 486 residential lots with 121 duplex lots for a total of 607 residential 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.

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

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



# Metro Planning Commission Meeting of 10/25/18



**Proposed Site Plan**



## Metro Planning Commission Meeting of 10/25/18

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

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

### PLAN DETAILS

This request is composed of several properties totaling approximately 116 acres. The site is located between Knight Drive to the east, Whites Creek Pike to the west and Green Lane to the south. Deer Meadows subdivision abuts the site, and has five stub streets intended for future public street connections into the site. The site is vacant and consists of dense woodlands. The site does not contain any significant areas with steep slopes, but there are several streams that bisect the site. Stream areas are within the CO policy. In 2015, the Planning Commission approved a concept plan for the portion of the site adjacent to Green Lane. That concept plan, The Cottages of Vista, is approved for 47 residential lots with 11 lots being duplex eligible for a total of 58 residential units. If the subject SP is approved, then it will override the approved concept plan.

#### Site Plan

The plan proposes a total of 303 residential lots with an overall density of approximately 2.6 units per acre. Residential lots consist of two types: single-family house lots and single-family cottage lots. There are 56 single-family house lots and 247 single-family cottage lots. House lots front onto private drives. Cottage lots are designed to be dual frontage with a more traditional front oriented to open space, and a secondary front oriented towards private drives which include a sidewalk and formal parking area between the unit and the private drive. Bulk standards for both lot types are as follows:

#### House Lots

Minimum Lot Area: 6,000 square feet  
Front Setback: 20'  
Side Setback: 3'  
Rear Setback: 20'  
Max Coverage: 0.65%  
Max Height: 3 Stories

#### Cottage Lots

Minimum Lot Area: 2,500 square feet  
Open Space Front Setback: 0' min, no max  
Private Drive Front Setback: 28' min, no max  
Side Setback: 3' interior, 5' exterior  
Max Coverage: 0.65%  
Max Height: 3 Stories

The plan is made up of two standalone sections that are separated by open space and the adjacent Deer Meadows Subdivision. Section One is adjacent to Green Lane and consists of 59 cottage lots. Section One is accessed from Green Lane. Section Two has some frontage along Green Lane and



## Metro Planning Commission Meeting of 10/25/18

Knight Drive. Section Two consists of 188 cottage lots and 56 house lots. Access to Section Two is from Green Lane and Knight Drive. All roadways in the development are gated private drives. In addition to the primary access points onto Green Lane and Knight Drive, there is a gated emergency entrance onto Tisdale Drive which is in the Deer Meadows Subdivision and connects to Green Lane.

Sidewalks are located along both sides of a majority of the private drives. All sidewalks are five feet in width. A four foot planting strip is located along a majority of the private drives, and varies between unit types. The two standalone sections are connected by a sidewalk through Deer Meadows Subdivision. Sidewalks are shown along the property frontage along Green Lane and Knight Drive. The sidewalk along Green Lane is five feet in width and includes a four foot planting strip. The sidewalk along Knight Drive is six feet in width and includes a six foot planting strip.

Approximately 77 acres (67%) of the project site is designated as open space. Approximately 14 acres is designated as active open space. Active open space areas are primarily the green space to which cottage units front. Approximately 49 acres of the open space is identified to be dedicated to Metro Parks. The plan indicates that it will remain as private open space if not accepted by Metro Parks. Streams that bisect the site are within open space, and include stream buffers required by Metro Stormwater.

### ANALYSIS

The plan is not consistent with the T3 NM or the T3 NE land use policies. Both policies call for new development to enhance public street connectivity. Connectivity is important to provide multiple route options to surrounding destinations which helps to reduce congestion and shorten trips. Public sidewalks along public streets also provide for safe pedestrian movement. The plan calls for a gated community, and it does not provide for public street connections, including connecting to any of the six public streets within the Deer Meadows subdivision which were designed to connect to the site.

Additionally, the proposed lot size and layout in the Suburban Neighborhood Maintenance policy areas are out of character with the neighboring Deer Meadows Subdivision and other subdivisions in the larger area. The proposed minimum lot size in the maintenance areas is 2,500 square feet. The average lot size for lots in Deer Meadows, which includes single-family, duplex and zero lot line lots, is approximately 6,600 square feet. The smallest lots within Deer Meadows are approximately 4,500 square feet in size. The proposed lots in the maintenance areas are significantly smaller. Due to the proposed lot size and building type in the maintenance areas, the spacing between homes is narrow and not in keeping with Deer Meadows or other suburban development in the surrounding area. Lot size and spacing should be more consistent with existing suburban developments in the immediate area. The plan includes some larger lots, but they are located in the Neighborhood Evolving policy area. These lots have a minimum lot size of 6,000 square feet, which is more consistent with the average lot size for Deer Meadows and other subdivisions in the surrounding area. This lot size is more appropriate in the maintenance areas, while the smaller lots are more appropriate in the evolving policy area.

Since the plan is not consistent with the land use policies, staff is recommending disapproval of the proposed plan.





## Metro Planning Commission Meeting of 10/25/18

### **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**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approved**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

#### **General Recommendations**

- All site driveways should include one entering lane and two exiting lanes. A 'Stop' sign (R1-1) and stop bar should be installed on the egress approach of each site driveway.
- Internal private roads shall include stop signs per MUTCD standards as necessary. Developer shall submit signage and pavement marking plans prior to Final SP approval.
- Developer shall widen Green Lane and Knight Dr. along project frontage to provide a minimum of two 11ft wide lanes and left turn lanes at access roads and Tisdale Dr. if adequate ROW is available and shall dedicate ROW along project frontage as necessary.
- Private Drive A may need to be gated during Kipp school dismissal times. Identify distance of Drive A to entering school drive.
- Gates shall be located a minimum of 50 ft from ROW.

#### **Whites Creek Pike and Green Lane**

- Based on *Evaluating Intersection Improvements: An Engineering Study Guide* (NCHRP 457), a two-lane approach is warranted under projected conditions for the westbound approach of Green Lane at Whites Creek Pike. Therefore, separate left and right turn lanes with approximately 100 feet of storage should be provided at this intersection once the proposed development reaches approximately 20% occupancy or the platting of 60 lots and if the necessary right-of-way is available. Developer shall submit road construction plans prior to platting 60<sup>th</sup> lot. MPW records indicate that Green Lane has 50 ft of Row.
- Based on the *Intersection Channelization Design Guide* (NCHRP 279), a right turn lane is warranted under projected conditions for the northbound approach of Whites Creek Pike at Green Lane. Therefore, a northbound right turn lane with approximately 100 feet of storage is



## Metro Planning Commission Meeting of 10/25/18

recommended to be provided once the proposed development reaches approximately 20% occupancy and if the necessary right-of-way is available. Developer shall submit road construction plans prior to platting 60<sup>th</sup> lot.

- Developer shall conduct a signal warrant analysis with platting of 150th lot and signalize intersection when warranted. Developer shall submit signal plan to MPW traffic engineer and install signal when warranted.

### Whites Creek Pike and Briley Parkway Westbound Ramps

- Based on the preliminary signal warrant analysis and MUTCD standards, traffic signal control will likely be warranted at the intersection of Whites Creek Pike and the Briley Parkway Westbound Ramps under projected conditions. It is recommended a full signal warrant analysis be conducted to confirm the results of the preliminary analysis before installation of a traffic signal once the proposed development reaches approximately 50% occupancy or 150 lots have been platted. Developer shall conduct a signal warrant analysis prior to 150th platted lot approval. Developer shall work with TDOT and MPW to signalize intersection when warranted. If a signal is warranted, developer shall contribute a pro rata share of signal costs.
- If a traffic signal is installed, it is recommended that the northbound approach of Whites Creek Pike operate with protected-permissive left-turn signal phasing.
- It should be noted that the analyses show the intersection of Whites Creek Pike and Green Lane might also warrant traffic signal control under projected conditions. However, per previous discussions with Metro Public Works, only one of the two intersections should be signalized due to spacing concerns. MPW has determined that adequate signal spacing between Green Lane and the Briley Parkway ramps appears to be available for signal installation at both ramps when warranted, therefore developer shall install signal if warranted at the intersection of Whites Creek Pike and Green Lane.
- Similarly, it should be noted that the analyses show the intersection of Whites Creek Pike and Briley Parkway Eastbound Ramps might also warrant traffic signal control under projected conditions. Few site generated trips are expected to utilize the intersection. Therefore, the installation of a traffic signal at this location should be the responsibility of another party.

### Knight Drive and Green Lane

- Based on Harmelink methodology, a left turn lane is warranted under projected conditions for the northbound approach of Knight Drive at Green Lane. Therefore, a NB left turn lane with approximately 100 feet of storage is recommended to be constructed once the proposed development reaches approximately 50% occupancy or platting of 150<sup>th</sup> lot and if the necessary right-of-way is available.
- Based on the *Intersection Channelization Design Guide* (NCHRP 279), a right turn lane is warranted under projected conditions for the southbound approach of Knight Drive at Green Lane. Therefore, a SB right turn lane with approximately 100 feet of storage is recommended to be constructed once the proposed development reaches approximately 50% occupancy or platting of 150<sup>th</sup> and if the necessary right-of-way is available. Appropriate lane transition and lane alignment with new turn lanes shall be provided.
- Due to the expected school traffic generated by residents of Ridgecrest development an EB left turn lane on Green Lane at Knight Drive shall be constructed by developer with the platting of 150 lots. It appears that Green Lane has 50 ft of ROW.



## Metro Planning Commission Meeting of 10/25/18

### 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)	5.02	0.8 F	174,936 S.F.	322	47	49

### Maximum Uses in Existing Zoning District: **R10**

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)	111.74	4.35 D	607 U	5431	433	571

\*Based on two-family lots

### 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)	116.76		303 U	2884	220	295

### Traffic changes between maximum: **IWD, R10 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2869	-260	-325

## METRO SCHOOL BOARD REPORT

**Projected student generation existing R10 district: 95 Elementary 92 Middle 91 High**  
**Projected student generation proposed SP-R district: 48 Elementary 46 Middle 45 High**

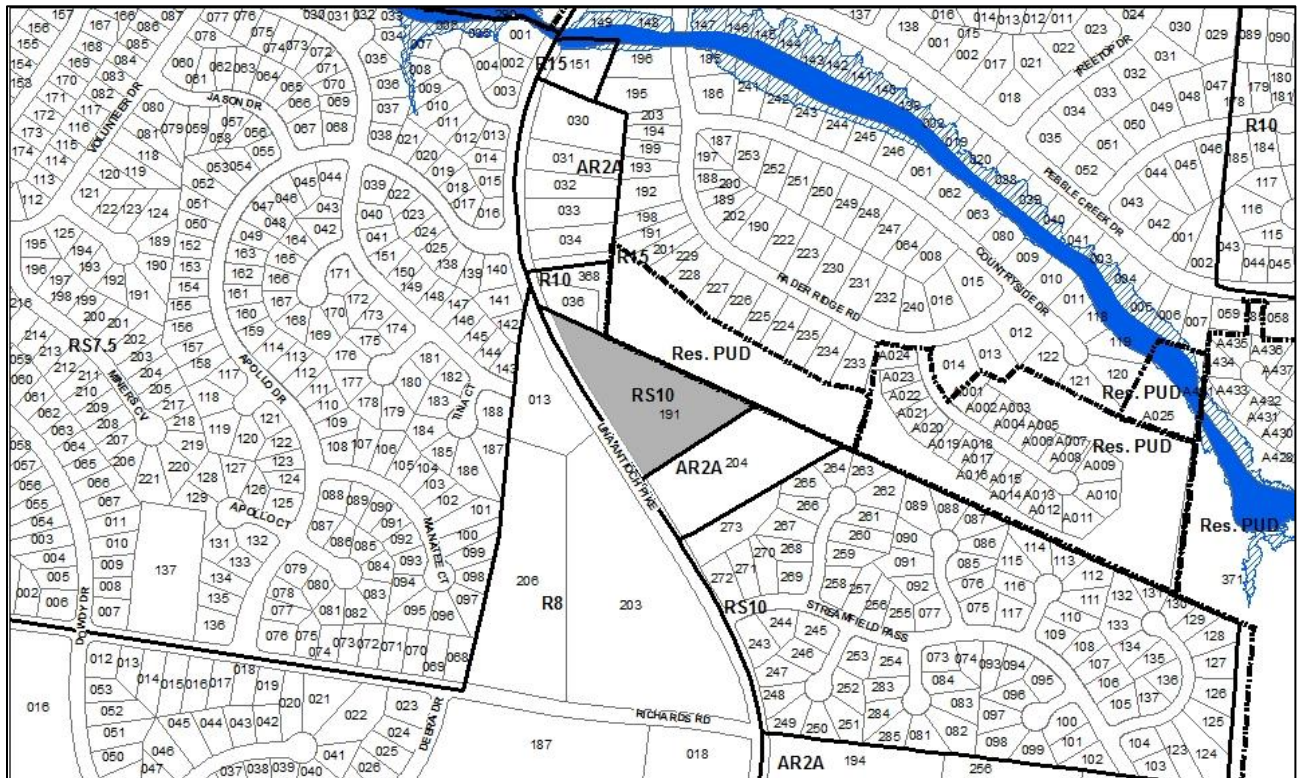
The proposed SP-R zoning district would generate 139 fewer students than what is typically generated under the existing RS15 zoning district. Students would attend Alex Green Elementary, Brick Church Middle School, and Whites Creek High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

## STAFF RECOMMENDATION

Staff recommends disapproval.



# Metro Planning Commission Meeting of 10/25/18



**2018S-155-001**  
2410 UNA ANTIOCH PIKE  
Map 149, Parcel(s) 191  
13, Antioch-Priest Lake  
28 (Tanaka Vercher)



**Project No.** Final Plat 2018S-155-001  
**Project Name** 2410 Una Antioch Pike  
**Council District** 28- Vercher  
**School District** 6- Bush  
**Requested by** Dale and Associates, applicant; Arup Bandyopadhyay, owner.

**Deferrals** This item was deferred at the September 13, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the November 8, 2018, Metro Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval.*

**APPLICANT REQUEST**  
**Final plat to create five lots.**

Final Plat  
 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 Single-Family Residential (RS10) (3.00 acres).

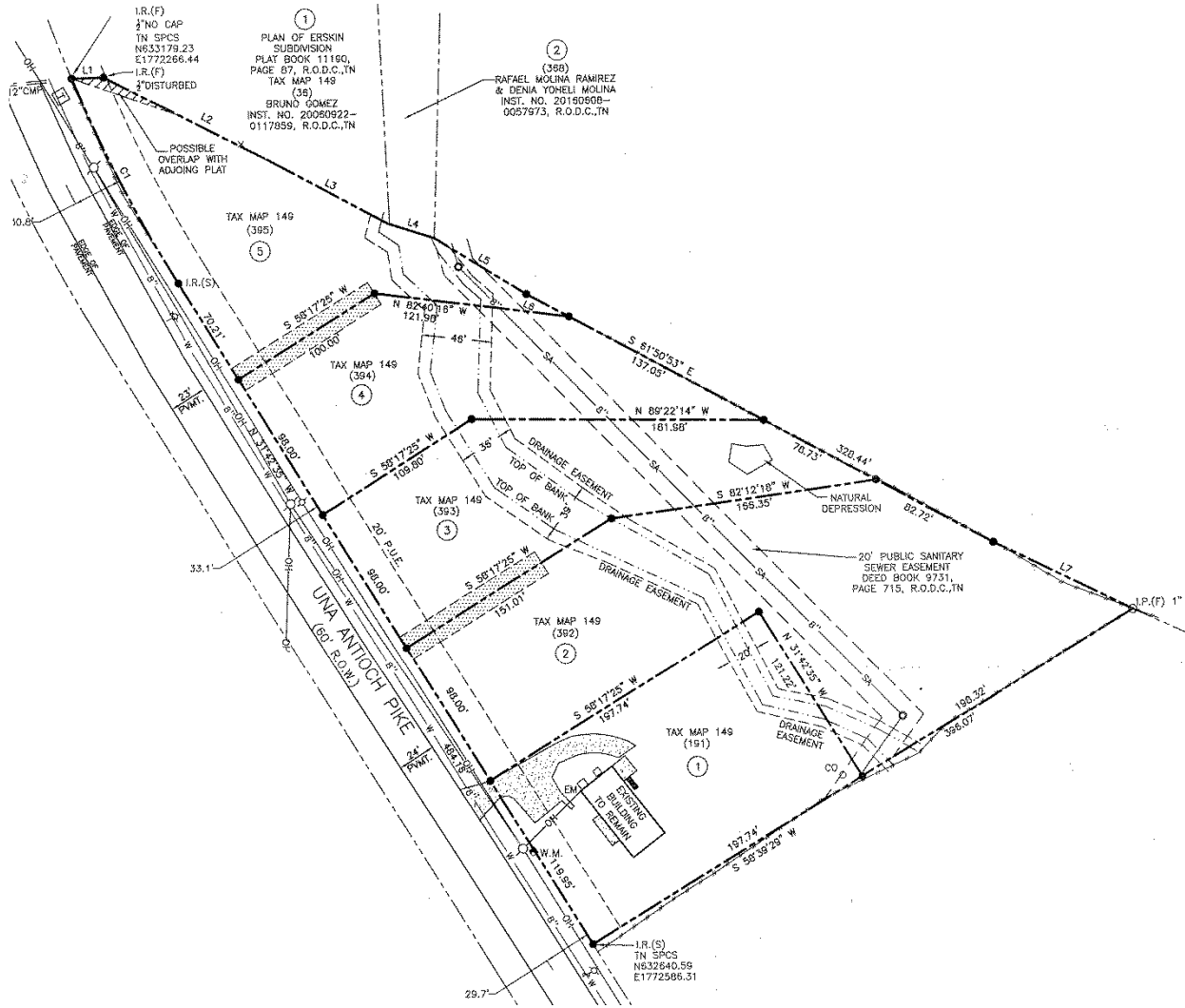
**Existing Zoning**  
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 13 single-family lots based on acreage only. Application of the Subdivision Regulations may result in fewer lots on this property.*

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown.



# Metro Planning Commission Meeting of 10/25/18



**Proposed Subdivision**



## Metro Planning Commission Meeting of 10/25/18

CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

### **PLAN DETAILS**

This request is for final plat approval to create five lots on property located at 2410 Una Antioch Pike. All lots will front Una Antioch Pike. There is an existing structure on proposed Lot 1 which is proposed to remain. Vehicular access would be limited to 16 foot wide shared access drives between Lots 2 and 3 and between Lots 4 and 5. Access to Lot 1 will remain. The proposed lots have the following area and frontages:

#### Proposed Lots:

- Lot 1: 23,844 square feet, (0.55 ac) and 119.95 feet of frontage
- Lot 2: 43,320 square feet, (1.02 ac) and 98.00 feet of frontage
- Lot 3: 22,152 square feet, (0.51 ac) and 98.00 feet of frontage
- Lot 4: 20,308 square feet, (0.47 ac) and 98.00 feet of frontage
- Lot 5: 19,943 square feet, (0.46 ac) and 212.85 feet of frontage

### **ANALYSIS**

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

#### Zoning Code

All proposed lots meet the minimum standards of the Single-Family Residential (RS10) zoning district.

#### Street Frontage

All proposed lots have frontage on a public street.

#### Community Character

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

In this instance, the minimum lot frontage required for all proposed lots is 74.55 feet. All lots exceed the minimum lot frontage requirement.

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

In this instance, the minimum lot area required for all proposed lots is 19,483 square feet. All lots exceed the minimum lot area requirement.



## **Metro Planning Commission Meeting of 10/25/18**

### Agency Review

Not all agencies have recommended approval.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Returned for corrections**

- Adjust labels, as marked.
- A watercourse runs through the middle of Lots 2-5, between the public sewer and the likely locations of the housing units. Please prove these lots can install gravity sewer service lines to this public sewer, that both run sufficiently under the watercourse, and meet all local regulations.
- The required capacity fees must be paid prior to plat approval (see MWS service permit letter to Dale and Associates (for 5 SFH lots), dated 8/1/2018, for details).

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends deferral to the November 8, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 10/25/18



**2018Z-106PR-001**  
Map 072-15, Parcel(s) 185, 188  
05, East Nashville  
07 (Anthony Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-106PR-001</b>
<b>Council District</b>	07 – A. Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Southeast Venture, applicant; Middle Tennessee Foundation Holdings, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from CL, R6, and R10 to MUL-A.**

Zone Change

A request to rezone from Commercial Limited (CL), One and Two-Family Residential (R6), and One and Two-Family Residential (R10) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 1600 Riverside Drive and 1600 Porter Road, approximately 500 feet south of Shinkle Avenue (1.51 acres).

**Existing Zoning**

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses.

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *Approximately 0.4 acres of the site are within the R10 zoning district. R10 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units, based on the acreage only. However, a final determination on duplex eligibility is made by Codes. Application of the Subdivision Regulations may result in fewer lots at this property.*

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *Approximately 0.78 acres of the site is within the R6 zoning district. R6 would permit a maximum of 5 lots with 1 duplex lot for a total of 6 units, based on the acreage only. However, a final determination on duplex eligibility is made by Codes. Application of the Subdivision Regulations may result in fewer lots at this property.*

**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.

**EAST NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 10/25/18

Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

### ANALYSIS

The site includes two parcels on approximately 1.51 acres located along the north side of Porter Road, east side of Porter Avenue, and west side of Riverside Drive. The majority of the site is located on the larger parcel (1.31 acres), which currently contains a church, and is located in the CL, Commercial Limited, and R6 and R10, One and Two-Family Residential, zoning districts. The smaller parcel (0.2 acres), located along the western boundary of the site, currently contains a single-family home and is located in the R6 zoning district. Access to the site is currently provided from Porter Road and Riverside Drive, a collector-avenue and arterial-boulevard respectively, in the Major and Collector Street Plan. The site is served by existing transit, including an MTA bus stop along the Porter Road property frontage. South Inglewood Elementary is located approximately 500 feet to the north, and the South Inglewood Community Center is located west of the school, north of Cahal Avenue.

Surrounding land uses along Porter Road include commercial, residential, and office uses in the T4 NC policy, which extends from the site to the eastern side of Riverside Drive, and across the street, south of Porter Road, from the terminus of Cahal Avenue to east of Riverside Drive. Within the T4 NC area, properties are zoned for mixed use, commercial, multi-family, and one-and two family residential uses. The policy transitions to primarily T4 Neighborhood Maintenance (NM) policy north of the site, where the development pattern includes primarily single-family and two-family development, with scattered institutional and community uses.

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 zoning requests. Several properties located south of Porter Road, opposite the site, were rezoned to MUL-A in August, 2018. The August 2018, rezoning was approved in conjunction with a community plan amendment to expand the T4 NC policy south of the Porter Road corridor, identifying the area as appropriate for neighborhood-scaled mixed use development.

The proposed MUL-A zoning is compatible with surrounding land uses and is consistent with policy, which is intended to enhance urban neighborhoods with mixed-use development at a scale commensurate with nearby residential areas. The current CL, R10, and R6 zoning districts are not supported by the T4 NC policy, as the zoning districts do not provide the same opportunities for redevelopment. The proposed MUL-A rezoning is supported by the policy, as it allows for a mixture of uses along the corridor that could serve the immediate neighborhood and be located in proximity to an arterial boulevard. The site is located at the intersection of urban streets with direct access to existing transit, offering options beyond single vehicle occupancy trips, consistent with the goals of the policy. The bulk and building placement standards associated with MUL-A zoning ensure future development addresses the pedestrian realm and limits the amount of parking between the building and the street. 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.



## Metro Planning Commission Meeting of 10/25/18

### 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: CL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.33	0.6 F	8,624 S.F.	548	28	59

#### Maximum Uses in Existing Zoning District: R10

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)	0.4	4.35 D	2 U	29	7	3

#### Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.78	7.26 D	6 U	79	10	7

#### 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)	0.76		33 U	209	17	23

#### 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)	0.38	1.0	16,552 S.F.	186	43	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
Retail (814)	0.37		16,117 S.F.	1023	52	111



## Metro Planning Commission Meeting of 10/25/18

Traffic changes between maximum: CL, R10, R6 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+762	+67	+86

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High**

**Projected student generation existing R10 district: 0 Elementary 0 Middle 0 High**

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

The proposed MUL-A zoning district will generate 29 additional students beyond what would be generated under the existing R6 and R10 zoning, assuming 50% of the floor area is utilized for non-residential uses. Students would attend Inglewood Elementary School, Issac Litton Middle School, and Stratford 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 Neighborhood Center policy.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 10/25/18



## 2018Z-107PR-001

Map 091-07, Parcel(s) 186-188

Map 091-073-D, Parcel(s) 100-200, 900

07, West Nashville

20 (Mary Carolyn Roberts)





**Project No.** 2018Z-107PR-001  
**Council District** 20 – Roberts  
**School District** 5 - Buggs  
**Requested by** Councilmember Mary Carolyn Roberts, applicant; Frank J. and Evelyn Marie Parrish, O.I.C. Homes at 5100 Michigan Avenue, and Stephen S. Morris, owners.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**  
**Rezone from R6 to CS-A**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Commercial Service – Alternative (CS-A) zoning for properties located at 5012 and 5014 Kentucky Avenue, 1202 51st Avenue North, 1003, and 1003 B 51st Avenue North, and 5100 Michigan Avenue, approximately 286 and 440 feet east of 52nd Avenue North, (0.57 acres).

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 4 lots with 1 duplex lot for a total of 5 units.*

**Proposed Zoning**

Commercial Service-Alternative (CS-A) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**WEST 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.

**ANALYSIS**

The property consists of four parcels totaling 0.57 acres located along 51<sup>st</sup> Avenue North in West Nashville. One parcel is currently vacant while the other three parcels currently have residential units on them. The properties are located on two different blocks along 51<sup>st</sup> Avenue North, which is identified as an arterial boulevard on the Major and Collector Street Plan, and provides MTA transit stops to the north and south of the properties.



## Metro Planning Commission Meeting of 10/25/18

These parcels are located in the T4 Urban Mixed Use Corridor (T4 CM) policy. This policy supports a mixture of uses along the corridor. This policy aims to balance higher density residential and commercial uses to make an active and vital corridor. The 51st Avenue North corridor runs the length between Centennial Avenue to the north and past Briley Parkway to the south. The T4 Mixed Use Corridor policy is shallow along both the east and west side of 51<sup>st</sup> Avenue North. The adjacent policy to the corridor is the T4 Urban Neighborhood Maintenance policy, which is a residential only policy.

The parcels within the 51<sup>st</sup> Avenue North Corridor are mainly zoned Commercial Service (CS). The T4 Mixed Use Corridor policy supports higher intensity residential and commercial uses to frame the corridor. The proposed CS zoning allows for a mixture of commercial uses that would support the existing urban residential neighborhood and would be consistent with the existing zoning in the area. Lower intensity residential, such as R6 zoning, is not consistent with the T4 CM policy. Additionally, the alternative zoning district includes enhanced development standards pertaining to building placement and access, consistent with the goals of the land use policy. The proposed Commercial Service zoning will support the existing residential uses by providing walkable commercial uses for the neighborhood. The proposed rezoning brings the properties closer to the goals of the policy by allowing commercial uses along the corridor.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.57	7.26 D	5 U	67	9	6

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.57	0.6 F	14,898 S.F.	946	48	102

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+879	+39	+96



## **Metro Planning Commission Meeting of 10/25/18**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High**

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

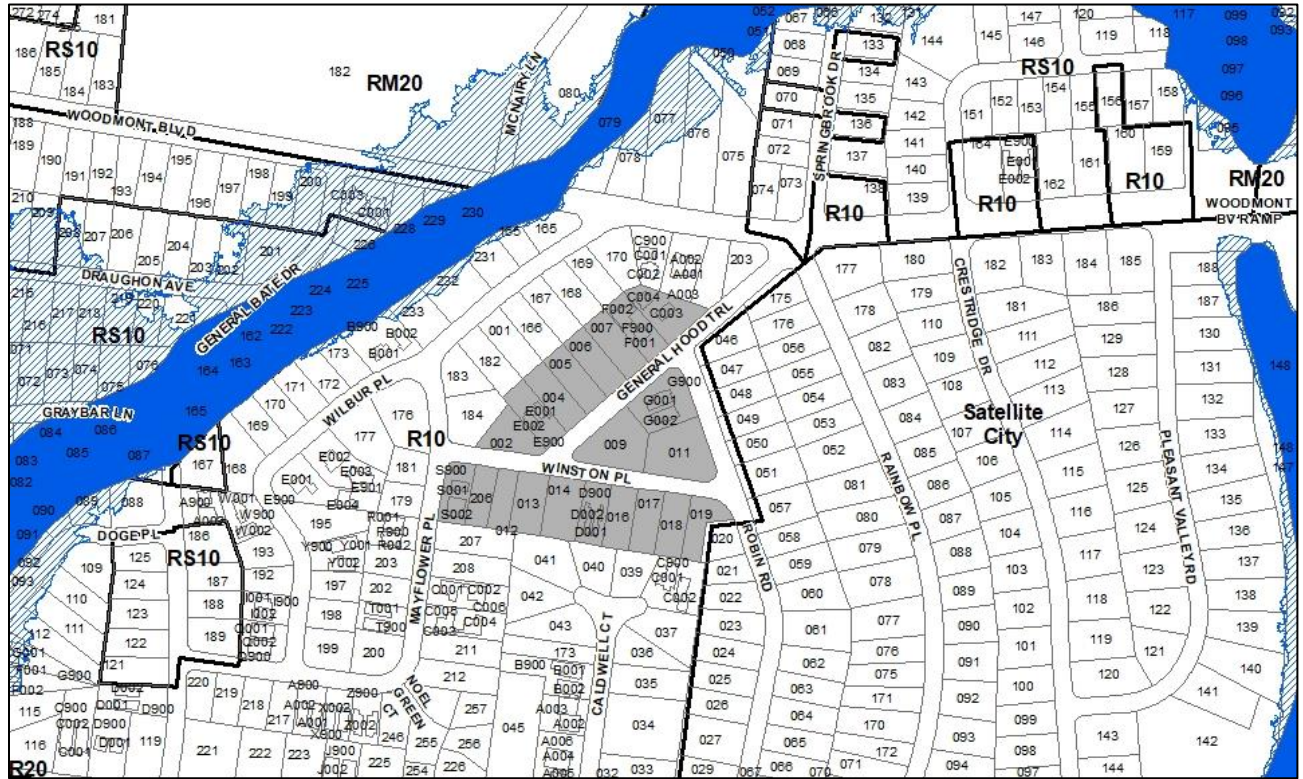
The proposed CS-A zoning district would generate no more students than what is typically generated under the existing R6 zoning district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl Cohn High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated December 2017.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 10/25/18



**2018Z-108PR-001**

Various Maps, Various Parcels  
10, Green Hills - Midtown  
25 (Russ Pulley)



<b>Project No.</b>	<b>Zone Change 2018Z-108PR-001</b>
<b>Council Bill</b>	BL2018-1365
<b>Council District</b>	25 - Pulley
<b>School District</b>	8 - Pupo-Walker
<b>Requested by</b>	Councilmember Russ Pulley, applicant; various property owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Disapprove as submitted. Approve with a substitute ordinance.</i>

**APPLICANT REQUEST**  
**Zone change from R10 to RS10**

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS10) zoning for various properties located on General Hood Trail, Robin Road, and Winston Place, south of Woodmont Boulevard (7.46 acres).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots.

**Proposed Zoning**

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

**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.

Consistent with Policy?

Yes, both the existing R10 zoning district and the proposed RS10 zoning district are consistent with the T3 NM policy depending on locational characteristics. The policy does not support one single-residential type, but can support single-family, two-family as well as multi-family, depending on the context. The intent of the policy is to ensure that established residential areas develop in a manner consistent with the overall development pattern. The policy does recognize that some change will occur over time, but any change should not disrupt the overall established development pattern.



## Metro Planning Commission Meeting of 10/25/18

### ANALYSIS

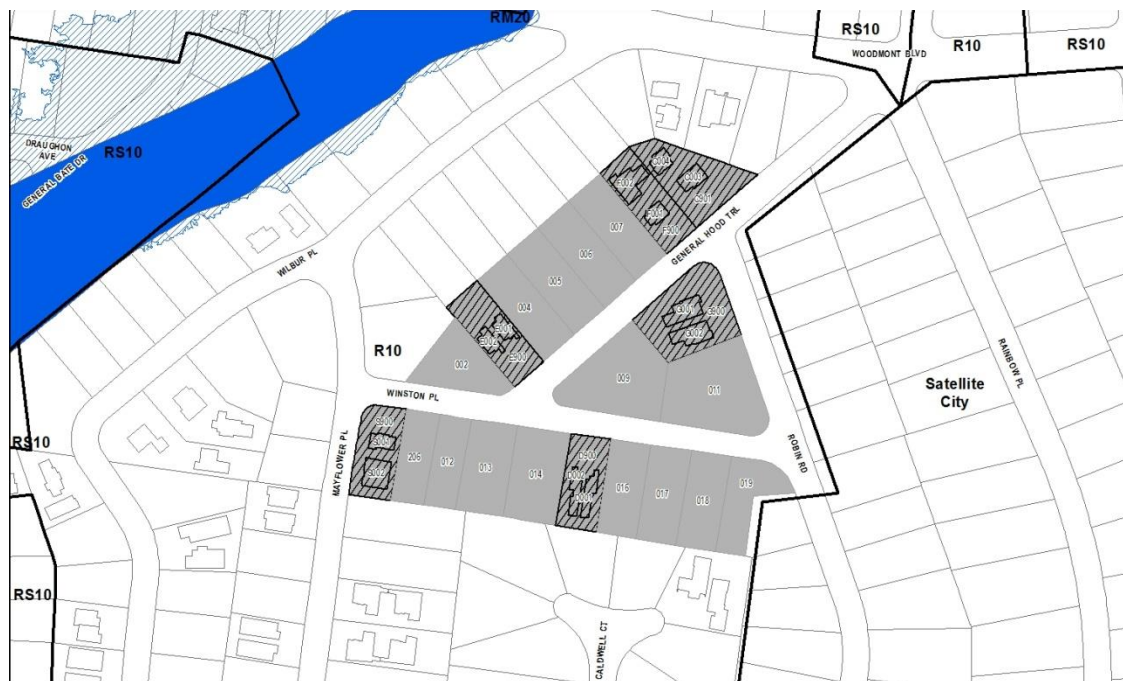
NashvilleNext calls for the integration of more diverse housing types into neighborhoods to allow for aging in place, to address the overall affordability of housing, and to respond to demographic changes that are influencing residential preferences. The area currently contains a diversity of housing types, including single-family and two-family homes. The proposed RS10 zoning district would limit development in the area to single-family uses.

In order to ensure adequate opportunities for housing diversity, staff recommends approval of a substitute ordinance to remove parcels with existing duplexes from the zone change area. The existing legally permitted two-family units make up approximately 28.5 percent of the total number of lots. This percentage represents an appropriate level of housing diversity given the T3 NM policy. Staff's recommendation is intended to provide a balance between maintaining the existing residential character and the General Plan goals for housing diversity. The existing duplexes in the area promote a diversity of housing options today, and retaining the R10 zoning on those parcels allows the two-family units to continue to provide opportunities for housing diversity in the future.

### Substitute Ordinance No. 2018-1365

Staff recommends disapproval as submitted and approval with a substitute to remove the following parcels from the downzoning.

- Map 118-10-0-C, Parcel(s) 003,004, 901
- Map 118-14-0-G, Parcel(s) 001,002, 900
- Map 118-13-0-S, Parcel(s) 001,002, 900
- Map 118-14-0-D, Parcel(s) 001,002, 900
- Map 118-14-0-E, Parcel(s) 001,002, 900
- Map 118-14-0-F, Parcel(s) 001, 002, 900



\*Hatched parcels indicate those staff recommends be removed from the zone change.



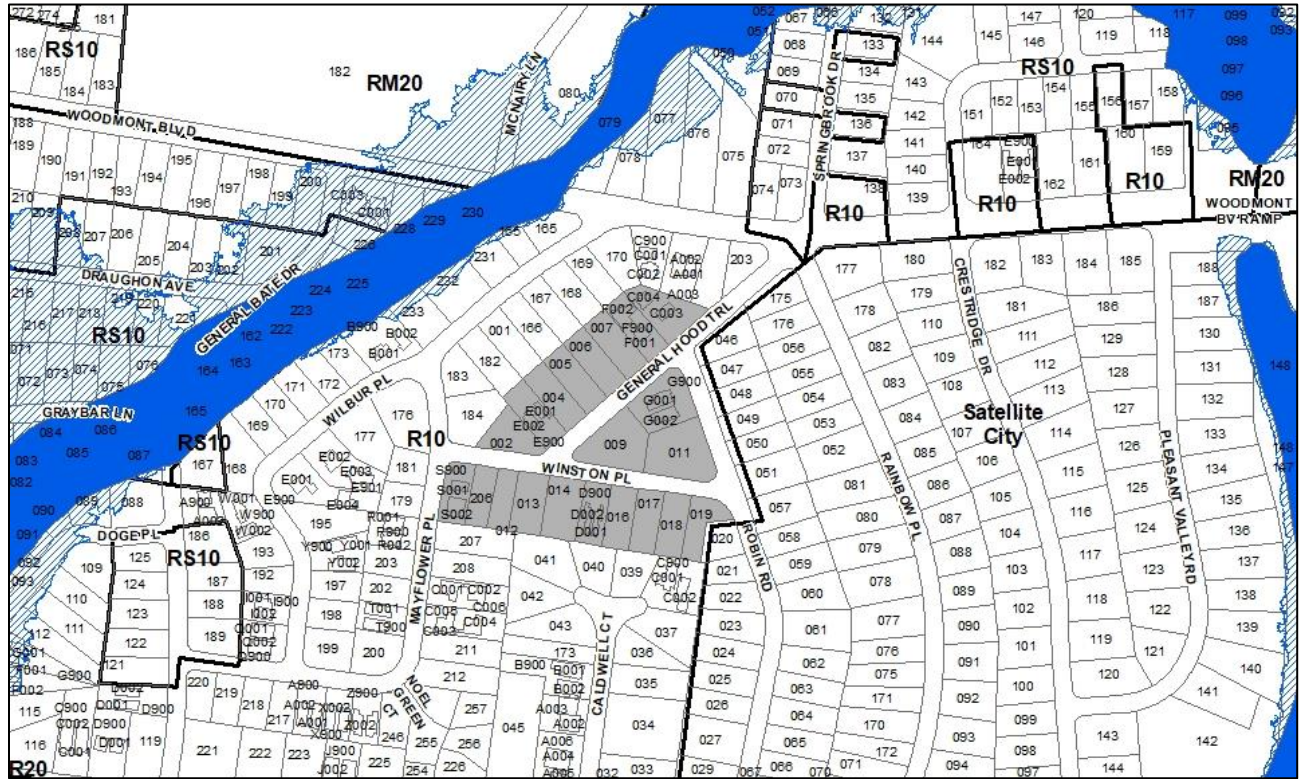
## **Metro Planning Commission Meeting of 10/25/18**

### **STAFF RECOMMENDATION**

Staff recommends disapproval as submitted and approval of the substitute ordinance.



# Metro Planning Commission Meeting of 10/25/18



**2018Z-109PR-001**  
Various Maps; Various Parcels  
10, Green Hills - Midtown  
25 (Russ Pulley)





<b>Project No.</b>	<b>Zone Change 2018Z-109PR-001</b>
<b>Council Bill</b>	BL2018-1366
<b>Council District</b>	25 - Pulley
<b>School District</b>	8 – Pupo-Walker
<b>Requested by</b>	Councilmember Russ Pulley, applicant; various property owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Apply a Contextual Overlay District.**

Zone Change

A request to apply a Contextual Overlay to various properties on General Hood Trail, Winston Place, and Robin Road, south of Woodmont Boulevard (7.46 acres), requested by Councilmember Russ Pulley, applicant; various property owners.

**Existing Zoning**

Single Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 4.63 dwelling units per acre.

**Proposed Zoning**

Contextual Overlay provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

T3 Suburban Neighborhood Maintenance 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.

**CONTEXTUAL OVERLAY**

The Contextual Overlay district provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area. The design standards established through the Contextual Overlay include specific standards in regards to street setback, building height, building coverage, access, driveways, garages, and parking areas. Street setbacks, building height, and building coverage are directly tied to the lots abutting on either side of a lot proposed for new construction. Access, driveway, garage and parking design standards are intended to help control new accesses on the public streets as well as the location of garages and parking to lessen the impact of new construction on existing homes. The design standards are already established and cannot be modified.



## Metro Planning Commission Meeting of 10/25/18

### Contextual Overlay Standards

- A. Street setback. The minimum required street setback shall be the average of the street setback of the two developed lots abutting each side of the lot. When one or more of the abutting lots is vacant, the next developed lot on the same block face shall be used. The minimum provided in 17.12.030A and the maximum provided in 17.12.030C.3 shall not apply. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the minimum required street setback shall be calculated and met for each street.
- B. Height.
  1. The maximum height, including the foundation, of any primary structure shall not be greater than 35 feet or 125% of the average height of the principal structures on the two lots abutting each side of the lot, whichever is less. When one of the abutting lots is vacant, the next developed lot on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum height shall be calculated for each street and limited to 35 feet or 125% of the average height of the lesser value. When 125% of the average of the abutting structures is less than 27 feet, a maximum height of 1.5 stories in 27 feet shall be permitted.
  2. The maximum height, including the foundation, of any accessory structure shall not be greater than 27 feet.
  3. For the purposes of this section, height shall be measured from grade or, if present, the top of a foundation which shall not exceed three feet above grade, to the roof line.
- C. Maximum building coverage. The maximum building coverage (excluding detached garages and other accessory buildings) shall be a maximum of 150% of the average of the building coverage (excluding detached garages and other accessory buildings) of the two abutting lots on each side. When the abutting lot is vacant, the next developed lot shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum building coverage shall be calculated and met for each street.
- D. Access and driveways, garages and parking areas.
  1. Access and Driveways.
    - a. Where existing, access shall be from an improved alley. Where no improved alley exists, a driveway within the street setback may be permitted.
    - b. For a corner lot, the driveway shall be located within 30 feet of the rear property line.
    - c. Driveways are limited to one driveway ramp per public street frontage.
    - d. Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width.
  2. Garages.
    - a. Detached. The front of any detached garage shall be located behind the rear of the primary structure. The garage door of a detached garage may face the street.
    - b. Attached. The garage door shall face the side or rear property line



## **Metro Planning Commission Meeting of 10/25/18**

### **ANALYSIS**

The proposed overlay area is within the T3 Suburban Neighborhood Maintenance policy area and the proposed Contextual Overlay is consistent with the policy. There is a fairly consistent housing type in regards to bulk and massing that currently exists in the area proposed for the Contextual Overlay.

The Contextual Overlay would help to preserve the general character of the existing neighborhood with specific standards for new construction that are directly related to the existing residential structures in the area.

### **STAFF RECOMMENDATION**

Staff recommends approval as the establishment of a Contextual Overlay is consistent with the policy for the area.