

Metropolitan Planning Commission



Staff Reports

November 8, 2018



Metro Planning Commission Meeting of 11/08/18

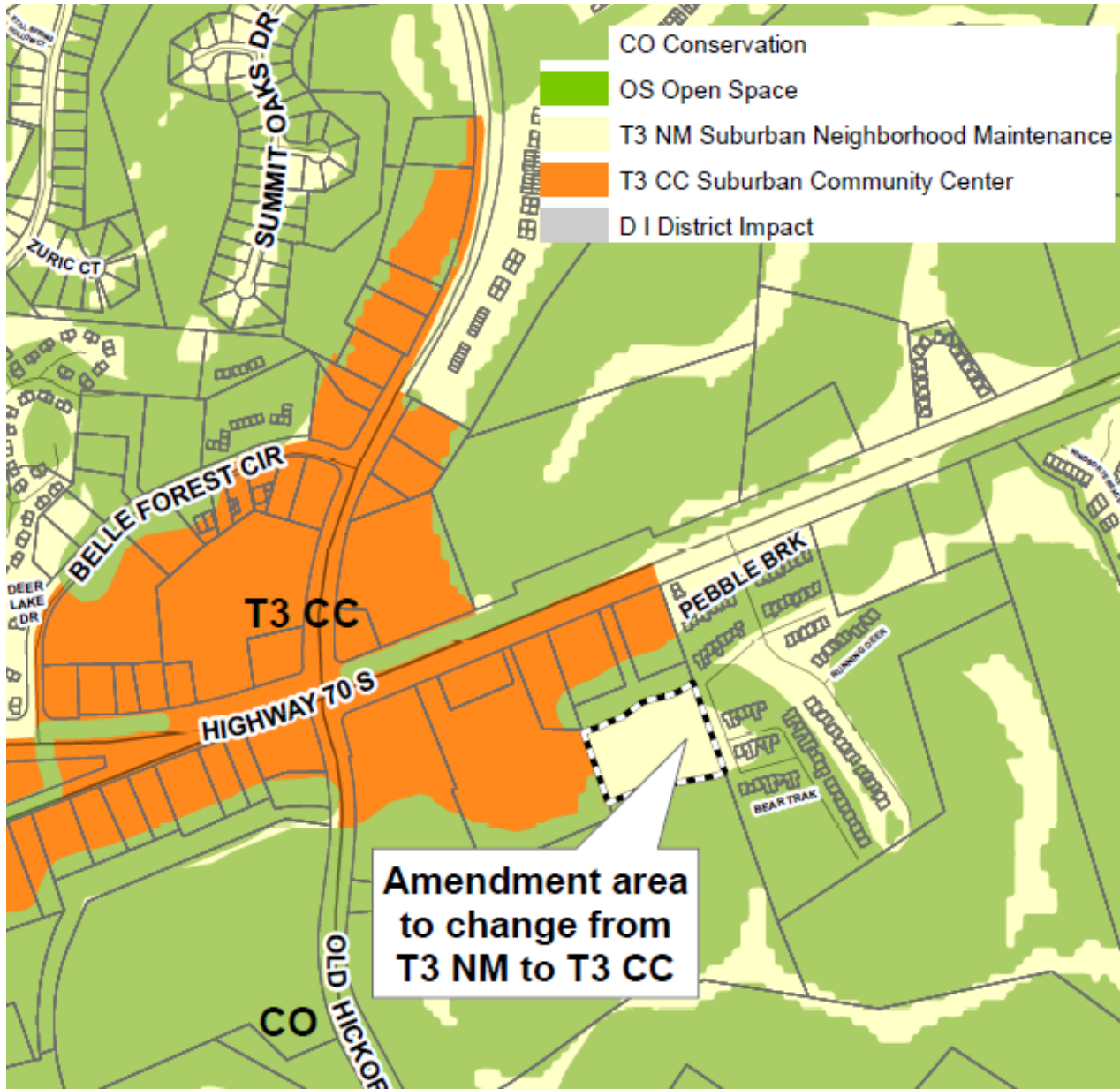
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/08/18



2018CP-006-002

BELLEVUE COMMUNITY PLAN AMENDMENT

Map 142, Part of Parcel 106

06, Bellevue

34 (Henderson)



Project No.	Major Plan Amendment 2018CP-006-002
Project Name	Bellevue Community Plan Amendment
Associated Cases	2018SP-043-001
Council District	34 – Henderson
School District	9 – Frogge
Requested by	Bradley Arant Boult and Cummings LLP, applicant; BSM Bellevue Land, LLC, owner.
Staff Reviewer	Sanders
Staff Recommendation	<i>Defer to the December 13, 2018, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend the Bellevue Community Plan to change the policy.

Major Plan Amendment

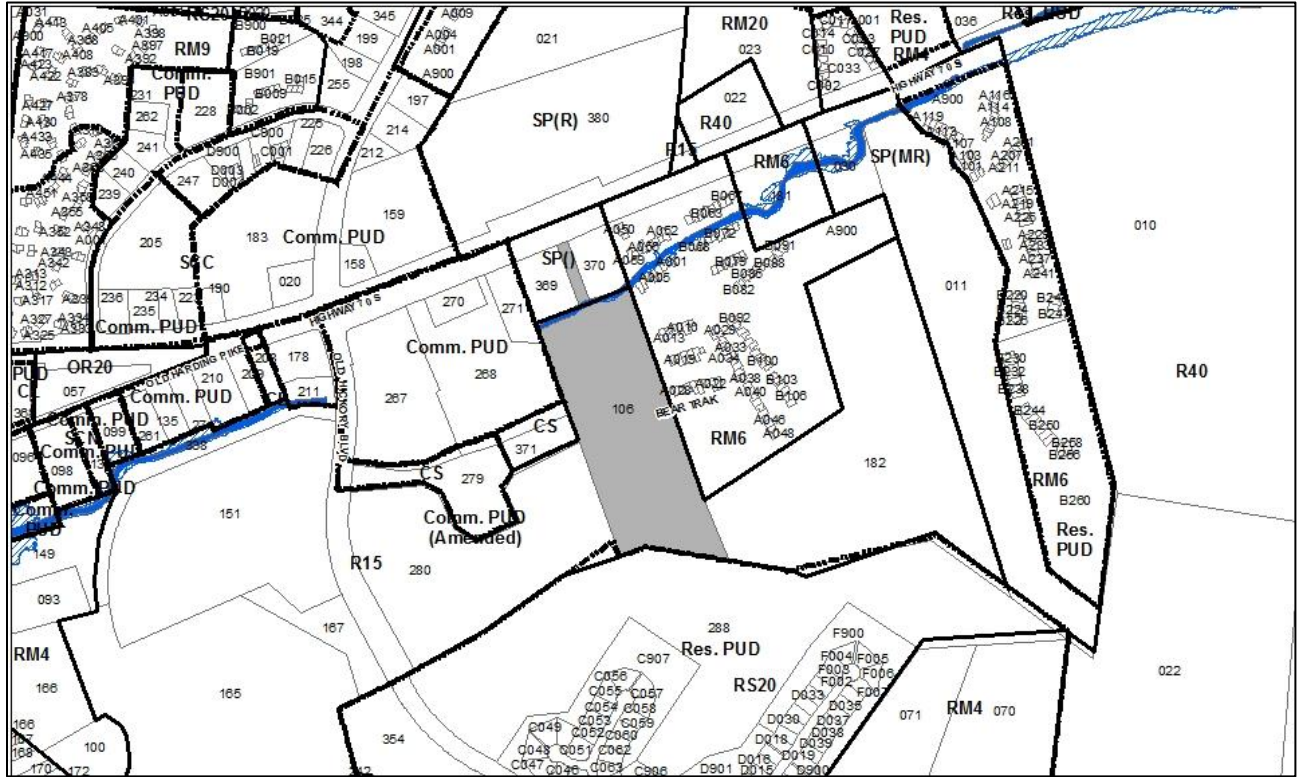
A request to amend the Southeast Community Plan by changing from T3 Suburban Neighborhood Maintenance policy to T3 Community Center policy and Supplemental policy on a portion of the property located at 7037 Highway 70 South, zoned One and Two-Family Residential (R15) (approximately 3.17 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 11/08/18



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, September 13, 2018, and the October 25, 2018, Planning Commission meeting. No public hearing was held.

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

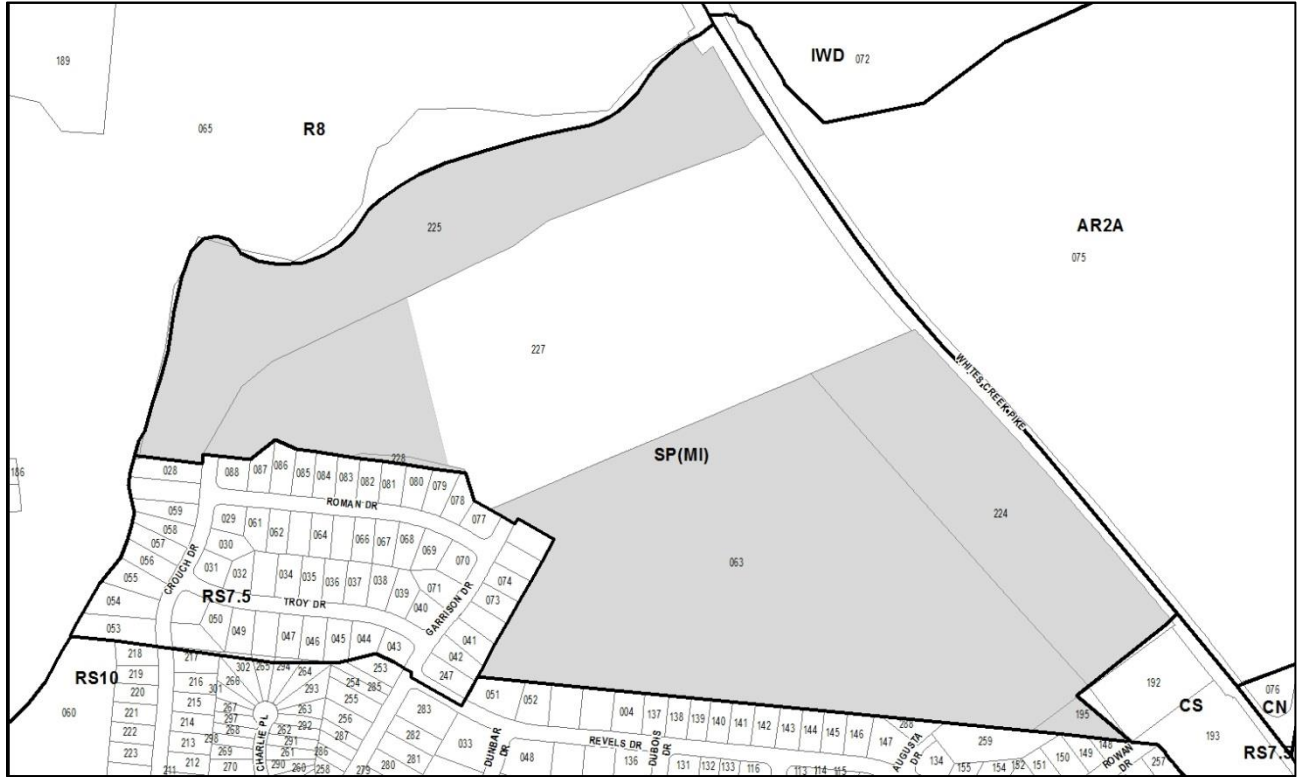
APPLICANT REQUEST
Zone change from R15 to SP-C.

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

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



Metro Planning Commission Meeting of 11/08/18



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)



Project No. Specific Plan 2008SP-025-005
Project Name Park at Ewing Creek SP (Periodic Review)
Council District 02 -Hastings
School District 1 - Gentry
Requested by Councilmember Sharon Hurt, applicant; Various owners.

Deferrals This item was deferred at the October 25, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation Find the SP to be active.

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

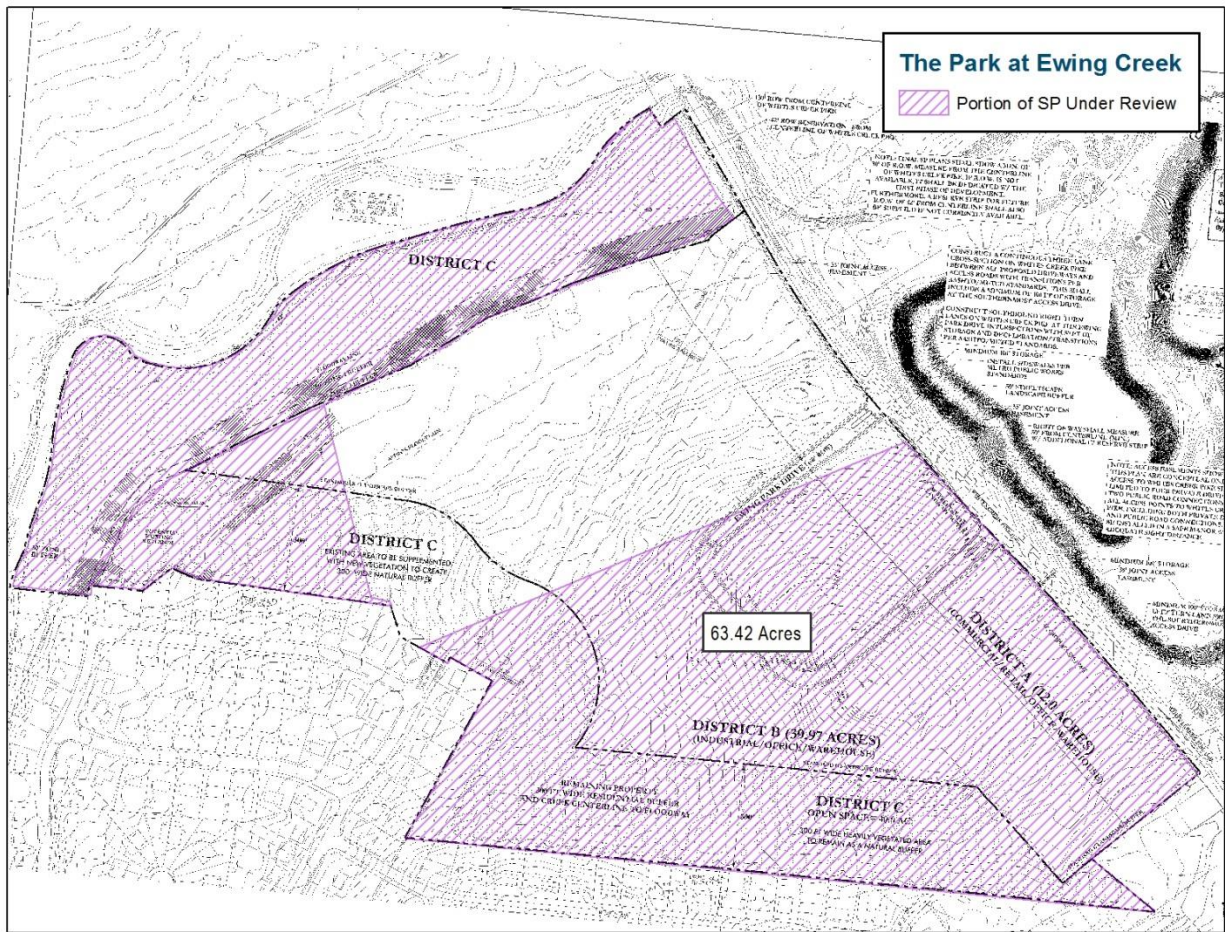
The Park at Ewing Creek SP was approved by Metro Council in 2009 to permit retail, office, warehouse, industrial, and open spaces uses in three subdistricts. Subdistrict A, which encompasses approximately 12 acres located along Whites Creek Pike, permits commercial, retail, office, and warehouse uses. 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



Metro Planning Commission Meeting of 11/08/18



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



Metro Planning Commission Meeting of 11/08/18

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.

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 2009. 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



Metro Planning Commission Meeting of 11/08/18

approximately \$639,900 were spent on engineering, grading and tree planting expenses for this portion of the SP.

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



Metro Planning Commission Meeting of 11/08/18

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.

- 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 the 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 Planning Commission Meeting of 11/08/18

- 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
 - 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.



Metro Planning Commission Meeting of 11/08/18

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 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 the location 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. In August of 2017, the owners 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.”



Metro Planning Commission Meeting of 11/08/18

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.

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.



Metro Planning Commission Meeting of 11/08/18

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.

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 11/08/18

NO SKETCH



Project Nos.	Text Amendment 2018Z-005TX-001
Project Name	Parking Requirements
Council Bill No.	BL2018-1279
Council District	Countywide
School District	Countywide
Requested by	Councilmember Brett Withers

Deferrals This item was deferred at the October 11, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Milligan
Staff Recommendation *Approve.*

APPLICANT REQUEST

Amend the Zoning Code related to parking requirements.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend Section 17.20.030 of the Zoning Codes as follows (new text is shown in underline):

The number of parking spaces required for each land use classification of the Zoning Code is established in Table 17.020.030. Each parking space designated therein must be available for use primarily of the occupants, tenants and/or residents of the related land use.

ANALYSIS

The Metro Zoning Code establishes required parking for each land use classification. Parking requirements can be satisfied on-site or in some instances off-site or by a shared parking arrangement. There are some exemptions to required parking based on location within the County or base zoning district.

The proposed amendment would establish that parking spaces designated as meeting the requirement of the Zoning Code for each use must be available to the occupants, tenants and/or residents of the related land use for which the parking spaces are designated. As an example, if a commercial structure is built requiring 10 spaces and with 10 spaces on the lot, those 10 spaces must be available primarily for users of the commercial structure. The owner could not lease those spaces for exclusive use of an off-site use. This would not preclude required parking spaces from being offered on a fee basis.

ZONING ADMINISTRATOR RECOMMENDATION

Approve.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 11/08/18

Bill BL2018-1288

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of The Metropolitan Government of Nashville and Davidson County, pertaining to parking requirements for certain types of uses (Proposal No. 2018Z-005TX-001).

WHEREAS, the Metropolitan Government, through Chapter 17.20 of the Zoning Code, establishes standards for vehicle parking, loading, and access to provide for reasonable utilization of land without creating adverse impacts on abutting properties or the community as a whole; and

WHEREAS, section 17.20.030 of the Zoning Code establishes the number of parking spaces required for each land use classification contained in the Zoning Code; and

WHEREAS, implicit within section 17.20.030 of the Metropolitan Code is the assumption that the designated parking spaces shall be used and/or available primarily to the occupants and/or residents of the related land use. For clarity, however, this assumption should be made explicit.

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Section 17.20.030 A. of the Zoning Code is hereby amended by deleting the introductory sentence thereto and substituting the following in lieu thereof:

17.20.030 - Parking requirements established.

The number of parking spaces required for each land use classification of this Zoning Code is established in Table 17.20.030. Each parking space designated therein must be available for use primarily to the occupants, tenants and/or residents of the related land use.

Section 2. Be it further enacted, that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

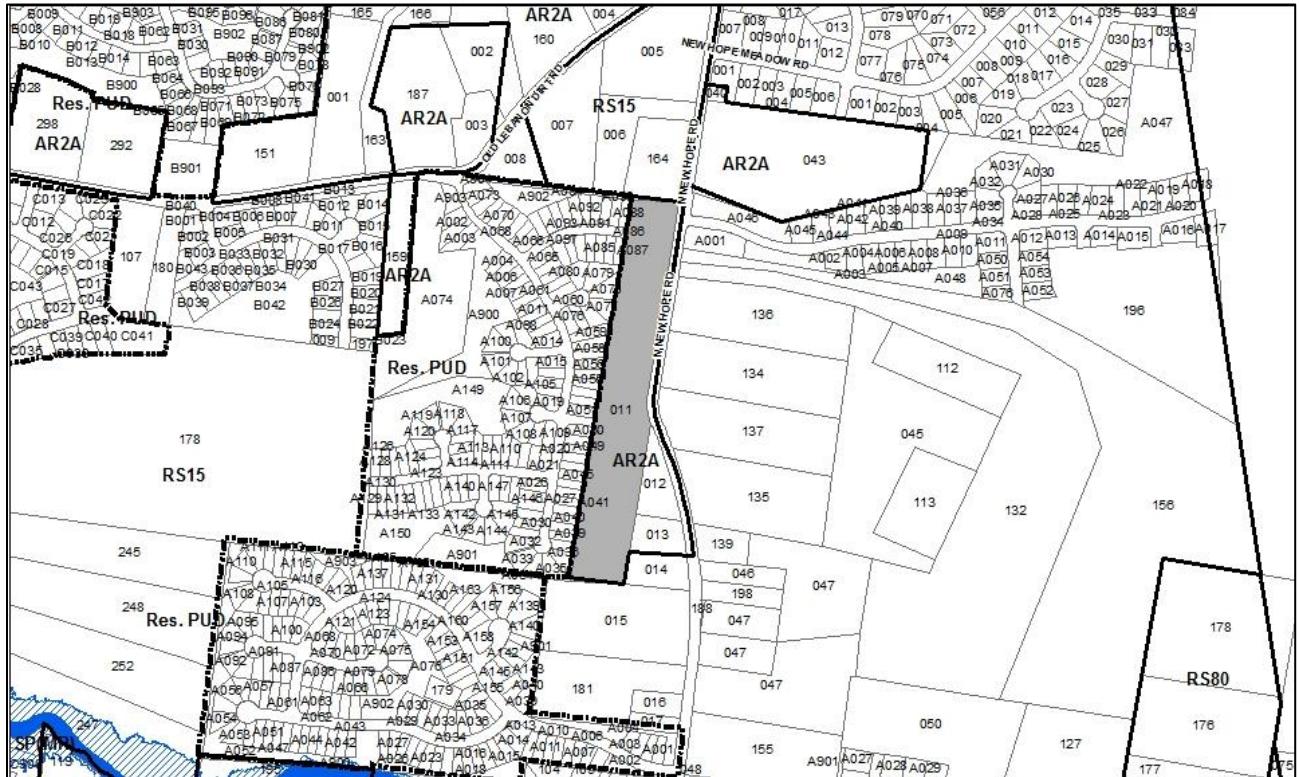
Sponsor(s) Brett Withers



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/08/18



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, October 11, and October 25, 2018, Planning Commission meetings. No public hearing was held on August 23, October 11, or October 25, 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

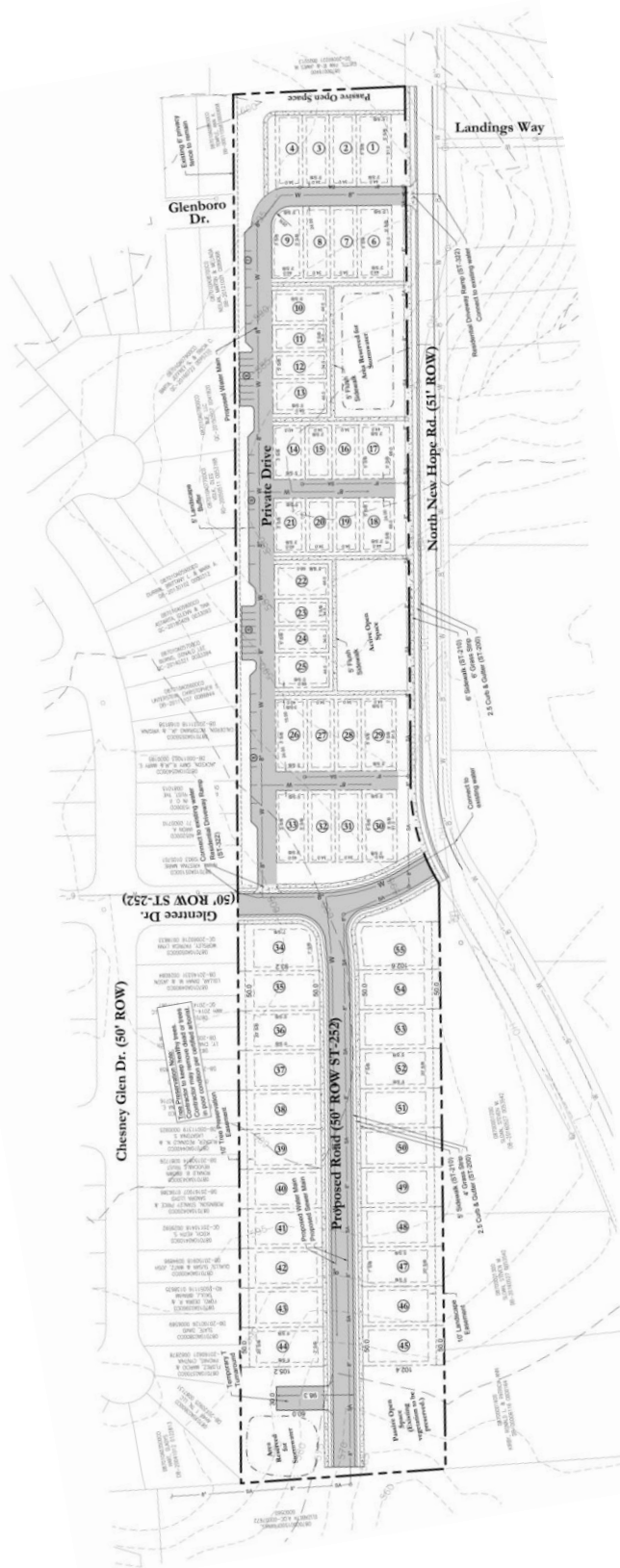
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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



Metro Planning Commission Meeting of 11/08/18



Proposed Site Plan



Metro Planning Commission Meeting of 11/08/18

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, October 11, and October 25, 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 study was submitted on October 23, 2018 and has been reviewed by Metro Traffic.

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. Traffic's recommendation has been updated following review of the traffic study.

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.



Metro Planning Commission Meeting of 11/08/18

Vehicular access includes two public streets and several shared drives. Glentree Drive, an existing public street included in Chesney Glen (west), will extend through the site and connect to N. New Hope Road (east). A new public north/south road will extend from Glentree Drive to the southern property line, providing access to the southern lots and creating options for future connectivity to the south. A private north/south drive, that includes surface parking along the western property line, will connect from the proposed Glentree Drive extension to the north, tying back in to N. New Hope Road near the northeast corner of the property. The N. New Hope driveway connection generally aligns with Landings Way, an existing public street located on the eastern side of N. New Hope Road. There are also several east/west drives that provide access to the smaller lots. The east/west drives do not connect to N. New Hope Road, minimizing the amount of curb cuts onto N. New Hope Road. Glentree Drive and the private north/south drive are the only two connections proposed to N. New Hope Road. The Glentree Drive extension and the new public north/south road will include a 5 foot sidewalk and 4 foot planting strip consistent with the local street standard. North New Hope Road will include a 6 foot sidewalk and 6 foot planting strip, consistent with the collector-avenue standards of the Major and Collector Street Plan.

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



Metro Planning Commission Meeting of 11/08/18

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

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

- The northern project access should be constructed as an alley with one entering lane and one exiting lane, striped as a shared left and right turn lane. Adequate sight distance shall be provided.



Metro Planning Commission Meeting of 11/08/18

- Glentree Drive should be extended east to N. New Hope Road to serve as the southern project access. The intersection of N. New Hope Road and Glentree Drive Extension should be located within the existing curve on N. New Hope Road so as to maximize sight distance for vehicles on both N. New Hope Road and Glentree Drive.
- At the intersection of N. New Hope Road, Glentree Drive should include one entering lane and two exiting lanes, striped as a left turn lane and a shared through/right turn lane. Each of the exiting turn lanes should include at least 50 feet of storage.
- A northbound left turn lane should be provided on N. New Hope Road at the northern project access. This turn lane should include at least 75 feet of storage and should be designed and constructed according to AASHTO standards. In conjunction with this turn lane, curb and gutter should be provided on the west side of N. New Hope Road, particularly to separate the existing power pole along the frontage of the project site from the southbound travel lane on N. New Hope Road and reduce the potential for conflict with this pole.
- Adequate sight distance shall be provided at the Glentree road extension to N. New Hope Rd. For a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on N. New Hope Road will need to come to a stop if a vehicle turning from the project creates a conflict. Also, the minimum intersection sight distance is 445 feet. This is the distance that a motorist on a project access will need to safely complete a turn onto N. New Hope Road.
- The site's internal traffic should be controlled by stop signs as shown in Figure 9.
- N. New Hope Road is a two lane collector roadway that provides a connection between Old Lebanon Dirt Road and Central Pike. Developer shall widen N. New Hope Rd along project frontage if adequate ROW is available
- For the purposes of this study, consideration was given to recent crash data on N. New Hope Road. Specifically, data was collected from the Tennessee Department of Transportation (TDOT) database, known as E-TRIMS (Tennessee Roadway Information Management System). The database was queried for incidents on N. New Hope Road from September 1, 2015 through October 1, 2018. The query results indicate 5 accidents were with an object, 1 was a sideswipe, 2 were rear-end and 2 were angle accidents. 8 crashes involved property damage and there were 4 injuries.

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



Metro Planning Commission Meeting of 11/08/18

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. Permitted land uses shall be limited to a maximum of 54 single-family lots.
2. 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.”
3. On the corrected copy, add pedestrian connections from the front of Lots 30, 31, 32, and 33 to the sidewalks on Glentree Drive.
4. On the corrected copy, remove Note 17.
5. On the corrected copy, modify the note in the Architectural Notes to read: “Building elevations shall be provided with the final site plan.”
6. 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.
7. On the corrected copy, the proposed north/south road shall extend to the southern property line.
8. On the corrected copy, modify the text of the Tree Preservation Note along the western property line: Tree Preservation Easement Note.
9. 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.
10. No setback encroachments shall be permitted.
11. 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.



Metro Planning Commission Meeting of 11/08/18

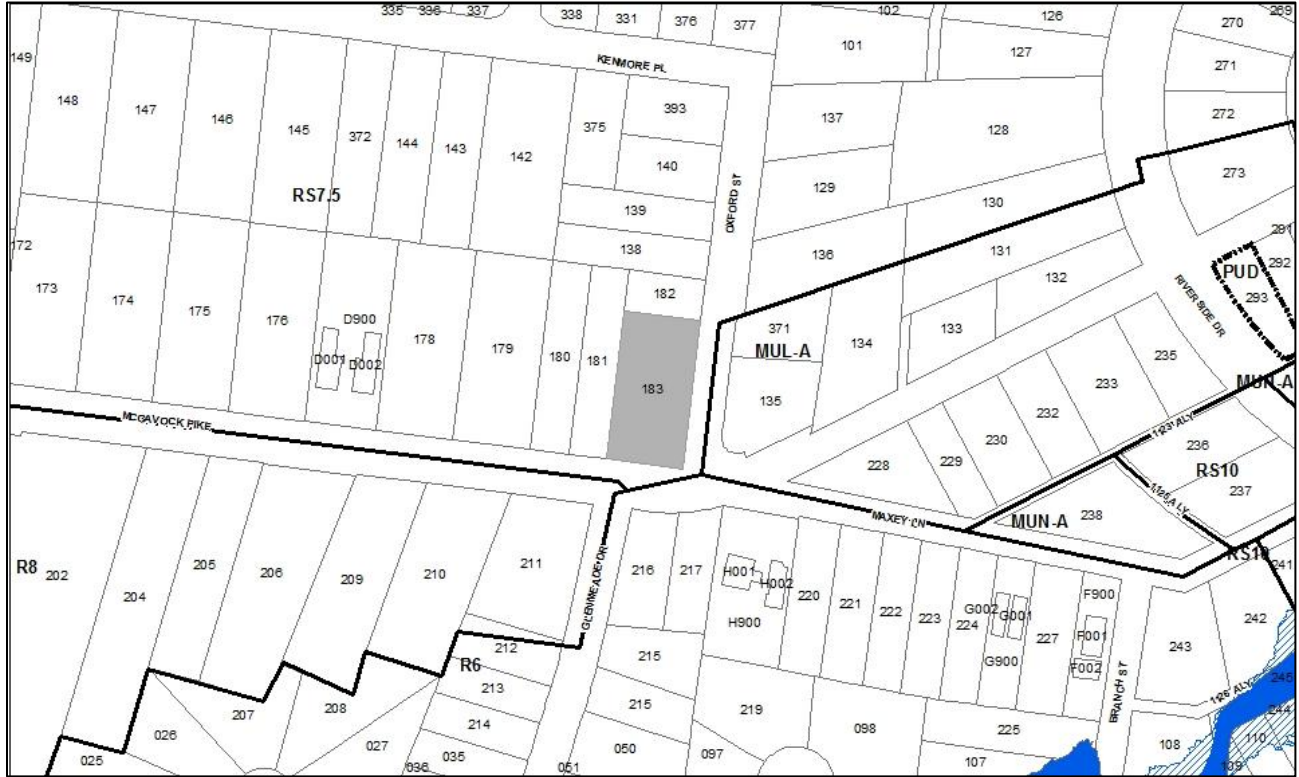
- b. Supplemental landscaping, beyond a standard buffer, shall be included in the open space between the corner lots (Lots 1, 6, 17, 18, 29, 30, and 55) and N. New Hope Road.
- c. Areas reserved for bioretention and stormwater management shall be designed as an amenity in addition to their other functions, including any stormwater treatment areas located within the common space fronting N. New Hope Road.
12. 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.
13. 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.
14. 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.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
16. 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.
17. 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.
18. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
19. Comply with all conditions of Stormwater, Water Services, and Public Works.
20. 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 11/08/18



2018SP-058-001
1265 MCGAVOCK PIKE SP
Map 072-07, Parcel(s) 183
05, East Nashville
07 (Anthony Davis)



Project No. Specific Plan 2018SP-058-001
Project Name 1265 McGavock Pike SP
Council District 07 – A. Davis
School District 3 – Speering
Requested by Dale and Associates, applicant; Pantheon Development, LLC, owner.

Deferrals This item was deferred at the September 27, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Shepard
Staff Recommendation *Defer indefinitely.*

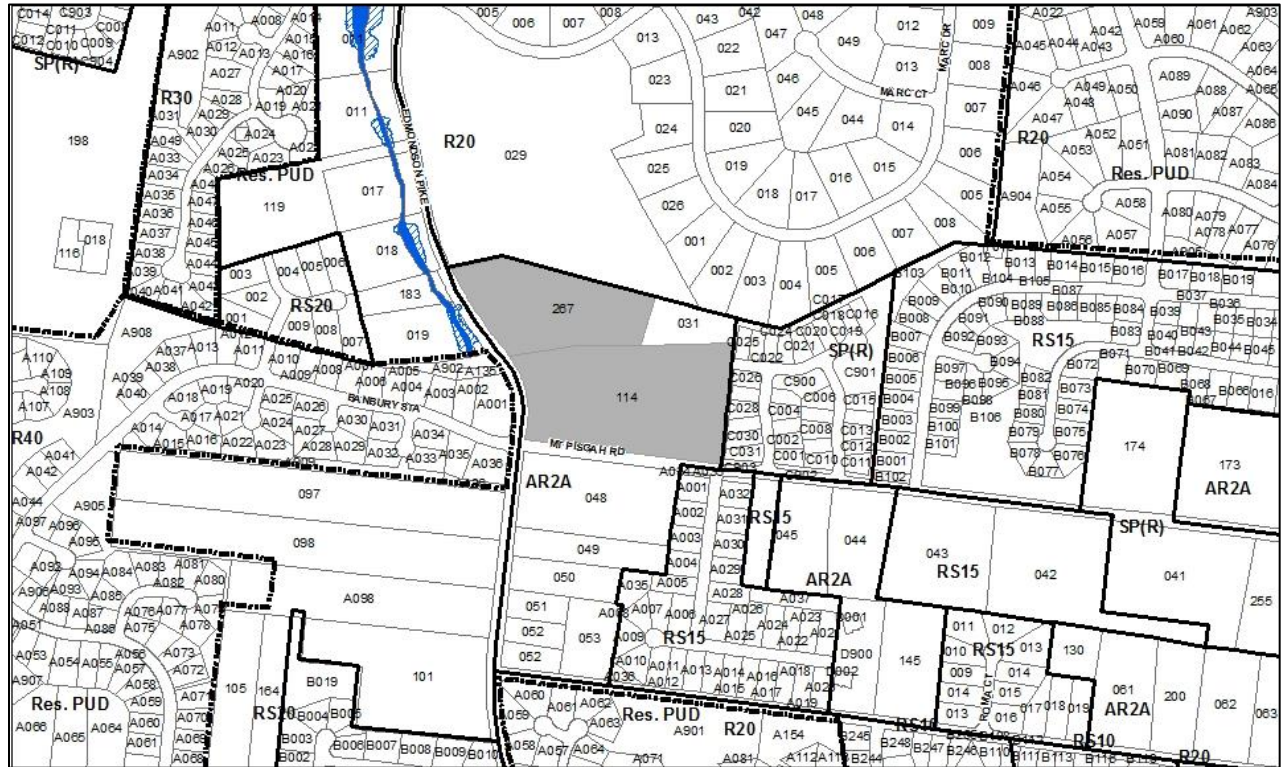
APPLICANT REQUEST
Zone change to permit four multi-family residential units.

Preliminary SP
 A request to rezone from Single-Family Residential (RS7.5) to Specific Plan – Residential (SP-R) zoning on property located at 1265 McGavock Pike, at the northwest corner of McGavock Pike and Oxford Street (0.45 acres), to permit four multi-family residential units.

STAFF RECOMMENDATION
 Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 11/08/18



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



Project No. Specific Plan 2018SP-060-001
Project Name Mt. Pisgah and Edmondson SP
Council District 04 – Swope
School District 2 – Elrod
Requested by Dale and Associates, applicant; Edmondson Landco, LLC, and Mary and Robert Hyman, Trustees, owners.

Deferrals This item was deferred from the October 25, 2018, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit up to 38 single-family residential lots.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning on properties located at 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).

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 6 lots with 1 duplex lot for a total of 7 units. However, application of the Subdivision Regulations may result in fewer lots at this property.*

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

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



Metro Planning Commission Meeting of 11/08/18



Proposed Site Plan



Metro Planning Commission Meeting of 11/08/18

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

PLAN DETAILS

The site consists of two parcels on approximately 13.4 acres located at the northeastern intersection of Edmondson Pike and Mt. Pisgah Road, south of Old Hickory Boulevard. The site currently includes multiple structures which are not included in this proposal. Aside from the adjacent (northern) parcel that contains a dog kennel, the surrounding development pattern includes traditional suburban subdivisions and larger residential parcels located in T3 NM policy, with CO policy identified in areas containing sensitive environmental features. The site is primarily located in T3 NM policy but also contains areas within the CO policy area, including a stream and associated stream buffers located along Edmondson Pike, and a small area of potential steep slopes near the northern property line.

The plan proposes 38 single-family lots, ranging from approximately 6,240 square feet to 13,915 square feet. All of the lots are internally oriented around new public streets. Charles Park Drive, an existing public street included in the Parkside subdivision to the east, will extend through the site to the northwestern corner, where a stub road and temporary cul-de-sac are proposed. Access is also provided from a new public road that will extend from Charles Park Drive to Mt. Pisgah Road, near the southern property line. Two secondary “loop” roads are proposed off of Charles Park Drive, providing access to some of the perimeter lots. An access easement is provided from the Charles Park Drive to the kennel property. None of the proposed lots are located within the stream buffers, and no critical lots have been identified on the plans.

The new roads contain a 5 foot sidewalk and 4 foot planting strip, consistent with Metro’s local street standard. Edmondson Pike will include a 6 foot sidewalk and 8 foot planting strip, consistent with the arterial-boulevard standards of the MCSP, and Mt. Pisgah Road will include a 6 foot sidewalk and 6 foot planting strip, consistent with the collector-avenue standards of the MCSP.

Open space is primarily located around the periphery of the site, buffering the lots from the corridor. The width of the open space along Edmondson Pike is approximately 40 feet along the entire western property line, widening in some areas to accommodate stormwater treatment. The open space wraps the Edmondson/Mt. Pisgah intersection and then continues along Mt. Pisgah Road, narrowing towards the eastern property line. Notes on the plans indicate existing vegetation shall be preserved in these areas, where possible. . Open space has also been identified along the northern property line in a Standard ‘C’ landscape buffer, and areas reserved for stormwater treatment have been identified near the eastern property line and internal to the “loop” roads.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 35 feet.



Metro Planning Commission Meeting of 11/08/18

ANALYSIS

The SP is consistent with the site’s land use policies and with the surrounding context. The area’s predominant development pattern includes internally oriented subdivisions with open space and landscaping along the corridor, consistent with the characteristics of classic suburban neighborhoods. The proposed open space around the periphery of the site is an important feature of the plan, as it preserves the existing character along the street and buffers views from the corridor into the development. Therefore, staff recommends that trees within the perimeter open spaces be reviewed in more detail with the final SP.

The plan includes low-intensity residential development that enhances the existing street network and retains the existing character of the neighborhood, consistent with the goals of the T3 NM policy. The development footprint is located away from the stream and stream buffer, consistent with CO policy guidance to avoid environmentally sensitive areas.

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

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

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)	13.4	0.5 D	8 U	102	11	9

*Based on two-family residential 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)	13.4		38 U	427	32	41



Metro Planning Commission Meeting of 11/08/18

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
-	-	-	+30 U	+325	+21	+32

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 4 Elementary 2 Middle 2 High

The proposed SP zoning is expected to generate 8 more students than the existing AR2a zoning. Students would attend Granberry Elementary School, William Henry Oliver Middle School, and Overton High School. There is no capacity for high school students within the Overton High School cluster; however, there is capacity within an adjacent cluster. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 38 single-family residential lots.
2. The final SP shall specify trees within the perimeter open spaces that will be preserved and those that will be removed. A tree protection plan shall be required for all trees indicated to be preserved. A tree replanting plan shall be required for trees indicated to be removed. The applicant shall work with staff during final SP review on final landscape details.
3. Right-of-way dedication shall be provided with the final site plan and recorded with final plat.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. 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 RS15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. 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.
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



Metro Planning Commission Meeting of 11/08/18

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.

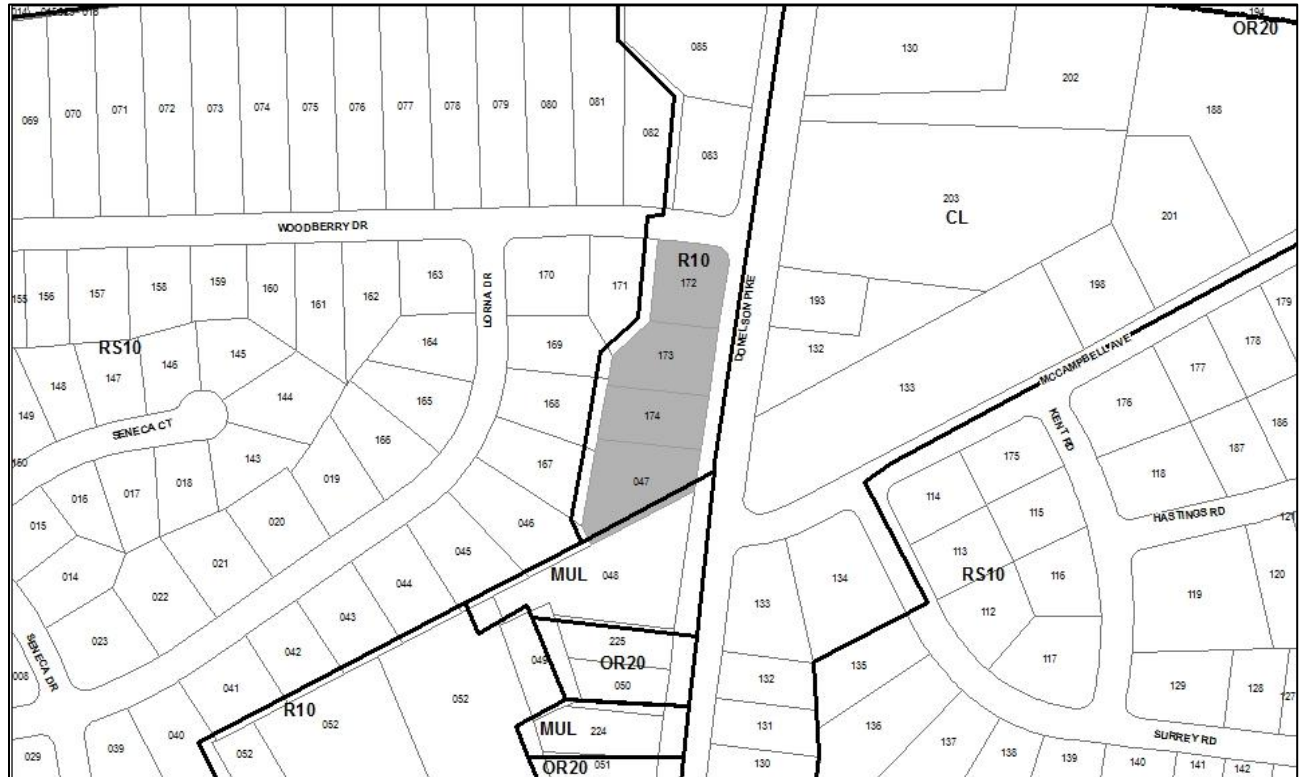
10. Comply with all conditions and requirements of Stormwater, Water Services, and Public Works.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/08/18



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 and October 25, 2018 Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the December 13, 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

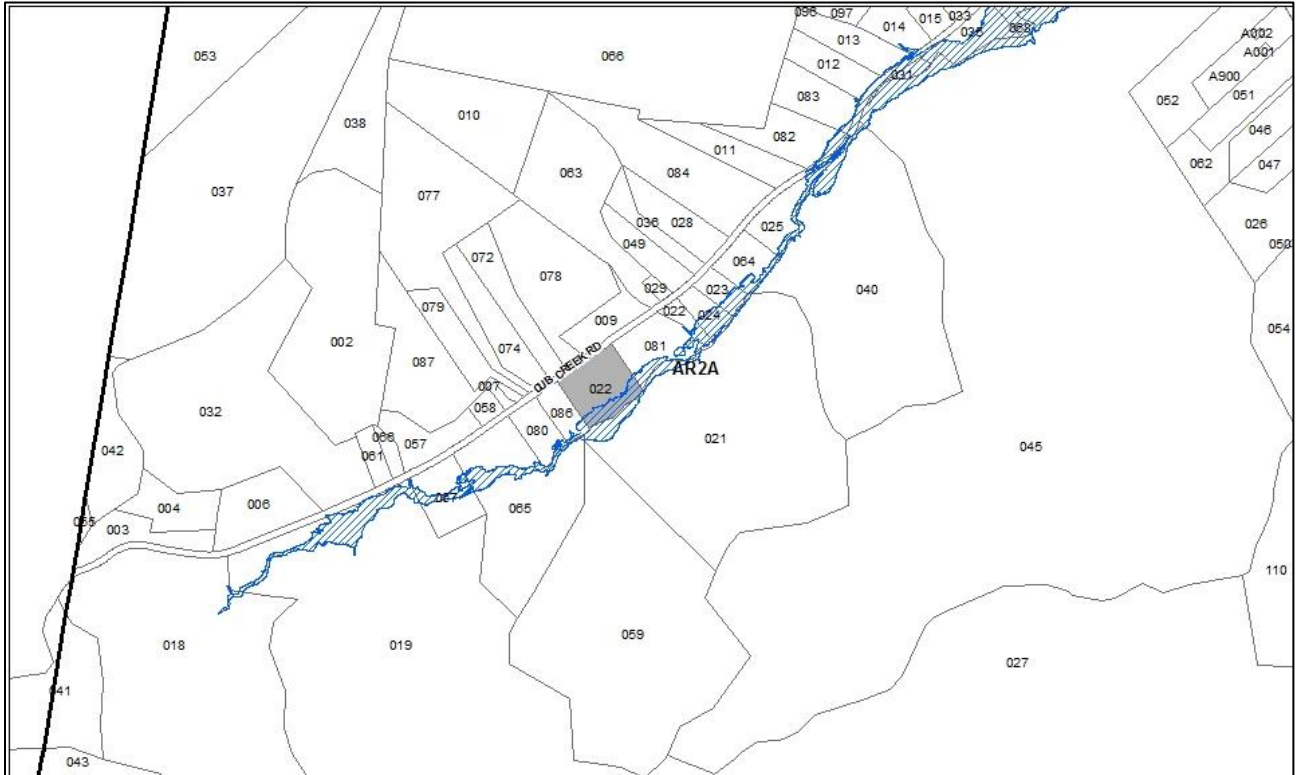
A request to rezone from One and Two-Family Residential (R10) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 222, 224, 226, and 228 Donelson Pike, at the southwest corner of Woodberry Drive and Donelson Pike (1.55 acres), to permit up to 13 multi-family residential units and 5,800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

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 11/08/18



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



Project No. Final Plat 2018S-110-001
Project Name Snyder 1-Lot Subdivision
Council District 35- Rosenberg
School District 9 – Frogge
Requested by Southern Precision Land Surveying, Inc., applicant; Janie and Hillman Snyder, owners.

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

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

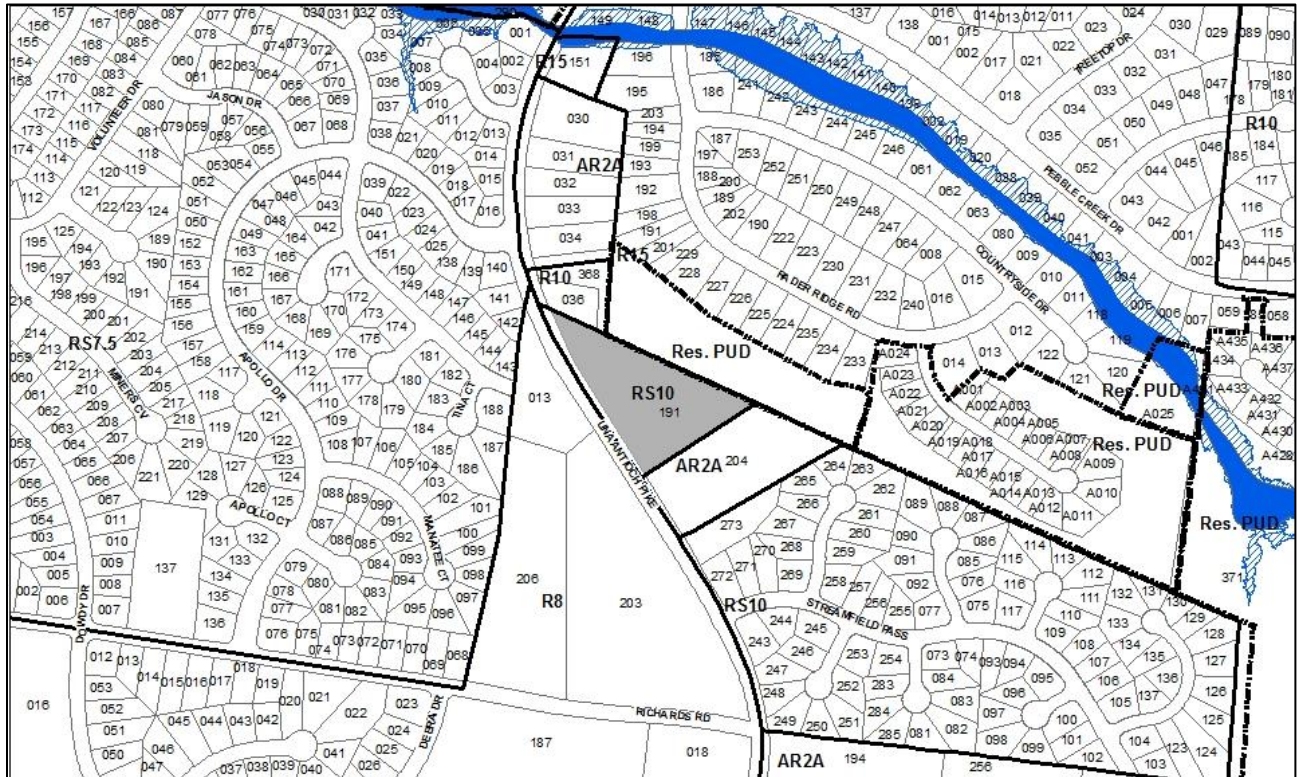
APPLICANT REQUEST
Final plat to create one lot.

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

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



Metro Planning Commission Meeting of 11/08/18



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, and the October 25, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the December 13, 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).

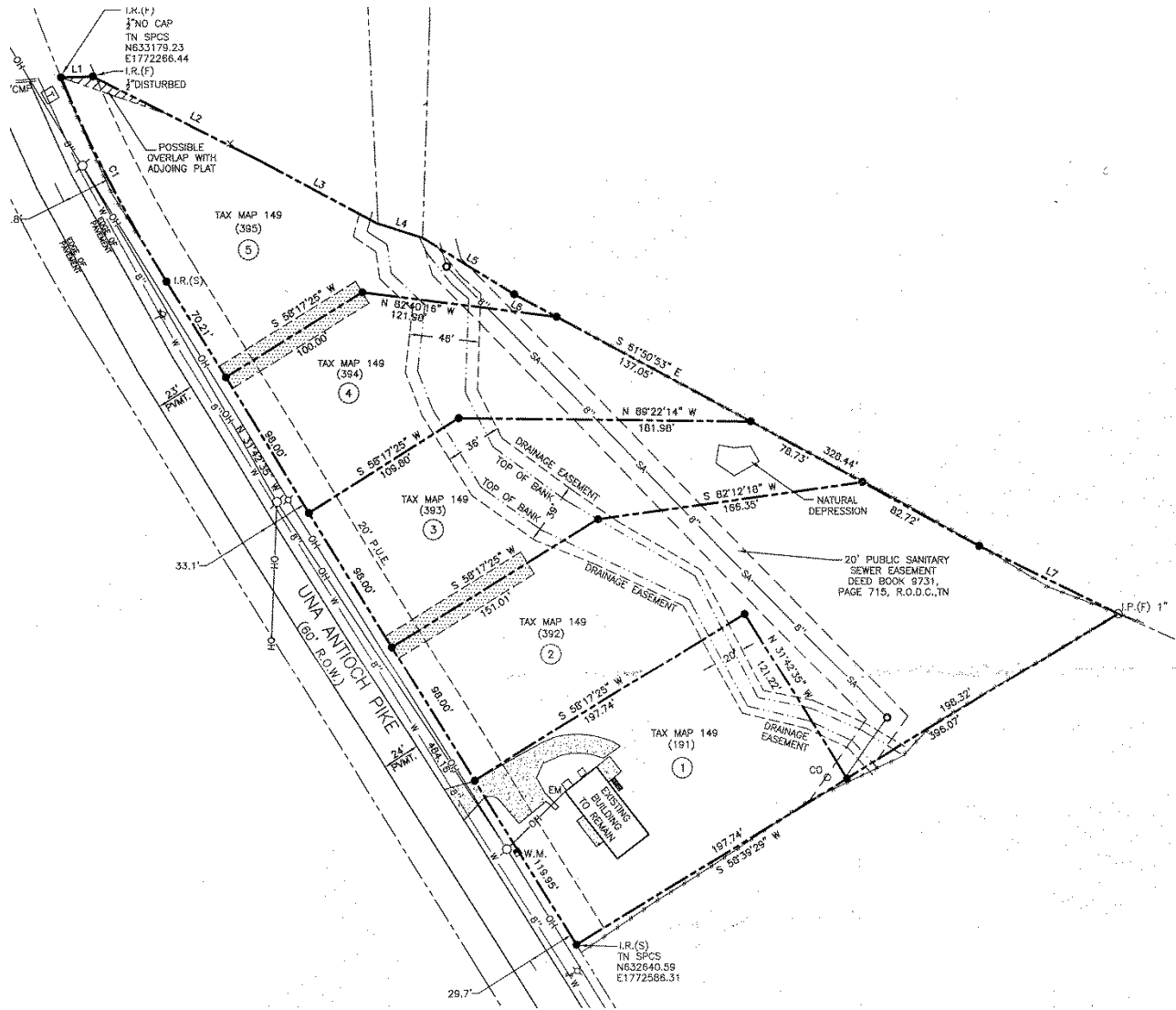
Existing Zoning
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 13 single-family lots based on acreage only. Application of the Subdivision Regulations 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 11/08/18



Proposed Subdivision



Metro Planning Commission Meeting of 11/08/18

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 11/08/18

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

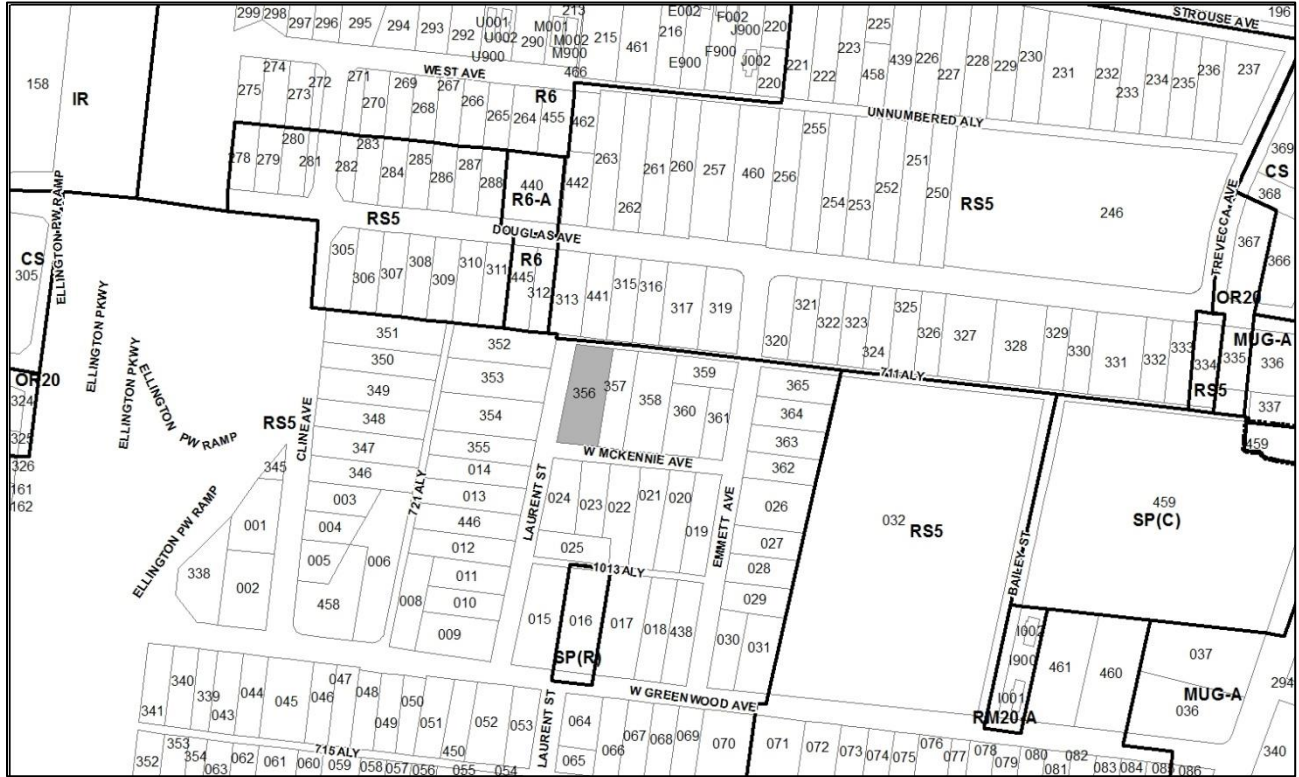
Staff recommends deferral to the December 13, 2018, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/08/18



2017Z-087PR-001
Map 072-13, Parcel(s) 356
05, East Nashville
05 (Scott Davis)



Project No. **Zone Change 2017Z-087PR-001**
Council Bill No. BL2017-897
Council District 05 – Davis
School District 5 – Buggs
Requested by Councilmember Scott Davis, applicant; Charlotte Grant and Katrina Fierson, owner.

Deferrals This item was deferred at the August 24, 2017, September 14, 2017, and September 28, 2017, Planning Commission meetings. No public hearing was held.

Staff Reviewer Hill
Staff Recommendation *Approve.*

APPLICANT REQUEST
Zone change from RS5 to R6-A

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 1001 West McKennie Avenue, at the northeast corner of Laurent Street and West McKennie Avenue (0.34 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 2 units.*

Proposed Zoning

One and Two-Family Residential (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *The Metro Codes Department has confirmed that R6-A would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on these properties.*

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The property is located on approximately 0.34 acres at 1001 West McKennie Avenue, at the northeast corner of Laurent Street and West McKennie Avenue. The property is located in close proximity to Douglas Avenue, a collector, with easy access to Ellington Parkway. The



Metro Planning Commission Meeting of 11/08/18

neighborhood consists of a mixture of one and two-family residential uses with an established network of streets and alleys. The site contains two existing single-family dwellings with an improved alley to the north.

The T4 Neighborhood Maintenance policy is intended to maintain the general character of an area; however, some change is anticipated to occur over time. The T4 NM policy supports gradual changes that retain the existing development pattern. As previously mentioned, this area contains a mixture of one and two-family residential uses. In areas with a mixture of residential building types, T4 NM policy calls for more intense building types to be located in areas adequately served by existing infrastructure with high levels of connectivity and good access to centers and corridors. The site is located on a corner, with a built alley to the rear, and with good access to Douglas Avenue. Rezoning to R6-A would allow additional housing types in an area with existing infrastructure that can support additional density while maintaining the existing land use pattern for the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.34	8.71 D	2 U	20	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.34	7.26 D	2 U	20	2	3

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning district could generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School,



Metro Planning Commission Meeting of 11/08/18

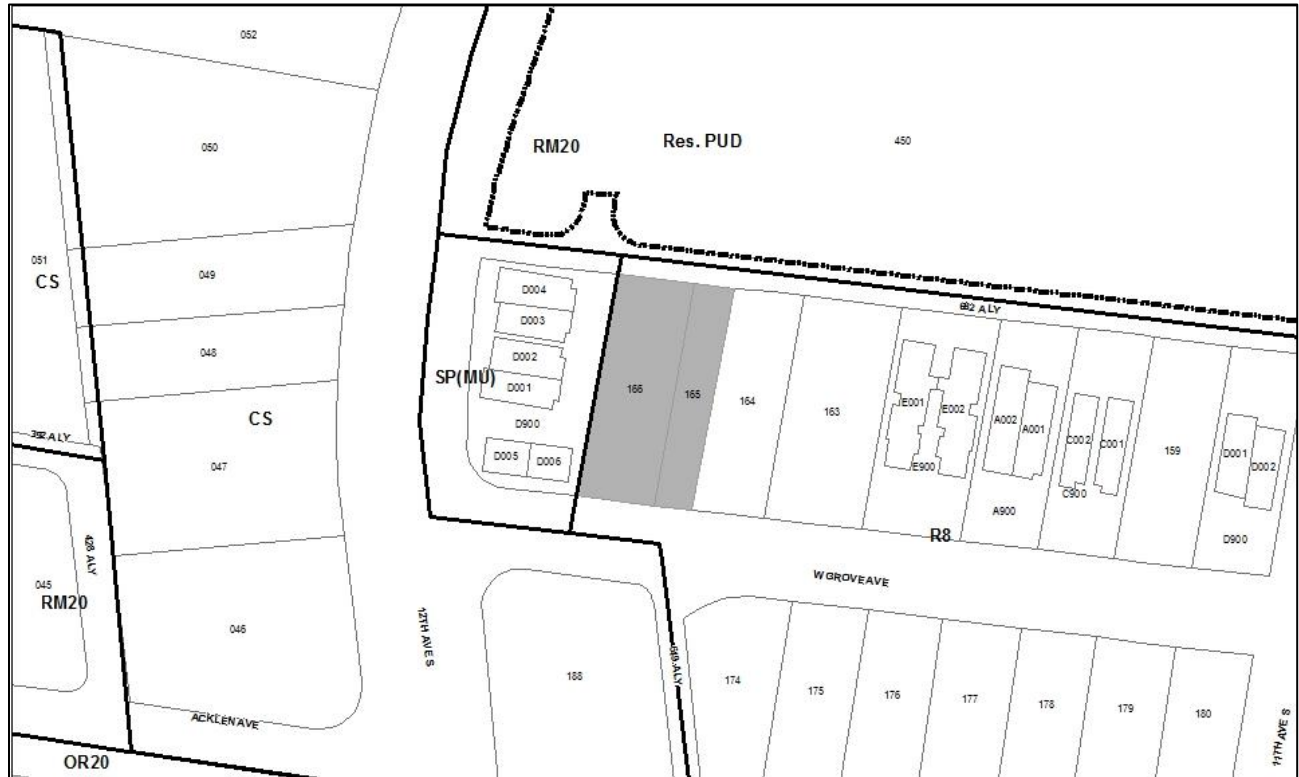
Gra-Mar Middle School, and Maplewood High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 11/08/18



2018SP-063-001
1114 WEST GROVE SP
Map 105-09, Parcel(s) 165-166
10, Green Hills-Midtown
17 (Colby Sledge)



Project No. Specific Plan 2018SP-063-001
Project Name 1114 West Grove SP
Council District 17 – Sledge
School District 8 – Pupo-Walker
Requested by Smith Gee Studio, applicant; FMBC Investments, LLC, owner.

Deferrals This item was deferred from the October 11, 2018, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit up to 5 multi-family residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan – Residential (SP-R) zoning on properties located at 1114 West Grove Avenue, approximately 80 feet east of 12th Avenue South to permit five multi-family residential units (0.24 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 1 duplex lot for a total of 2 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site. A final determination on duplex eligibility is made by Codes.*

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.

GREEN HILLS-MIDTOWN COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 11/08/18

The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Proposed Site Plan



Metro Planning Commission Meeting of 11/08/18

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

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

Supplemental Policy Area

The 12th Avenue South Detailed Corridor Neighborhood Design Plan (DNDP) provides guidance for future development along the 12th Avenue South corridor and the interior neighborhoods, including guidance for infill opportunities, appropriate land uses and transitions between land uses, and enhanced connectivity.

Consistent with Policy?

The proposed SP is primarily located on the edge of T4 NM policy, extending east and south of the site. The site is located in close proximity to higher intensity policy areas, including T4 CM (west) and T4 NE (Neighborhood Evolving, north). A small area of T4 CM policy is identified along the western property line, associated with the adjacent (western) parcel, located along the 12th Avenue South corridor. The site is also located within a supplemental policy area, which generally focuses on creating mixed-use opportunities along the corridor that complements the character of the surrounding neighborhoods. Conservation policy is located near the southwestern corner, identifying a small pocket of steeper slopes. One of the primary goals of T4 NM policy is to enhance urban neighborhoods with high levels of connectivity. The site served by existing transit, with an existing MTA bus stop located approximately 100 feet southwest of the site, as well as several MTA/RTA bus stops located along 12th Avenue South, offering options beyond single vehicle occupancy trips. The plan is consistent with the land use policies, as it supports infill development that is compatible with surrounding residential areas.

BACKGROUND

This case was deferred by the applicant from the October 11, 2018, Metro Planning Commission meeting to facilitate a neighborhood meeting with additional community discussions. A neighborhood meeting was held on October 23, 2018.

PLAN DETAILS

The site includes two parcels on approximately 0.24 acres and currently contains one residential structure, which is not included in this proposal. The site is located on the north side of West Grove Avenue, approximately 80 feet east of 12th Avenue South, which includes higher intensity residential and non-residential development. A majority of the parcels along West Grove Avenue include already-developed two-family structures. A mixed-use SP that fronts West Grove Avenue and 12th Avenue South is located adjacent to this site and includes office and multi-family



Metro Planning Commission Meeting of 11/08/18

development. Multi-family development is also located directly across the street, south of the 12th and West Grove SP.

The plan proposes a total of five multi-family units housed in two separate buildings. Building A is located on the western half of the site and contains three units, with two units that front West Grove Avenue and one unit located to the rear. Building B is located on the eastern half of the site and contains two units, with one West Grove-fronting unit and the second unit located to the rear. The front setback of Building A is 15 feet, increasing to 20 feet for Building B, providing an appropriate transition from the adjacent mixed use development to the single and two-family residential properties along West Grove Avenue.

An existing driveway and retaining wall at the front of the site will be removed, opening up the space along West Grove Avenue and creating a pedestrian oriented streetscape with sidewalk connections to the street. Pedestrian access to all units is provided from an internal courtyard located between the buildings, accessible from the street and from a surface parking lot located behind the units. The street-fronting units (A1, A2, and B1) will also include individual sidewalk connections from the front entries to the street.

Vehicular access is provided from an existing alley located behind the site to a surface parking lot. A total of 9 parking stalls are provided. Landscaping is provided along the eastern property line and around the surface parking lot to buffer the site from adjacent properties. Staff recommends additional evergreen landscaping be installed along the eastern property line to buffer the site from an adjacent residence.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of three stories in 40 feet.

ANALYSIS

The SP is consistent with the site's land use policies. The site is located on the edge of a Neighborhood policy, situated on the seam of more intense policy areas, including T4 CM (west) and T4 NE (north). An initial plan shared with staff proposed 9 stacked flats in one building, located much closer to the street. At staff's request, the scope and layout was modified to include 5 semi-attached courtyard units, providing an appropriate design that blends new development into the surrounding neighborhood. The plan appropriately transitions in building form, massing, and height from the higher intensity development pattern along 12th Avenue South to the residential uses interior to the neighborhood. The SP provides for additional housing choice for residents in the area, and the proposed architectural standards and treatments enhance the design quality of the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve



Metro Planning Commission Meeting of 11/08/18

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. The applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to Final SP, relocate the solid waste/ recycling container out of the public alley ROW.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.24	5.4 D	2 U	29	7	3

*Based on two-family residential 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 (220)	0.24		5 U	67	9	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	+38	+2	+3

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 1 Elementary 0 Middle 0 High

The proposed SP zoning is expected to generate one more student than the existing R8 zoning. Students would attend Waverly-Belmont Elementary School, J.T Moore Middle School, and 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.



Metro Planning Commission Meeting of 11/08/18

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

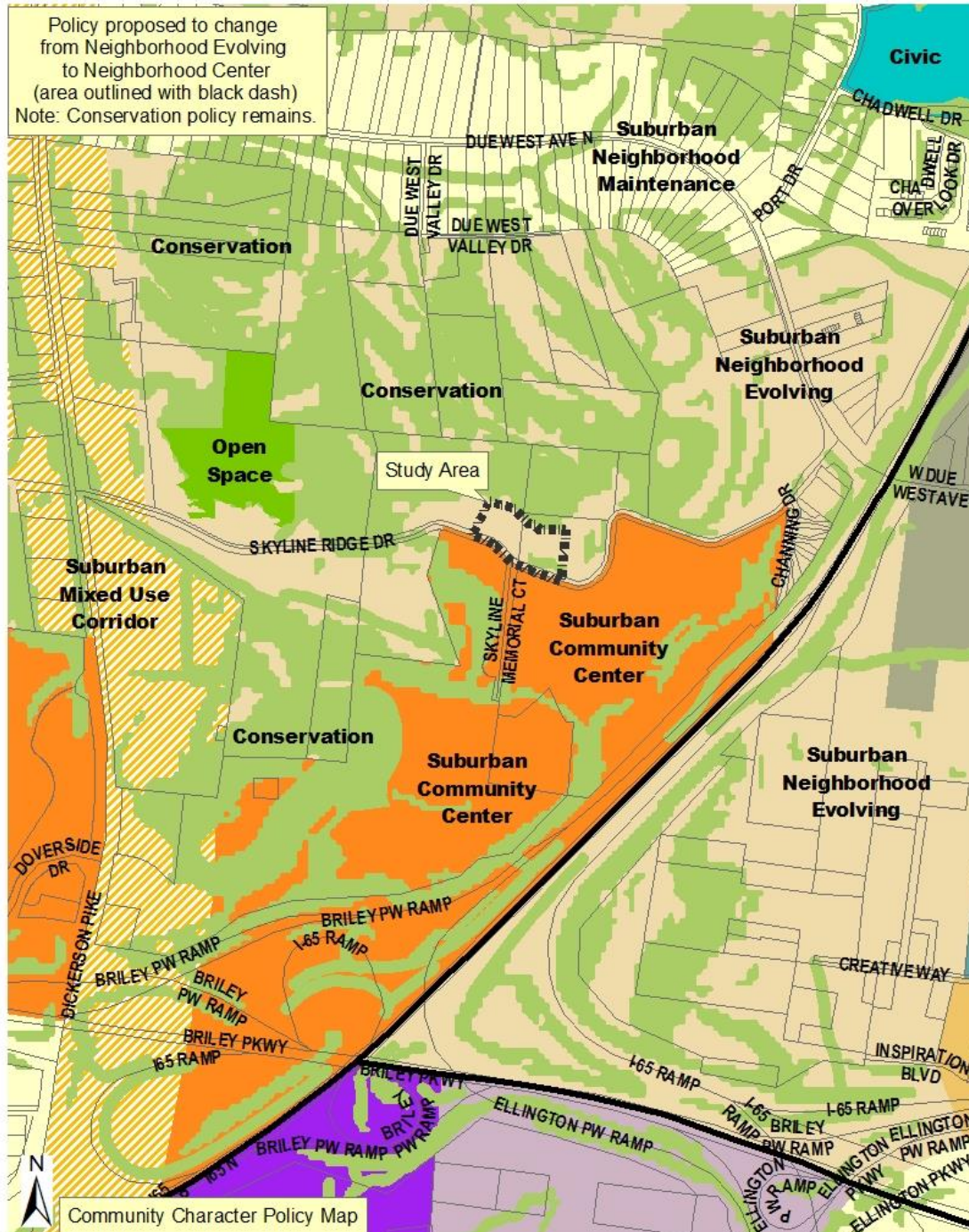
1. Permitted uses shall be limited to a maximum of 5 multi-family residential units. Short term rental properties, owner and non-owner occupied, shall be prohibited.
2. On the corrected copy, the dumpster area shall be relocated outside of the public alley and shall be screened with a fence and landscaping.
3. The 3 foot landscape buffer that is currently identified along the eastern property line, east of the surface parking spaces, shall include additional evergreen vegetation for sufficient screening to minimize impacts from vehicles to the adjacent properties.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. The final site plan shall comply with Metro Zoning Code Parking requirements.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. 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.
9. 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.
10. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
11. 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.
12. Comply with all conditions and requirements of Stormwater, Water Services, and Public Works.
13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/08/18



2018CP-002-002

PARKWOOD-UNION HILL COMMUNITY PLAN AMENDMENT

808 and 820 Skyline Ridge Drive

02, Parkwood-Union Hill

08 (VanReece)



Project No.	Major Plan Amendment 2018CP-002-002
Project Name	Parkwood-Union Hill Community Plan Amendment
Council District	08 – VanReece
School District	1 – Gentry
Requested by	LDG Development, LLC, applicant; various owners.
Staff Reviewer	McCaig
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

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

Major Plan Amendment

A request to amend the Parkwood - Union Hill Community Plan by changing from T3 Suburban Neighborhood Evolving policy to T3 Suburban Neighborhood Center policy on portions of properties located at 808 and 820 Skyline Ridge Drive, zoned Single-Family Residential (RS10) (approximately 3.0 acres)

PARKWOOD-UNION HILL COMMUNITY PLAN

Current Policy

T3 Suburban Neighborhood Evolving policy (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. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

Proposed Policy (Note: the Conservation policy is proposed to remain.)

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers, generally within a 5 minute drive of the center. 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.



Metro Planning Commission Meeting of 11/08/18

BACKGROUND

The amendment study area is adjacent to two other policy areas:

- Conservation (CO), located to the north
- T3 Suburban Community Center, located across the street to the south

Skyline Ridge Drive is classified as a local street. Skyline Memorial Court across the street to the south is also classified as a local street. To the west, the Major and Collector Street Plan (MCSP) identifies Dickerson Pike as a five-lane arterial-boulevard (T3-M-AB5-LM). Meanwhile to the east, Due West Avenue is a three-lane collector-avenue (T3-R-CA3). Interstate 65, accessed from Briley Parkway to the south, is classified as a 10-lane freeway (T3-F10).

WeGo Public Transit serves Dickerson Pike, 0.4 miles to the west of the study area, with Route 43 (Hickory Hills) that, via Old Hickory Boulevard and Dickerson Pike, links three high schools (Whites Creek, Hunters Lane, and Maplewood), Skyline Commons Shopping Center, and Skyline Medical Center to Music City Central in Downtown Nashville. Route 43 provides morning and evening peak frequencies ranging from 25-60 minutes and midday frequencies ranging from 125-150 minutes.

The existing land uses within and near the study area consist of residential, a large area of vacant land, Skyline Medical Center, a Metro property slated to become Music City Solar, a community solar array project, a large shopping center with major retail uses, and smaller commercial and service uses. A significant portion of the developable land area to the north and northwest is limited by steep slopes and other topographical challenges. To the east at Skyline Ridge Drive's intersection with Due West Avenue are multifamily uses.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is major, which required the applicant to hold a community meeting and provide notice to property owners within 1,300 feet of the study area boundary defined by staff. Staff hosted a community meeting at Amqui Station on October 10, 2018; however, only the councilmember, the applicant, and staff attended. Councilmember VanReece held a second community meeting on Saturday, October 13 with 10 people attending. Of that number, five people, representing three properties, live nearby. Attendees were generally in support of changing the policy to allow for a small commercial/mixed use component of future development. Concerns were generally related to the substandard condition of Skyline Ridge Drive and the generation of more traffic.

ANALYSIS

The *Growth & Preservation Concept Map of NashvilleNext* identifies the plan amendment area within the Transition and Infill area, with a Tier Three Center area to the south and west. Center areas are intended to be pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks. Residential infill development is encouraged immediately around 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.



Metro Planning Commission Meeting of 11/08/18

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

- Concentration of land zoned, used, or intended to be used as commercial and mixed use;
- Situated to serve a suburban neighborhood; and
- Intensification supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access.

Concentration of commercial and mixed use zoning and/or uses

While the existing policy for the study area is T3 NE, the owners of the subject properties plan to rezone to a higher density residential use with a small mixed use component. The study area is adjacent to a Suburban Community Center policy area with a mixture of uses.

Situated to serve a suburban neighborhood

The study area's designation in *NashvilleNext* as Transition and Infill and its proximity to a Center make it an appropriate location for T3 NC policy. The study area is located at the intersection of two local streets with major streets to the west and east. The neighborhood is anticipated to grow with additional residential uses due to its proximity to Skyline Medical Center, Dickerson Pike, and Briley Parkway.

Supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access

Suburban multifamily residential development exists to the east of the property with access to Due West Avenue. Large undeveloped areas of T3 NE policy are located around and north of the study area. Rooftops, such as those yielded by T3 NE policy, are needed to support the viability of consumer businesses and population in the area. However, the amount of development and connectivity between developments will be limited by steep topography.

Skyline Ridge Drive needs improvements, especially pedestrian infrastructure to connect with Dickerson Pike and available transit and services. The area councilmember is anticipating requiring sidewalks with the rezoning of this property.

The study area is:

- Supported by existing and planned residential development.
- Supported by adequate access provided by Skyline Ridge Drive connecting to Dickerson Pike and Due West Avenue; however, Skyline Ridge Drive improvements would be necessary to provide appropriate access and connectivity with a large-scale build out of the area, based on Public Works review of traffic studies associated with future development proposals.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 11/08/18



2018SP-070-001
WEST END RESIDENTIAL SP
Map 092-16, Parcel(s) 036, 039
10, Green Hills – Midtown
21 (Ed Kindall)



Project No.	Specific Plan 2018SP-070-001
Project Name	West End Residential SP
Council District	21 – Kindall
School District	5 – Buggs
Requested by	Barge Design Solutions, applicant; Clark Street Holdings, LLC, owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change to permit a mixed use development.

Preliminary SP

A request to rezone from Mixed Use Intensive – Alternative (MUI-A) to Specific Plan – Mixed Use (SP-MU) zoning on property located at 2004 and 2012 West End Avenue, approximately 170 feet southwest of 20th Avenue North, (0.83 acres), to permit 360 multi-family residential units, 6,500 square feet of retail and restaurant space, Owner Occupied Short Term Rental Property, and Non-Owner Occupied Short Term Rental Property.

Existing Zoning

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

Proposed Zoning

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

PLAN DETAILS

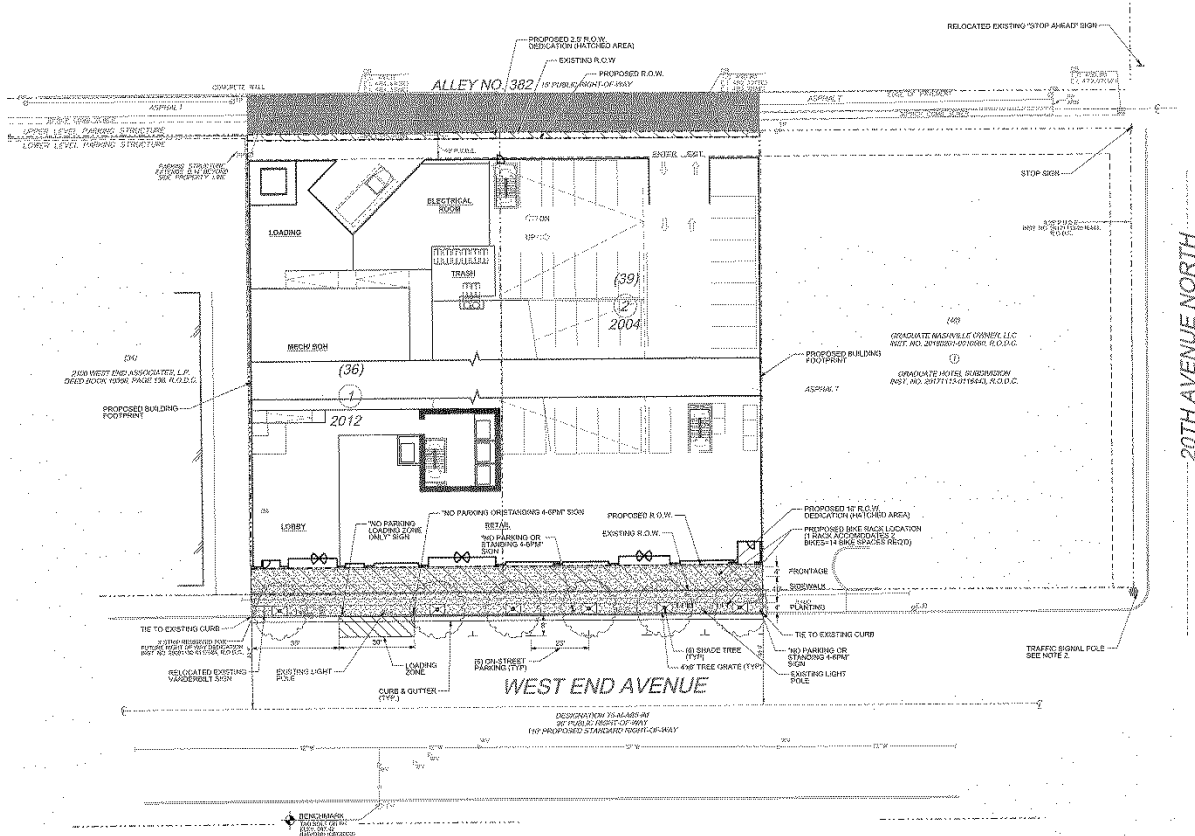
The site consists of two parcels totaling 0.83 acres located on the north side of West End Avenue between 20th Avenue North and 21st Avenue North, approximately 150 feet west of the intersection of 20th Avenue North and West End. The site is bounded by Alley # 382 to the north, a hotel to the east and commercial uses to the west. Existing development on the site includes two fast-food restaurants and associated parking. The predominant land use pattern east and west of the site includes commercial and office uses along West End Avenue with institutional uses located on the south side of West End. The larger area, which is identified as a Tier One Center in NashvilleNext, contains a mix of commercial, office, and multi-family residential uses.

Site Plan

The plan proposes 360 multi-family residential units and 6,500 square feet of retail and restaurant space. Additionally, both owner occupied and non-owner occupied short term rental properties are proposed. The SP proposes a maximum height of 25 stories in 299 feet.



Metro Planning Commission Meeting of 11/08/18



Proposed Site Plan



Metro Planning Commission Meeting of 11/08/18

All vehicular access to the parking structure is provided from Alley #382 at the rear of the site. Six on-street parking spaces are provided along West End. A total of 430 parking spaces are proposed. A drop-off/loading zone is located at the West End property frontage at the southwest corner of the building. West End Avenue is identified as an arterial-boulevard on the Major and Collector Street Plan (MCSP), which calls for a 10-foot sidewalk, 4-foot planting strip, and 5-foot bike lane. The MCSP requirements are consistent with the special guidance for street sections and the pedestrian realm included in the Midtown Study. The plan proposes a 10-foot sidewalk and 4-foot planting strip within public right-of-way, consistent with the MCSP requirements and the guidance in the Midtown Study; an additional 4-foot pedestrian zone intended for plaza and outdoor dining is also incorporated into the plan to further enhance the pedestrian realm and activate the street.

A total of 10 bicycle parking spaces available to the public are included on the plan near the entrances to the building on West End, with an additional 40 resident bicycle parking spaces located within the building.

The principle pedestrian entrances to the building are provided on the first level along West End Avenue with secondary access provide along Alley #382. The building is built to the edge of the public right-of-way and sidewalk, and incorporates a covered cantilever over the additional pedestrian zone. All but six on-street parking spaces are located within the structure and are screened by other uses or architectural cladding. The plan includes conceptual elevations and renderings of the proposed building which identify proposed entrances, building articulations, materials and glazing.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville's major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

The site is within a supplemental policy area in the Midtown Study, 10-MT-T5-MU-01. The supplemental policy for T5 Center Mixed Use Neighborhood Area 1 includes specific guidance on building form, vehicular and pedestrian connectivity, and intensity, particularly for properties facing Centennial Park. The supplemental policy does provide guidance for this site on height, indicating that building heights of 20 stories and above are appropriate.

ANALYSIS

The project site contains two mid-block parcels oriented to West End Avenue. The property immediately east of the site is being developed with a 12 story hotel and is oriented to both West End and 20th Avenue North. The property immediately to the west contains a one story retail building; however, if redeveloped in a manner consistent with the goals of the T5 MU policy and Midtown Study, this site is anticipated to accommodate high intensity development with a more urban form and character in the future. The majority of the block south of West End is occupied by



Metro Planning Commission Meeting of 11/08/18

the Cathedral of the Incarnation which both takes access from and is oriented to West End Avenue. The Cathedral site is developed with varying setback depths and building heights. T5 MU policy areas contain a significant amount of vertical mixed use development in buildings with high density residential, institutional, high-intensity commercial, and office land uses. These areas are served by high levels of connectivity with complete street networks, and provide services to meet the daily needs of residents in the neighborhood and within a five to ten minute walk. Buildings have high lot coverage, shallow setbacks, and are oriented to the street. This portion of Nashville is intended to be among the most intense in the county outside of the downtown area, and to include both Nashville's major employers as well as residential, commercial and service uses to create lively, mixed use neighborhoods.

The mix of uses and the massing, orientation and placement of the building are consistent with the goals of the T5 MU policy and the location of this site within a Tier One Center identified in NashvilleNext. The proposed SP includes retail/restaurant uses intended to serve both tenants of the building and residents and employees of the surrounding neighborhood. The building is located adjacent to West End, and includes ground-level pedestrian access to potential active uses such as retail or restaurant and outdoor plaza and dining space which will serve to activate this portion of the corridor and enhance the pedestrian realm, consistent with the guidance in the policy.

The Midtown Study guidance supports building heights of twenty stories and above in this area. The proposed building, at 25 stories in 299 feet, falls in the lower to middle of the range of supported height. Throughout the review process, planning staff provided feedback regarding the building height and massing relative to the policy and the surrounding context which has been reflected in the proposed design.

A Traffic Impact Study (TIS) was completed for the project to evaluate potential impacts of the development on traffic and circulation in the project vicinity. Recommendations from the TIS, which have been recommended as conditions by Public Works and Traffic, include widening of Alley #382 and improvements to pedestrian infrastructure including upgrading pedestrian signals. Parking is provided to meet all Metro Zoning Ordinance standards for the uses as proposed.

In addition to the infrastructure improvements identified in the TIS, the applicant has proposed travel demand management strategies to reduce single-occupancy-vehicle trips, such as encouraging off-peak deliveries and the use of transit and other alternative modes. Staff recommends a condition regarding preparation of a Travel Demand Management (TDM) plan and implementation strategy focused on further reducing single-occupancy-vehicle trips with the final SP.

As conditioned, the proposed SP will permit a mixed use development that achieves the goals of the T5 MU policy and the Midtown Study and that fits the location and context of the site; therefore, staff recommends approval with conditions and disapproval without all conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 11/08/18

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to the issuance of a building permit by MPW submit a recorded copy of the ROW dedications.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- Developer shall implement site access improvements, including additional signage. The proposed building footprint is adjacent to the public alley. Exiting drivers will need sufficient sight distance to perceive vehicles, bikes, and pedestrians in the public alley.
- Angles on garage access of the building exterior shall provide sufficient sight distance. Mounted mirrors shall not be allowed.
- A STOP sign for exiting drivers will also be needed. Adequate sight distance shall also be provided at loading zone and solid waste access drive. area
- A right turn only sign shall be shall be mounted for garage exit at alley.
- The STOP AHEAD sign on the left side of 20th Avenue North approaching the alley should be relocated to the opposite side of the alley to improve the line of sight for alley drivers. Developer shall apply to T&P staff to relocate the stop ahead sign on 20th Ave N.
- Developer shall upgrade pedestrian signals at three intersections to meet TDOT accessibility requirements. The proposed site is expected to generate added pedestrian trips due to the mixed land use in the area and the number of potential job locations within walking distance of the site. Three nearby signalized intersections offer pedestrian signals, but these do not meet current TDOT standards for accessibility. None of the pedestrian signals at the intersections of 21st Avenue North and West End, 20th Avenue North and West End, and 20th Avenue North and Church Street with accessible pedestrian signals meet the proposed standards of the United States Access Board, Part 1190.1
- Developer shall prepare and submit signal plans pedestrian signals for above 3 intersections to T&P staff for approval and install signal upgrades when approved by MPW traffic engineer. The proposed guidelines require that all signalized intersections include accessible pedestrian signals which provide audible, talk-format walk signals as well as a pushbutton locator tone. The pushbutton itself requires a vibrotactile arrow surface that indicates the crossing direction and the start of the WALK phase indicator. A speech walk message is appropriate for the intersections in this study. All other recently adopted requirements, such as graphics and



Metro Planning Commission Meeting of 11/08/18

countdowns on the signal itself, are also necessary. TDOT further requires that pedestrian heads be placed no less than 8' high and no higher than 10' above the street, measured from the bottom. An automatic volume adjustment is needed for both the walk phase indicator and the push button locator so that the volume level remains able the ambient sound level.

- All costs will be borne by the applicant. All signal plans should be approved and submitted prior to FINAL SP approval. The intersection of 20th Avenue North and Church Street lacks pedestrian signal heads for the northbound approach of 20th Avenue and the westbound approach of Church Street. A total of four new pedestrian signal heads with necessary conduit, wiring and support are required.
- Developer shall provide convenient on site loading area for short term UPS/ Fed Ex and other deliveries to residents and for ride share loading and unloading and for move- in loading.
- Any proposed loading zone on West End Ave in place of existing parking meters shall require T&P staff approval prior to FINAL SP approval.
- No loading or parking on West End Ave frontage shall be allowed during PM peak travel periods when outside lane allows an additional travel lane.
- Apartment management shall require residents to obey parking and loading restrictions on West End Ave. and park in site garage.
- No loading zone striping shall be allowed in travel lane.
- The developer shall provide transit passes to apartment residents for a period of 6 months to encourage transit use.
- Developer shall widen alley frontage to allow 2-way travel to proposed garage access drive. Utility poles may need to be relocated in alley.
- Parking per code shall be provided at a minimum.

Maximum Uses in Existing Zoning District: MUI-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)	0.43		19 U	140	9	11

Maximum Uses in Existing Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.2	5.0 F	43,560 S.F.	474	68	52

Maximum Uses in Existing Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.2	5.0 F	43,560 S.F.	2765	139	298

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.83		360 U	2666	161	184



Metro Planning Commission Meeting of 11/08/18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			6,500 S.F.	413	21	45

Traffic changes between maximum: **MUI-A and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-300	-34	-132

METRO SCHOOL BOARD REPORT

Projected student generation existing MUI-A district: 1 Elementary 1 Middle 0 High
Projected student generation proposed SP-MU district: 15 Elementary 9 Middle 7 High

The proposed SP-MU zoning district would generate 29 additional students than what is typically generated under the existing MUI-A zoning district. Students would attend Eakin Elementary, West End Middle School, and Hillsboro 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 approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 360 multi-family residential units, 6,500 square feet of retail or restaurant space, Owner Occupied Short Term Rental Property, and Non-Owner Occupied Short Term Rental Property.
2. Façade treatment of parking structures and mechanical areas shall be reviewed by staff with the submittal of the final site plan. Façade treatments shall be generally consistent with the submitted elevations. Applicant shall work with staff to minimize light bleed from cars utilizing the garage.
3. Parking for all uses shall be provided consistent with the requirements of the Metro Zoning Ordinance.
4. No building signage is approved with this Preliminary SP. All signage shall comply with the standards of the MUI-A zoning district.
5. Prior to submittal of Final SP, meet with Planning to develop a Transportation Demand Management (TDM) plan and implementation strategy that includes transportation modal shift goals that reduce number of single-occupancy-vehicle (SOV) trips to and from the development. The TDM plan shall be included with Final SP submittal.
6. Comply with all conditions of Metro Public Works and Traffic and Parking.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district.



Metro Planning Commission Meeting of 11/08/18

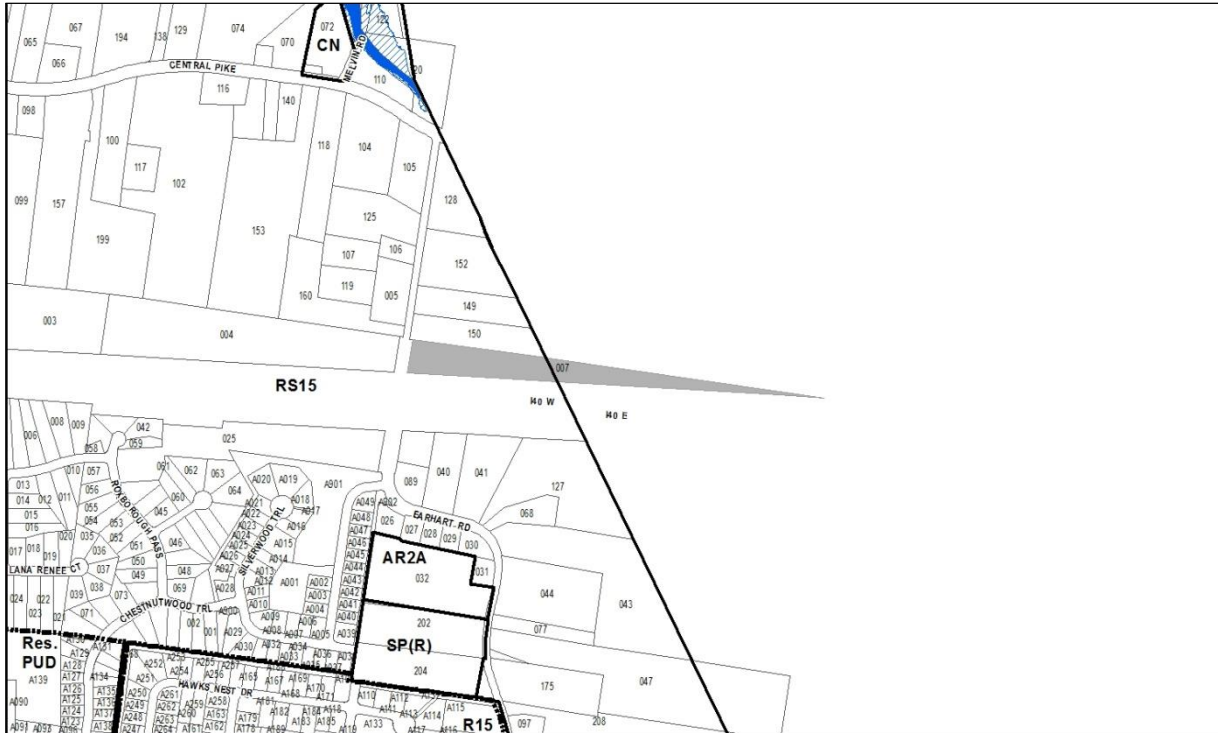
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/08/18



2018SP-074-001

3049 EARHART ROAD SP

Map 098, Part of Parcel(s) 007

14, Donelson – Hermitage – Old Hickory

12 (Steve Glover)



Project No.	Specific Plan 2018SP-074-001
Project Name	3049 Earhart Road SP
Council District	12 – Glover
School District	4 – Shepherd
Requested by	Dale and Associates, applicant; Chris Pardue, owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Defer to the December 13, 2018, Planning Commission meeting.</i>

APPLICANT REQUEST
Zone change from RS15 to SP.

Zone Change

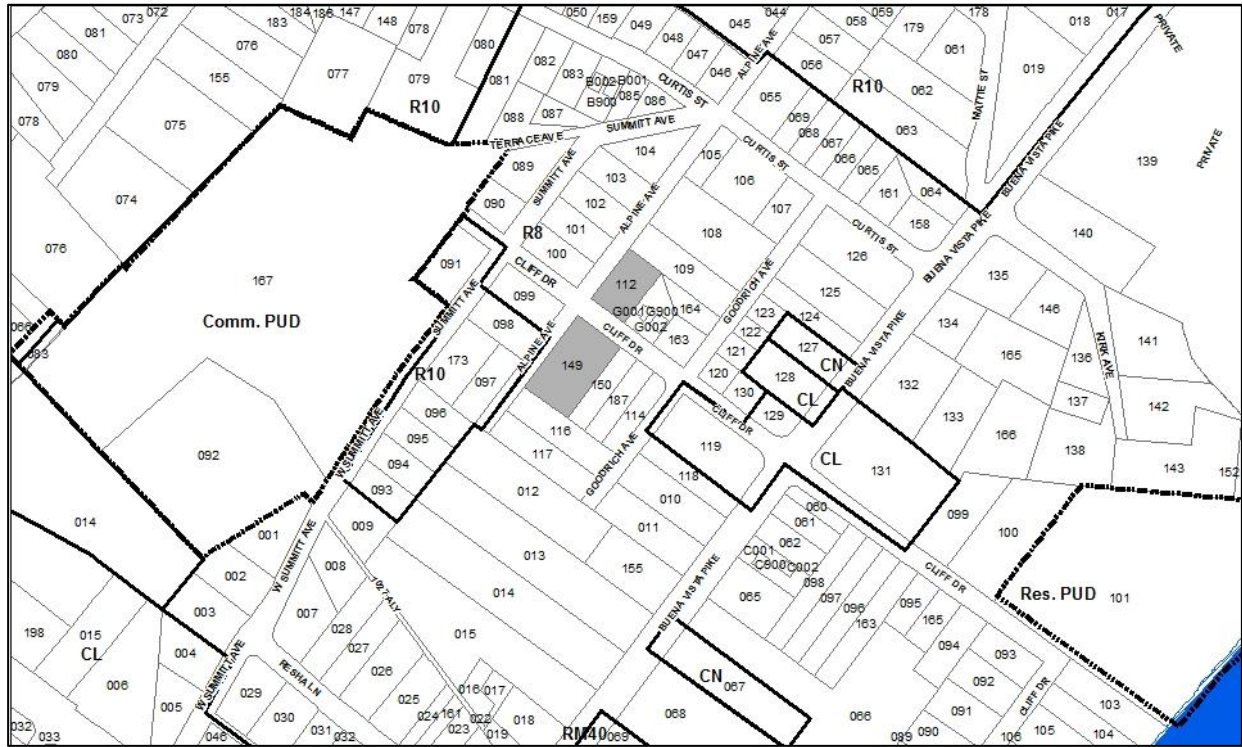
A request to rezone from Single-Family Residential (RS15) to Specific Plan (SP) zoning for property located at 3049 Earhart Road, approximately 620 feet north of Rising Fawn Trail, to permit an office/warehouse and billboards, (5.5 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 11/08/18



2018Z-081PR-001

Map 070-09, Parcel(s) 112, 149

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



Project No.	Zone Change 2018Z-081PR-001
Council District	02- Hastings
School District	1- Gentry
Requested by	Taurus McCain, applicant; Lovell, David and Pamela Tennessee Community Property Trust, T, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from R8 to RM9-A.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Multi-family Residential – Alternative (RM9-A) zoning on properties located at 3113 and 3114 Cliff Drive, at the northeast and southeast corners of Cliff Drive and Alpine Avenue (0.91 acres).

Existing Zoning

One and Two-Family Residential (R8) zoning requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.44 dwelling units per acre. *R8 would permit a maximum of 4 residential lots with 1 duplex lot for a total of 5 residential units based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

Multi-Family Residential-Alternative (RM9-A) is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM9-A would permit a maximum of 8 multi-family residential units.*

BORDEAUX-WHITES CREEK HAYNES-TRINITY COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 11/08/18

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

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. Policy at this location provides guidance related to providing greater housing choice through having a variety of building types that are characteristic of urban areas. Potential building types at this location include but are not duplexes, townhomes and condo units.

ANALYSIS

The site consists of two parcels totaling 0.91 acres located at 3113 and 3114 Cliff Drive, approximately 430 feet west of the intersection of Buena Vista Pike and Cliff Drive. Existing conditions include a single-family house on one parcel and a duplex on the other. The site is located approximately 430 feet from an existing MTA bus stop located at the intersection Cliff Drive and Buena Vista Pike. Surrounding land uses consist primarily of single-family residential and vacant land with some two-family residential and commercial uses. The site is within a large area of One and Two-Family Residential (R8) zoning. Surrounding zoning districts include Commercial Limited (CL) and Commercial Neighborhood (CN) along Buena Vista Pike and One and Two-Family Residential (R10) zoning to the north.

The supplemental policy applicable to this area identifies housing diversity as a top priority.. This goal is accomplished through zoning that permits a mixture of building types consistent with urban form such as duplexes and townhomes. The proposed zone change at this location would provide the ability to develop housing at a moderate density that can provide for an urban form and support existing transit service along Buena Vista Pike. The RM9-A zoning district provides design standards related to site access and orientation which are typically found in urban areas. This proposal is consistent with policy at this location as rezoning both parcels to RM9-A would achieve policy goals that include greater housing choice and moderate density development that will support existing transit service.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.91	5.44 D	5 U	67	9	6

*Based on two-family lots



Metro Planning Commission Meeting of 11/08/18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.91		8 U	102	11	9

Traffic changes between maximum: **R8 and RM9-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	+35	+2	+3

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 1 Elementary 1 Middle 1 High
Projected student generation proposed RM9-A district: 4 Elementary 3 Middle 3 High

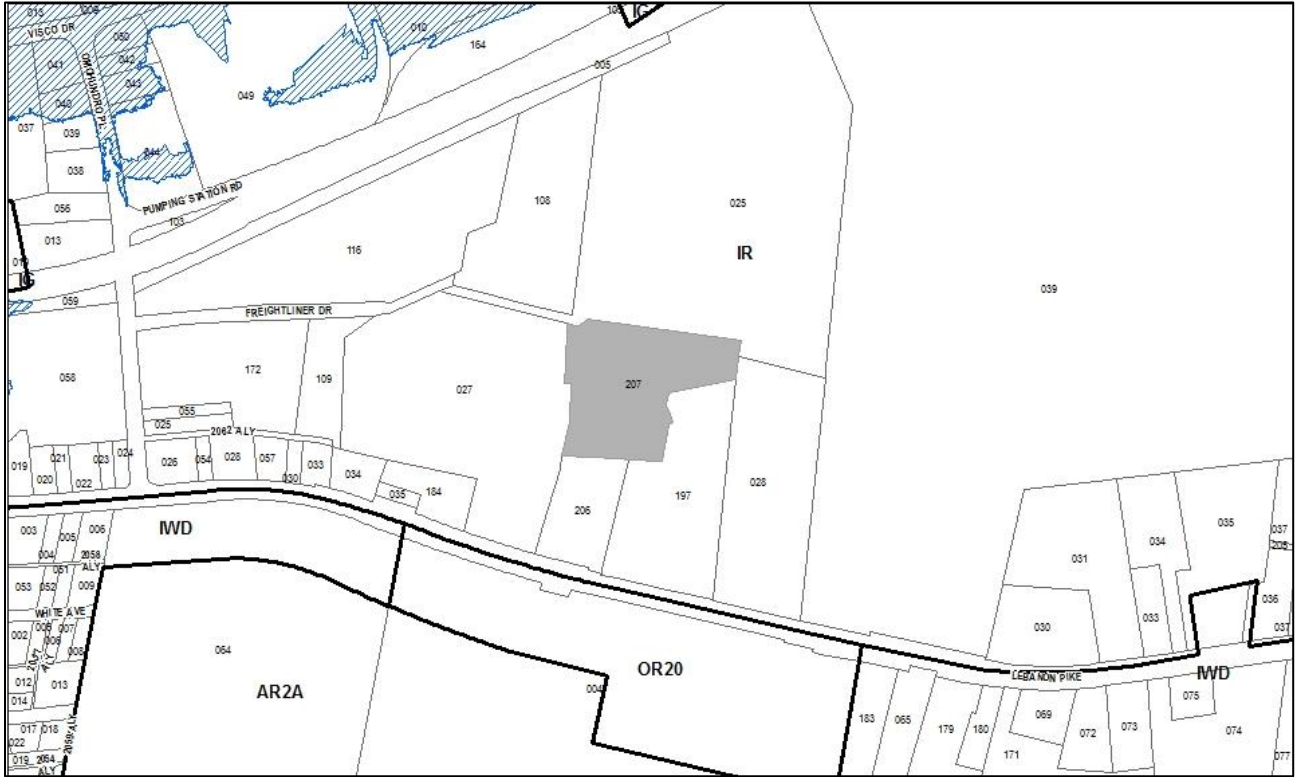
The proposed RM9-A zoning is expected to generate 7 more students than the existing R8 zoning district. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy of the Bordeaux-Whites Creek Haynes-Trinity Community Plan.



Metro Planning Commission Meeting of 11/08/18



2018Z-101PR-001
Map 094, Parcel 207
11, South Nashville
19 (Freddie O'Connell)



Project No.	Zone Change 2018Z-101PR-001
Council District	19 – O’Connell
School District	5 - Buggs
Requested by	Dale & Associates, Inc, applicant; Robert Poole, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Zone change from IR to IG

Zone Change

A request to rezone from Industrial Restrictive (IR) to Industrial General (IG) zoning for property located on Lebanon Pike (unnumbered), approximately 460 feet east of the terminus of Freightliner Drive (4.63 acres).

Existing Zoning

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

Proposed Zoning

Industrial General (IG) is intended for a wide range of intensive manufacturing uses.

SOUTH NASHVILLE COMMUNITY PLAN

District Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

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.

ANALYSIS

The vacant site is located east of the terminus of Freightliner Drive, north of Lebanon Pike and south of Pumping Station Road. The majority of the site is located in District Industrial policy, with pockets of potential steep slopes identified in Conservation policy. The site is located in a larger industrial activity center generally bounded by the Cumberland River (north), Lebanon Pike (south), Interstate 24 (west), and Spence Lane (east). Pumping Station Road generally runs parallel to an active rail line that supports some of the industrial uses in the vicinity. Surrounding land uses north



Metro Planning Commission Meeting of 11/08/18

of Lebanon Pike include primarily industrial, commercial, and vacant properties. Several Metro-owned properties are located in the immediate vicinity, including a water treatment facility (east) and police impound lot (north). The impound lot is accessed from a private drive northwest of the site, east of the terminus of Freightliner Drive. Industrial and non-residential uses are also located south of Lebanon Pike, on either side of an existing cemetery. Access to the site is provided from a 50 foot joint access and utility easement located along the western property line. The access easement extends from the northwestern corner of the site to Lebanon Pike (south), and is shared between the site and the adjacent IR-zoned properties to the west and south.

The proposed IG zoning would permit more intense industrial land uses currently not permitted under the existing IR zoning. However, the site is already zoned for industrial uses and is located in a larger area that is dominated by industrial activities, which historically developed along the Cumberland to ferry cargo. Multiple properties to the north and west, near Pumping Station Road, were recently approved to be rezoned from IR to IG. Although the site is located south of those properties and does not take access from Pumping Station Road, it is centrally located within a larger Industrial policy area that is separated from the surrounding community, rather than located at the edge of an Industrial policy area where transitions to lower-intensity policy areas may be appropriate. Given the surrounding policies and the area's established industrial character, staff finds the requested rezoning to be consistent with the land use policies at this location.

Future development, including permitted land uses, would be subject to the regulations and controls of the Metro Water Services Department, including stormwater management and water/sewer connectivity requirements. Metro Water would review the site-specific details and make a final determination on required improvements during permit review.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TIS may be required at the time of redevelopment.

No traffic table was prepared, as there is not anticipated to be an increase in traffic.

STAFF RECOMMENDATION

Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/08/18



2018Z-110PR-001

Map 084-16, Parcel(s) 211

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



Project No.	Zone Change 2018Z-110PR-001
Council District	14 – Syracuse
School District	4 - Shepherd
Requested by	Holland Holdings, LLC, applicant and owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Rezone from OR20 to MUL

Zone Change

A request to rezone from Office/Residential (OR20) to Mixed Use Limited (MUL) zoning for property located at 2540 Park Drive, approximately 330 feet north of Lebanon Pike, within the Downtown Donelson Urban Design Overlay District (0.39 acres).

Existing 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 8 units.

Downtown Donelson Urban Design Overlay (UDO) is intended to foster pedestrian friendly mixed-use development along the Lebanon Pike corridor through design standards for buildings, lots, access, parking, landscaping and signage. The UDO is organized into seven subdistricts that are each envisioned to have unique character and development standards. The proposed project is located within Subdistrict 2 of the UDO. The intent of this Subdistrict is to enhance the suburban character of Lebanon Pike while promoting sustainable development, design, and an enhanced pedestrian environment.

Proposed Zoning

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

ANALYSIS

The property is located at the southeast corner of Crump Drive and Park Drive in Donelson and is currently vacant. This property is located approximately 300 feet north of Lebanon Pike, which is identified as an arterial boulevard on the Major and Collector Street Plan, and provides MTA transit stops along Lebanon Pike.



Metro Planning Commission Meeting of 11/08/18

This parcel is located in the T4 Urban Community Center (T4 CC) policy. This policy supports an intense mixture of uses and services to meet the needs of the larger surrounding urban area. The T4 Urban Community Center policy spans a large, deep area along Lebanon Pike, which includes parcels not directly abutting the corridor. This large area provides a suitable environment for an intense mixture of uses and services that will be supported by the surrounding commercial and residential uses.

The proposed MUL zoning brings the property closer to the goals of the policy by allowing a mixture of residential, retail, restaurant, and office uses that would support the existing corridor. Applying the MUL zoning district at this location will provide a transition from the more intense zoning districts along the corridor, to the less intense zoning districts north of this property, while still allowing a mixture of uses to support the neighborhood.

The Downtown Donelson Urban Design Overlay District will provide design guidance, including building placement and architectural treatment, parking and access standards, and landscape and buffering standards. Projects within an UDO will be required to go through a final site plan process to ensure compliance with the intent of the UDO.

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: OR20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.19	0.8 F	6,621 S.F.	77	33	9

Maximum Uses in Existing Zoning District: OR20

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)	0.2		9 U	66	5	6

Maximum Uses in Proposed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.19		8 U	59	4	5



Metro Planning Commission Meeting of 11/08/18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.1	1.0 F	4,356 S.F.	51	31	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.1	1.0 F	4,356 S.F.	277	14	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+244	+11	+26

METRO SCHOOL BOARD REPORT

Projected student generation existing OR20 district: 1 Elementary 0 Middle 0 High

Projected student generation proposed MUL district: 1 Elementary 0 Middle 0 High

The proposed MUL zoning district would generate no more students than what is typically generated under the existing OR20 zoning district. Students would attend Pennington Elementary School, Two Rivers Middle School, and McGavock 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 11/08/18



2018Z-111PR-001
Map 081-15, Parcel(s) 259
08, North Nashville
21 (Ed Kindall)



Project No.	Zone Change 2018Z-111PR-001
Council District	21 – Kindall
School District	1 - Gentry
Requested by	C and C Ventures, LLC, applicant and owner.
Staff Reviewer	Hill
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Rezone from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning on property located at 1523 14th Avenue North, approximately 50 feet north of Underwood Street (0.2 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

Proposed Zoning

One and Two-Family Residential - Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6-A would permit a maximum of 1 duplex lot for a total of 2 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The property consists of approximately 0.2 acres and is located at 1523 14th Avenue North in North Nashville. The site currently contains a single-family residence. The greater area consists of a mixture of one and two-family residential uses and vacant properties served by a highly connected network of streets and alleys. The property has frontage on 14th Avenue North and is served by Alley #541 at the rear of the site. The T4 Neighborhood Maintenance policy is intended to maintain the general character of an area; however, some change is anticipated to occur over time. As previously mentioned, this area contains a mixture of one and two-family residential uses. In areas with a mixture of residential building types, T4 NM policy calls for more intense building types to be located in areas adequately served by existing infrastructure with high levels of connectivity and good access to centers and corridors. The requested R6-A zoning would allow for additional



Metro Planning Commission Meeting of 11/08/18

housing types in an area with existing infrastructure that can support additional density while maintaining the existing land use pattern for the neighborhood.

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: **RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.2	8.71 D	1 U	16	6	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.2	7.26 D	2 U	29	7	3

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning district would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Churchwell Elementary School, John Early Middle School, and Pearl Cohn High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/08/18



2018Z-112PR-001

Map 082-09, Parcel(s) 457

08, North Nashville

19 (Freddie O'Connell)



Project No. **Zone Change 2018Z-112PR-001**
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Manuel Zeitlin Architects, applicant; MP Real Estate, LLC, owner.

Staff Reviewer Birkeland
Staff Recommendation *Approve.*

APPLICANT REQUEST
Rezone from MUN to MUL-A

Zone Change

A request to rezone from Mixed Use Neighborhood (MUN) to Mixed Use Limited-Alternative (MUL-A) zoning on property located at 1239 6th Avenue North, at the southwest corner of Monroe Street and 6th Avenue North, within the Germantown Historic Preservation Overlay District and the Phillips-Jackson Street Redevelopment District (0.14 acres).

Existing Zoning

Mixed Use Neighborhood is intended for a low intensity mixture of residential, retail, and office uses.

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The property is located at the southwest corner of Monroe Street and 6th Avenue North in Germantown. The property currently includes a commercial building. This property is located approximately 800 feet east of Rosa L. Parks Boulevard, which is identified as an arterial boulevard on the Major and Collector Street Plan, and provides MTA transit stops.

This parcel is located in the T4 Urban Mixed Use Neighborhood (T4 MU) policy. This policy supports mixed use neighborhoods with moderate to high density residential, commercial, office and light industrial land uses. The MUL-A zoning district will permit a diverse mix of uses including office, retail, and residential. Additionally, the alternative zoning district includes enhanced development standards pertaining to building placement and access, consistent with the



Metro Planning Commission Meeting of 11/08/18

land use policy. The site has frontage on Monroe Street and 6th Avenue North, identified as a local street.

This parcel is located within the Germantown Historic Preservation Overlay District and the Phillips-Jackson Street Redevelopment District. Any redevelopment on this site will be reviewed by both the Metropolitan Development & Housing Agency (MDHA) and the Metropolitan Historical Zoning Commission;

The proposed MUL-A zoning allows for a mixture of residential, retail, restaurant, and office uses would support the existing neighborhood. The proposed Mixed Use Limited-Alternative zoning brings the property closer to the goals of the policy, by allowing a more intense mixture of uses to support the neighborhood. MUL-A zoning is appropriate given the corner location within the neighborhood and the additional review required for redevelopment.

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: **MUN**

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)	0.08		3 U	42	7	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.03	0.6 F	784 S.F.	10	28	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.03	0.6 F	784 S.F.	50	3	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.08		3 U	42	7	4



Metro Planning Commission Meeting of 11/08/18

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.03	1.0 F	1,306 S.F.	16	28	2

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)	0.03	1.0 F	1,306 S.F.	83	5	9

Traffic changes between maximum: MUN and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+39	+2	+3

METRO SCHOOL BOARD REPORT

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

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

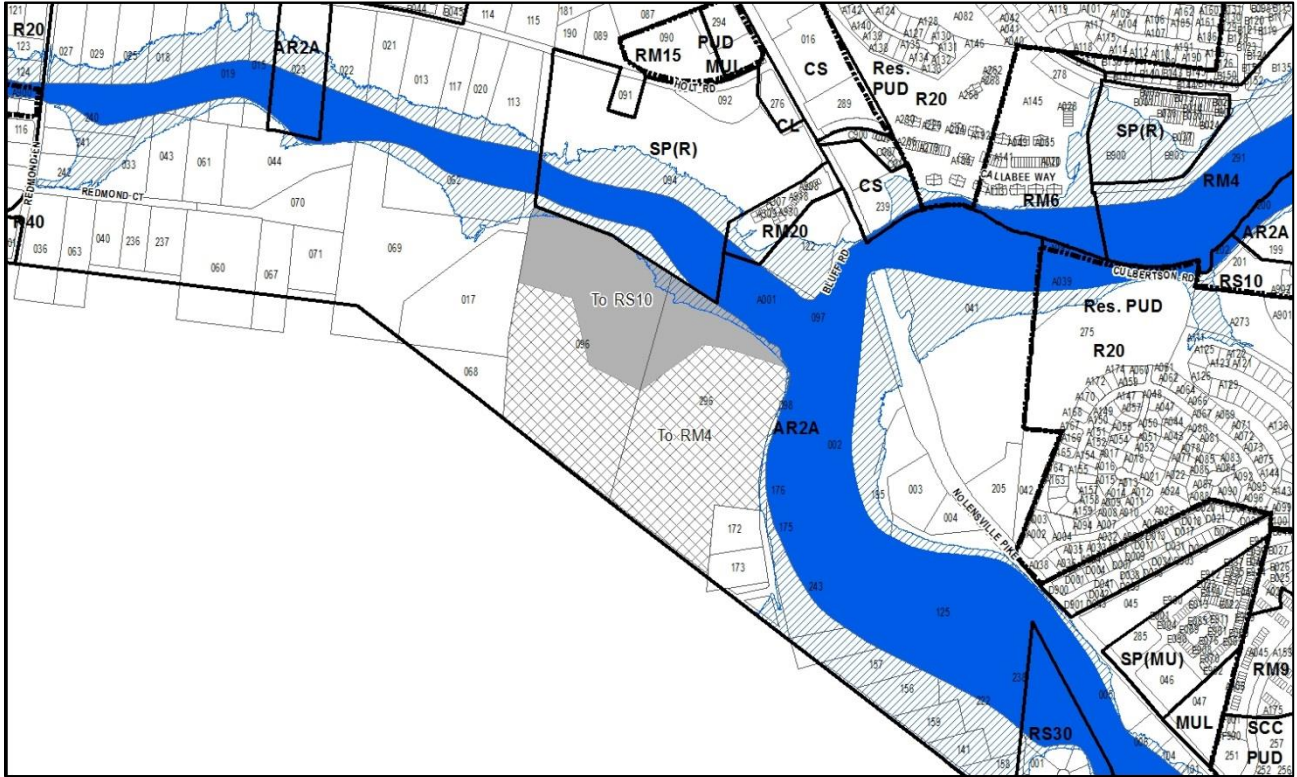
The proposed MUL-A zoning district would generate no more students than what is typically generated under the existing MUN zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. None of the schools has been identified as being over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

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 11/08/18



2018Z-113PR-001
Map 181, Parcel(s) 096, 296
12, Southeast
04 (Robert Swope)



Project No.	Zone Change 2018Z-113PR-001
Council District	04 – Swope
School District	2 - Elrod
Requested by	Dale & Associates, Inc, applicant; LIG Assets, Inc., owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from AR2a to RS10 and RM4

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10) and Multi-Family Residential (RM4) zoning for properties located at Bluff Road (unnumbered), approximately 930 feet southwest of Nolensville Pike (60.19 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 30 lots with 7 duplex lots for a total of 37 units. However, application of the Subdivision Regulations may result in fewer units at this site. A final determination on duplex eligibility is made by Codes.*

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. *Approximately 21 acres of this site are located in the proposed RS10 district. RS10 would permit a maximum of 77 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer lots at this property.*

Multi-Family Residential (RM4) is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. *Approximately 39.19 acres of this site are located in the proposed RM4 district. RM4 would permit a maximum of 157 units.*

SOUTHEAST 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



Metro Planning Commission Meeting of 11/08/18

environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

ANALYSIS

The 60.19-acre site contains two vacant parcels on the west side of Bluff Road, south of the intersection of Nolensville Pike and Holt Road. The site contains heavy vegetation and is accessed from Bluff Road. Mill Creek, a creek on the opposite side of Bluff Road, runs parallel with the eastern property line and merges with Holt Creek which runs parallel with the northern property line. The surrounding area includes primarily low intensity residential uses and vacant properties, with the exception of a residential SP to the north, along Holt Road and Nolensville Pike. The Nolensville Pike corridor contains a mixture of residential and non-residential uses.

The proposed RS10 zoning boundary includes 21 acres located on the northern portion of the property, and the proposed RM4 zoning boundary is located on the remaining 39.19 acres to the south. The site is located in the T3 NE and CO policy areas. CO policy is identified along the entire eastern property line and a majority of the northern property line, recognizing floodway/floodplain and associated stormwater regulation buffers, stream buffer associated with Mill and Holt Creeks, and a significant area of steep slopes in excess of 25 percent. CO policy is also identified internal to the site, recognizing contiguous areas of steep slopes. Bluff Road, the site's only point of access, is located within the floodplain and portions of the floodway, and is situated at a much lower elevation than the hillside portion of the property along the eastern property line. The areas within CO policy bisect the front of the site from the unencumbered areas located behind the floodplain and slopes, in T3 NE policy.

The areas within T3 NE policy may support new residential development; however, given the environmentally constrained areas on the rest of the site, the feasibility of ensuring a sensitive design that preserves the natural landform, while also achieving the goals of the T3 NE policy to enhance housing choice and improve connectivity, may be limited with the proposed RS10 and RM4 zoning districts. Additionally, the density permitted by the proposed zoning districts may result in development that is too intense, given the site's limited access to Bluff Road, potentially conflicting with the regulations and controls of Metro Stormwater and Metro Fire. Staff does not find the requested rezone to be in keeping with policy guidance at this site, and recommends a design-based SP that demonstrates protection and preservation of sensitive environmental features, improved access management, and a street network that meets the goals of the policy.

FIRE RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 11/08/18

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at the time of development.

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)	60.19	0.5 D	31 U	354	27	34

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	21.0	4.35 D	77 U	818	60	80

Maximum Uses in Proposed Zoning District: **RM4**

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)	39.19		157 U	1147	74	89

Traffic changes between maximum: **AR2a, RS10 and RM4**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1611	+107	+135

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 3 Elementary 3 Middle 3 High

Projected student generation proposed RS10 district: 8 Elementary 6 Middle 6 High

Projected student generation proposed RM4 district: 28 Elementary 18 Middle 18 High

The proposed RS10 and RM4 zoning is expected to generate 75 more students than the existing AR2a zoning. Students would attend Shayne Elementary School, William Henry Oliver Middle School, and Overton High School. There is no capacity for high school students within the Overton High School cluster; however, there is capacity within an adjacent cluster. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 11/08/18



2018Z-114PR-001
Map 092-06, Parcel(s) 520
08, North Nashville
21 (Ed Kindall)



Project No.	Zone Change 2018Z-114PR-001
Council District	21 – Kindall
School District	5 – Buggs
Requested by	Catalyst Design Group, applicant; Max Khazanov, owner.
Staff Reviewer	Napier
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from RS5 to MUL-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use Limited – Alternative (MUL-A) zoning for property located at 701 Lena Street, at the northwest corner of Clifton Avenue and Lena Street, (0.17 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit, subject to compliance with all standards of the Metro Subdivision Regulations.*

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The site is located on the north side of Clifton Avenue between Lena Street and 28th Avenue North. The site is currently vacant and has frontage directly on the Clifton Avenue corridor. Clifton Avenue is designated in the Major and Collector Street Plan as an urban mixed-use collector avenue, and 28th Avenue North, located approximately 135 feet to the west, is designated as a mixed use arterial boulevard with existing transit service. Surrounding properties along Clifton Avenue include commercial and mixed uses, with scattered one and two-family residential, transitioning to lower intensity residential uses to the north in the interior of the neighborhood. Multiple properties on the south side of Clifton Avenue, opposite the site, are also located in the T4 CM policy area and were rezoned to MUL-A zoning in 2016 and 2017.



Metro Planning Commission Meeting of 11/08/18

The requested rezoning to MUL-A is compatible with surrounding land uses and is consistent with policy. T4 CM policy is intended to enhance mixed use corridors with a greater mix of residential and nonresidential development.

The bulk and building placement standards required by the MUL-A zone district ensure mixed-use development that addresses the pedestrian realm and limits the amount of parking between the building and the street. These standards will also help enhance a pedestrian-friendly, urban streetscape, consistent with the goals of the policy.

Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: RS5

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

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)	0.09		4 U	54	8	5

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)	0.04	1.0 F	1,742 S.F.	21	29	3

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)	0.04	1.0 F	1,742 S.F.	111	6	12



Metro Planning Commission Meeting of 11/08/18

Traffic changes between maximum: RS5 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+170	+37	+18

METRO SCHOOL BOARD REPORT

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

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

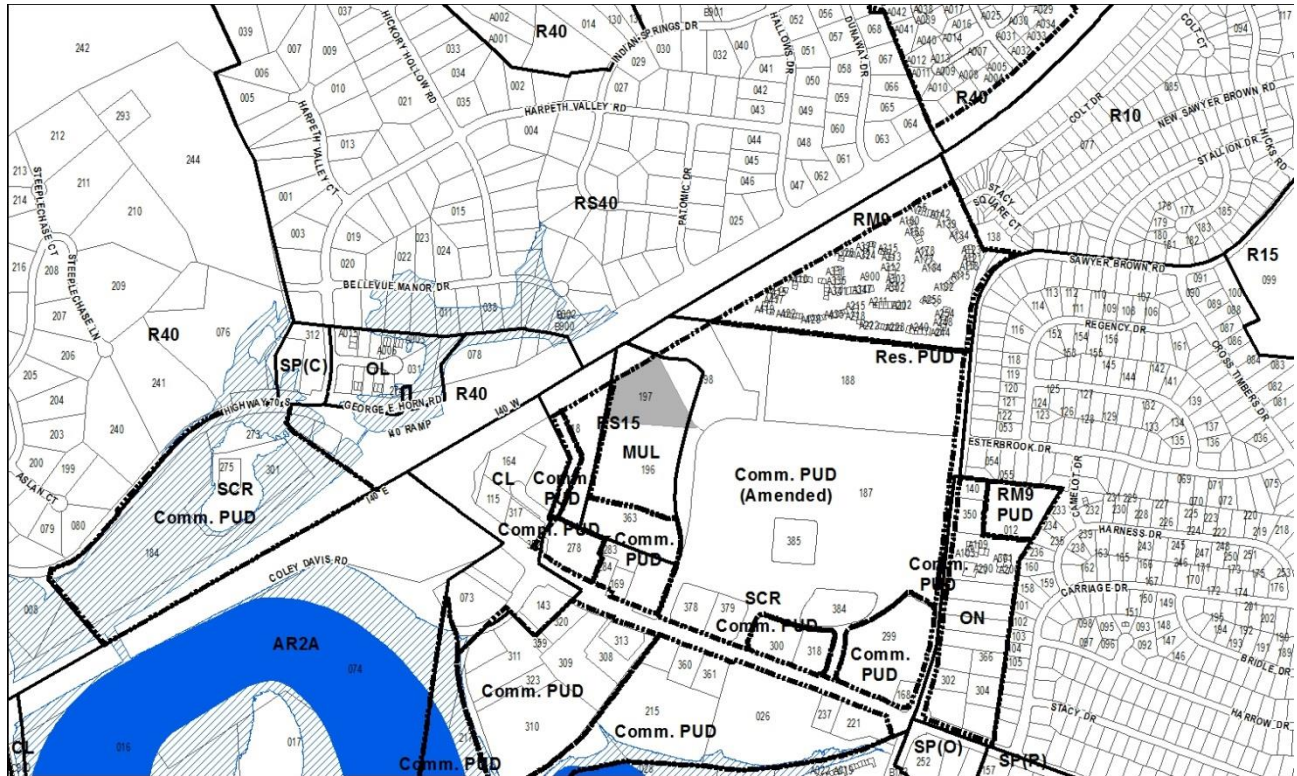
The proposed MUL-A zoning district will generate no additional students beyond what would be generated under the existing RS5 zoning, assuming 50% of the floor area is utilized for non-residential uses. This information is based upon data from the school board last updated December 2017.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 11/08/18



94-71P-011
BELLEVUE CENTER (REVISION AND FINAL)
Map 128 Parcel(s) 197
06, Bellevue
22 (Weiner)



Project No.	Planned Unit Development 94-71P-011
Project Name	Bellevue Center (Revision and Final)
Council District	22 – Weiner
School District	9 – Frogge
Requested by	Barge Cauthen & Associates, Inc., applicant; One Harmony, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise preliminary plan and final site plan approval for a portion of a Planned Unit Development.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District on property located at 7636 Highway 70 South, approximately 1,680 feet west of Sawyer Brown Road, zoned Mixed Use Limited (MUL) and Shopping Center Regional (SCR) (3.99 acres), to permit a 62,000 square foot hotel.

Existing Zoning

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional market area. *Only a small portion of the site is zoned SCR.*

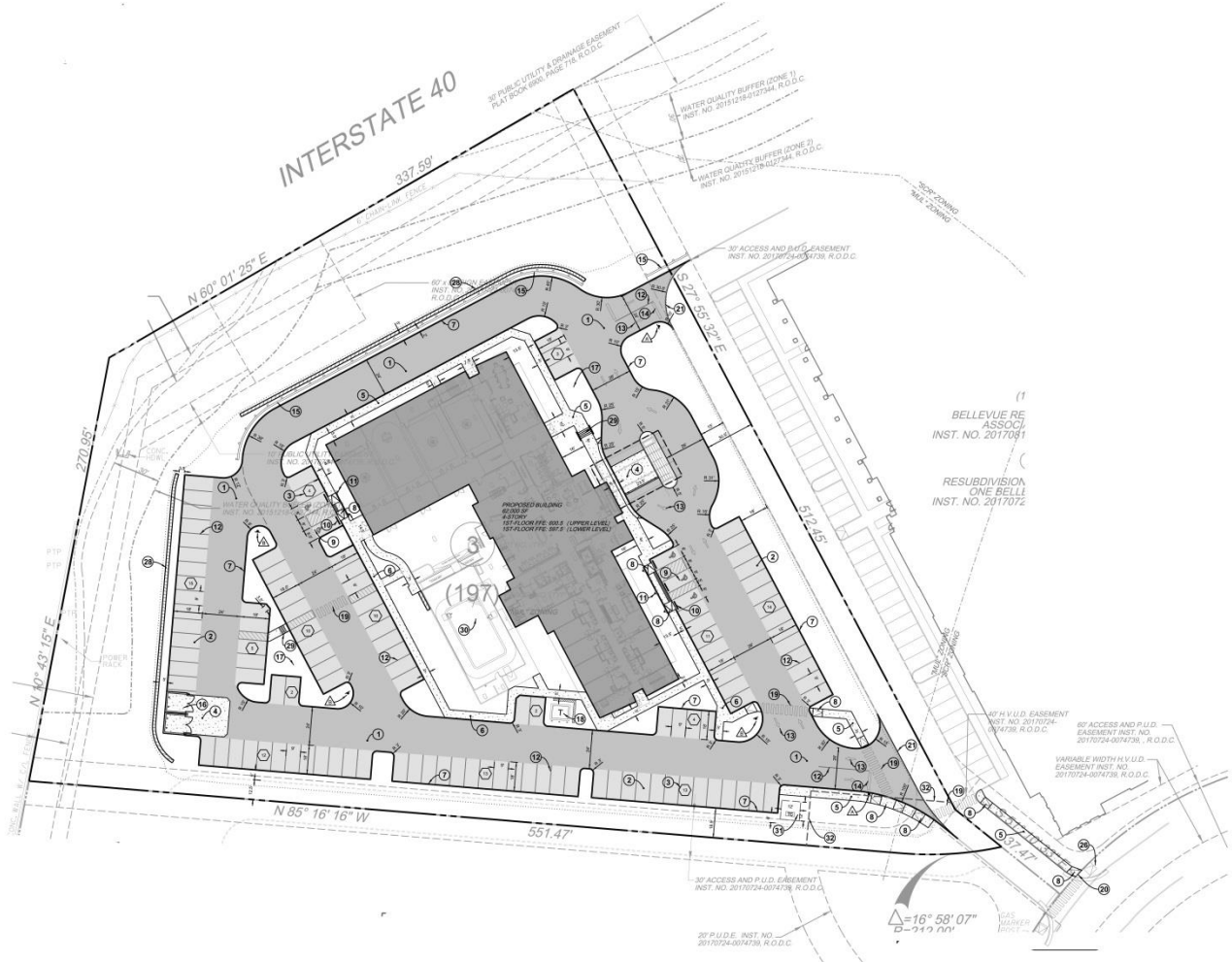
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

REQUEST DETAILS

This is a request to revise the preliminary PUD and for final site plan approval for a portion of the Bellevue Center PUD. The original Bellevue Center PUD was approved in 1971 and was subsequently revised numerous times. In March of 2015, Metro Council approved an amendment to the PUD. The amendment proposed complete redevelopment of the mall site on approximately 87 acres within the original PUD. The 2015 amendment approved a maximum of 1,166,670 square feet of mixed use including office, retail, restaurant, grocery, bank, civic, hotel and theater, as well as a maximum of 500 multi-family residential units.



Metro Planning Commission Meeting of 11/08/18



Proposed Site Plan



Metro Planning Commission Meeting of 11/08/18

Since the approval of the amendment, the Planning Commission considered and approved several revisions to the preliminary plan to adjust the site layout and have approved several final site plans. In June of 2017, the Planning Commission reviewed and approved a revision to the PUD which included the subject property plus additional surrounding property. The 2017 PUD revision included approval of an independent living facility, hotel, and recreation center. A final site plan has been approved separately for the recreation center.

The current request is for approval of a revision to the preliminary plan and for final site plan approval for a 62,000 square foot hotel.

PLAN DETAILS

The plan proposes the construction of one 62,000 square foot building for use as a hotel. The use is consistent with the previously approved revision. The hotel building is proposed to be located centrally on the site with surface parking surrounding. A total of 118 parking spaces are provided throughout the site, meeting the requirements of the Metro Zoning Code. Vehicular access will be provided to the hotel from an interior access drive which connects the larger PUD to Highway 70 S and Sawyer Brown Road.

ANALYSIS

Section 17.40.120.F permits the Planning Commission to approve modifications to a master development plan under certain conditions.

F. Changes to a Planned Unit Development District.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
 - a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
 - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
 - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
 - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
 - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
 - f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.



Metro Planning Commission Meeting of 11/08/18

The revised plan proposes modifications to the previously approved layout in regards to building location and parking location. The plan also increases the square footage of the hotel from 60,000 square feet to 62,000 square feet. The proposed square footage is well under the square footage permitted by the underlying zoning district which, for this site, would be approximately 170,000 square feet. The shifts in building location and parking are consistent with the concept of the approved PUD.

The revised plan is generally consistent with the concept of the approved PUD, which proposed mixed use development, and does not include any changes to performance criteria, design standards, or other requirements specified in the enacting ordinance approved by Metro Council. No changes are proposed to the acreage within the PUD or the underlying zoning. The revised plan meets the conditions for Planning Commission approval of modifications to a master development plan.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Not Applicable

- This site is served by the Harpeth Valley Utility District

HARPETH VALLEY UTILITY DISTRICT

Approve with conditions

- Water and sewer utility plans will need to be approved by HVUD and the State of Tennessee.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. There shall be no pole signs allowed, and all free standing signs shall be monument type not to exceed five feet in height. Changeable LED, video signs or similar signs allowing automatic changeable messages shall be prohibited. All other signs shall meet the base zoning requirements, and must be approved by the Metro Department of Codes Administration.



Metro Planning Commission Meeting of 11/08/18

2. 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.
3. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
4. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
5. Prior to the issuance of any permits, confirmation of the final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
6. Prior to the issuance of any permits, confirmation of the final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
7. Prior to issuance of any permits, provide one half sized copy and a CD copy of the approved final site plan. Building permits will not be issues until the half sized copy and CD have been accepted.
8. The final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.