

# Metropolitan Planning Commission



## Staff Reports

**December 13, 2018**



## Metro Planning Commission Meeting of 12/13/18

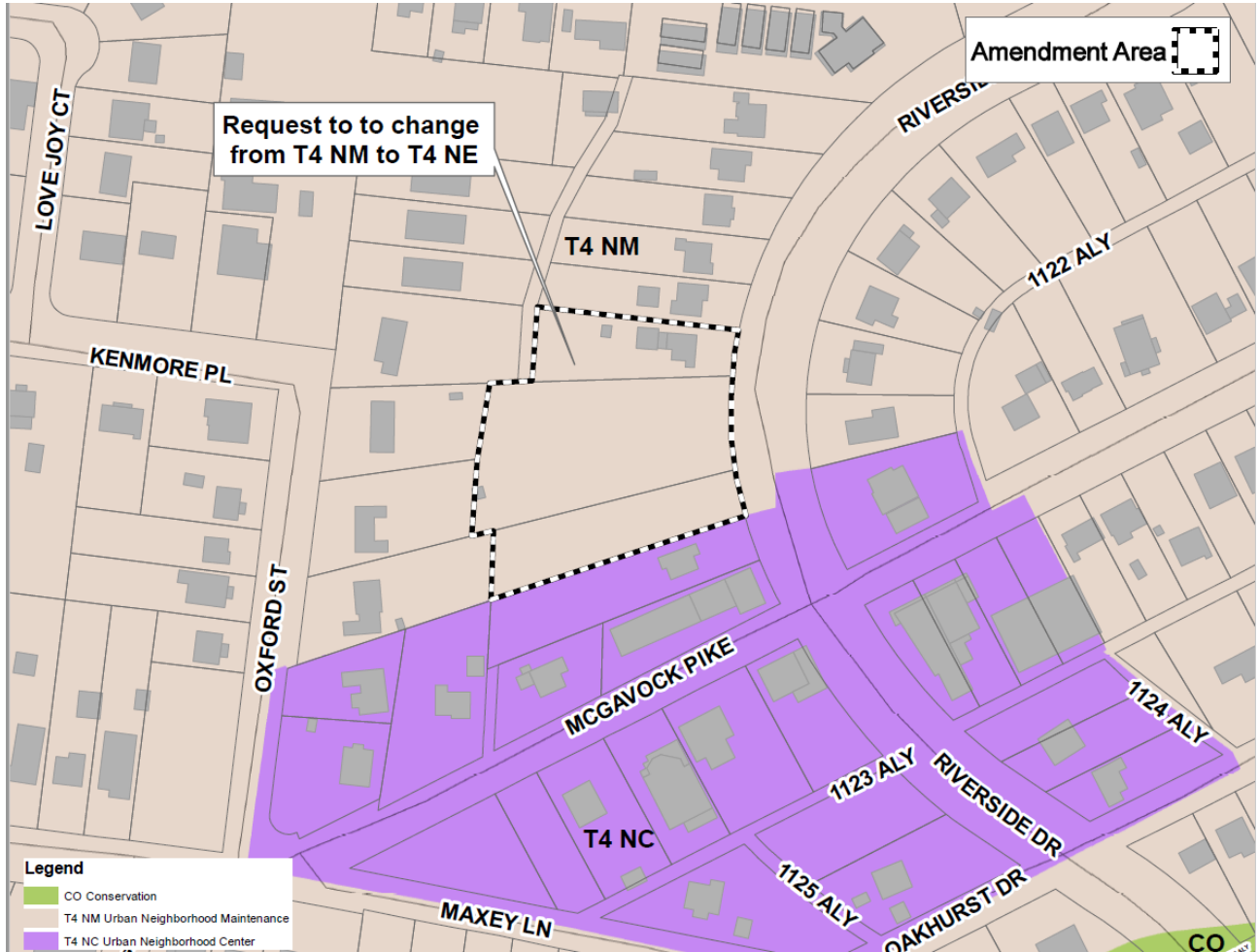
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



**2017CP-005-003**

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

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

05, East Nashville

07 (Anthony Davis)



<b>Project No.</b>	<b>Major Plan Amendment 2017CP-005-003</b>
<b>Project Name</b>	<b>East Nashville Community Plan Amendment</b>
<b>Associated Cases</b>	2017SP-013-001
<b>Council District</b>	7 - Davis
<b>School District</b>	3 - Speering
<b>Requested by</b>	Dale and Associates, applicant; Lance Bloom, owner.

**Deferrals** This item was deferred indefinitely at the March 9, 2017, Planning Commission meeting and deferred at the October 25, 2018, Planning Commission meeting. No public hearing was held.

<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Withdraw.</i>

**APPLICANT REQUEST**

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

Major Plan Amendment

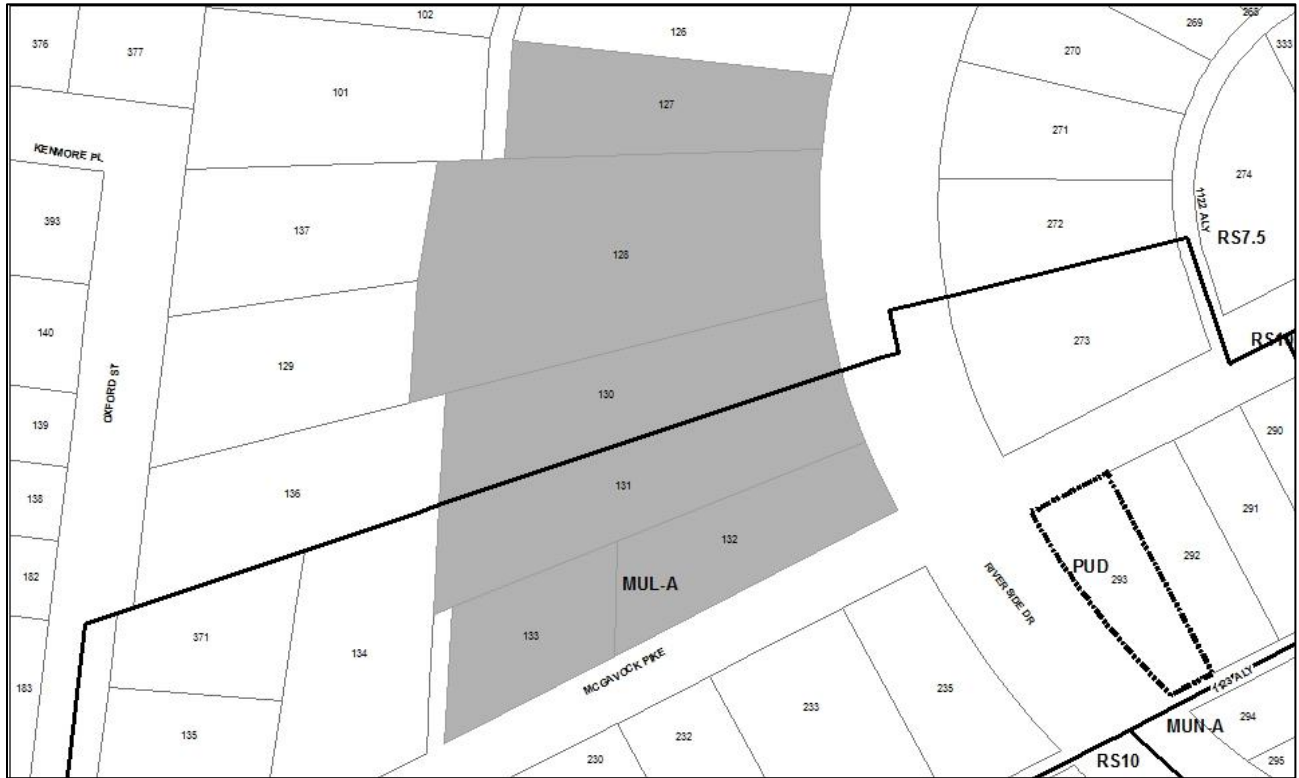
A request to amend the East Nashville Community Plan by amending the Community Character Policy to change from T4 Urban Neighborhood Maintenance to T4 Urban Neighborhood Evolving on properties located at 2304, 2306 and 2310 Riverside Drive (1.49 acres), approximately 100 feet northwest of McGavock Pike.

**STAFF RECOMMENDATION**

Staff recommends withdrawal at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



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



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

**Deferrals** This item was deferred indefinitely at the March 9, 2017, Planning Commission meeting and deferred at the October 25, 2018, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Withdraw.*

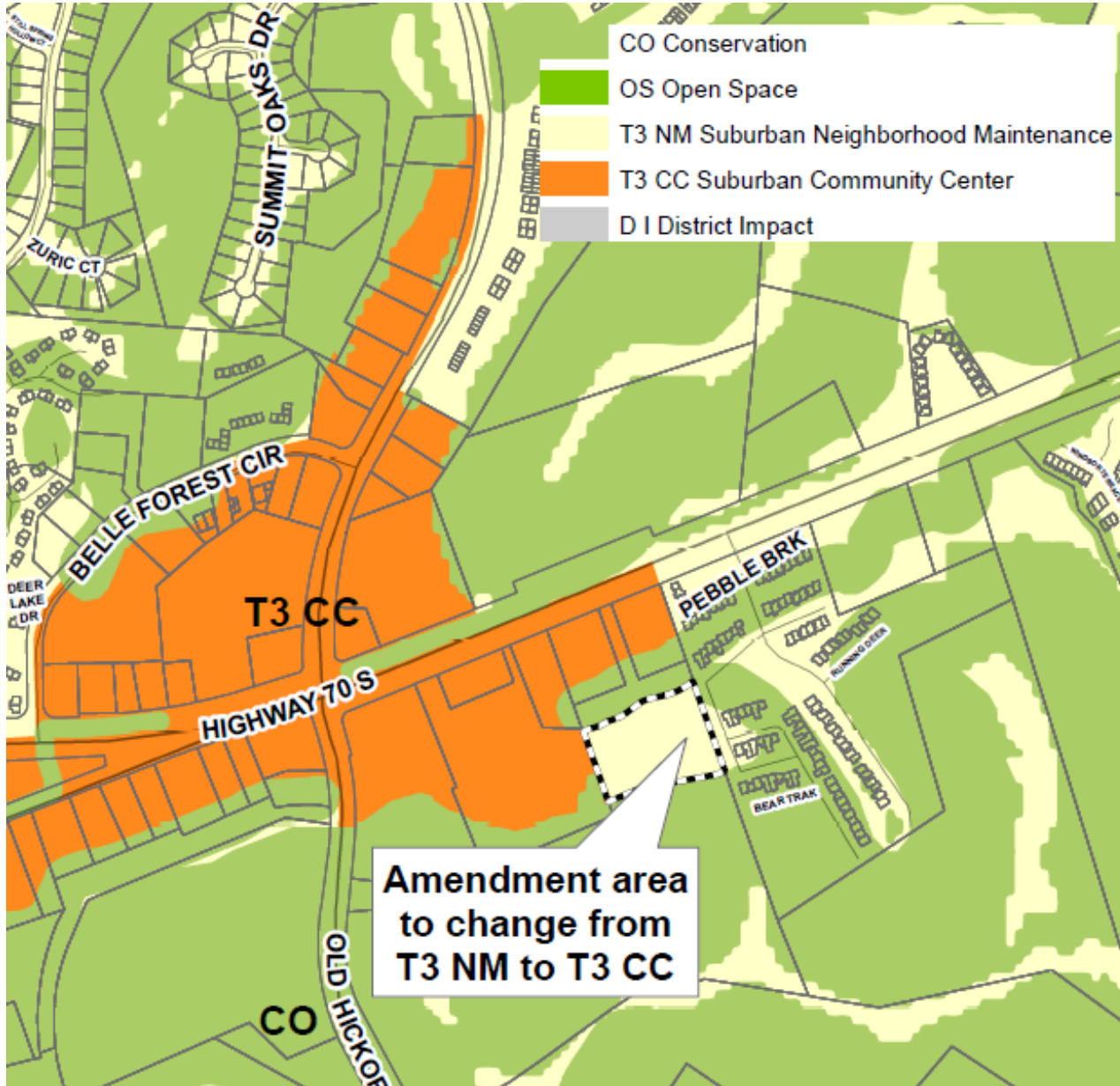
**APPLICANT REQUEST**  
**Permit a mixed use development.**

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

**STAFF RECOMMENDATION**  
Staff recommends withdrawal at the request of the applicant.



## Metro Planning Commission Meeting of 12/13/18



**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.

**Deferrals** This item was deferred at the October 25, 2018, and the November 8, 2018, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Sanders  
**Staff Recommendation** *Defer to the January 10, 2019, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Major Plan Amendment

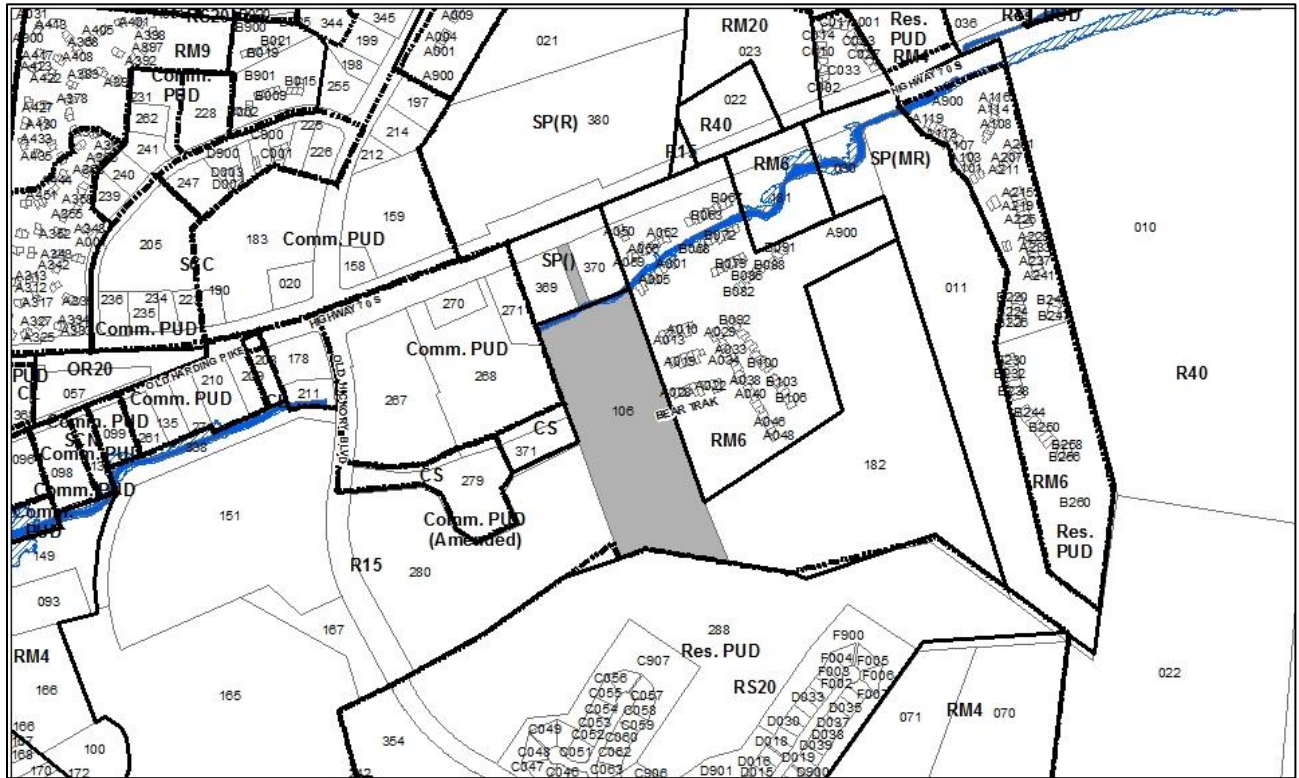
A request to amend the Southeast Community Plan by changing from T3 Suburban Neighborhood Maintenance policy to T3 Community Center policy and Supplemental policy on a portion of the property located at 7037 Highway 70 South, zoned One and Two-Family Residential (R15) (approximately 3.17 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 10, 2019, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 12/13/18



**2018SP-043-001**

**SECURITY CENTRAL STORAGE SP**

Map 142, Parcel(s) 106

06, Bellevue

34 (Angie Henderson)



<b>Project No.</b>	<b>Specific Plan 2018SP-043-001</b>
<b>Project Name</b>	<b>Security Central Storage SP</b>
<b>Associated Case</b>	2018CP-006-002
<b>Council District</b>	34 – Henderson
<b>School District</b>	9 – Frogge
<b>Requested by</b>	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, October 25, 2018, and the November 8, 2018, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Defer to the January 10, 2019, Planning Commission meeting.</i>

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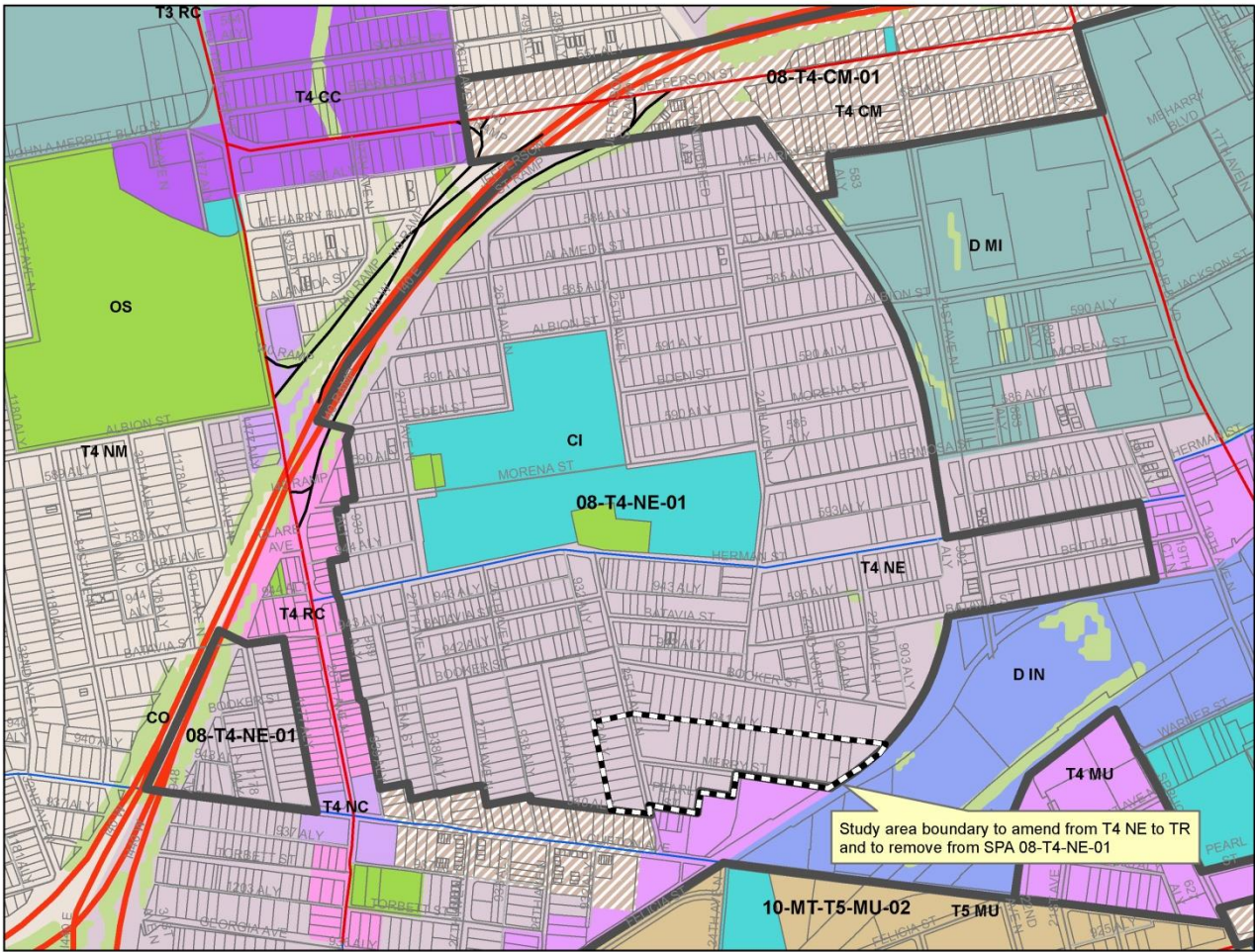
**APPLICANT REQUEST**  
**Zone change from R15 to SP-C.**

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

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the January 10, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



## 2018CP-008-002

### NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 092-06, Parcel(s) 613-621, 662, 663, 668-681

Map 092-07, Parcel(s) 254-272, 395, 409

Map 092-11, Parcel(s) 369

8, North Nashville

21 (Kindall)



<b>Project No.</b>	<b>Minor Plan Amendment 2018CP-008-002</b>
<b>Project Name</b>	<b>North Nashville Community Plan Amendment</b>
<b>Associated Cases</b>	2018Z-095PR-001
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Civil Site Design Group Pllc Kevin F. Gangaware
<b>Staff Reviewer</b>	McCullough
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Amend North Nashville Community Plan to change the policy and remove Supplemental Policy.**

Minor Plan Amendment

A request to amend the North Nashville Community Plan by changing from T4 Neighborhood Evolving Policy to Transition Policy and removing the Supplemental Policy on properties located at various addresses along Merry Street and 25th Avenue North, zoned One and Two-Family Residential (R6) and Single-Family Residential (RS5) (8.98 acres).

**NORTH NASHVILLE COMMUNITY PLAN**

**Current Policy**

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

Supplemental Policy (SPA 08-T4-NE-01) is intended to encourage gradual redevelopment in the larger Fisk/Meharry/McKissack Park area over several years, rather than wholesale change. To facilitate redevelopment while managing growth and the preservation of housing affordability, the intensity of development should occur on the lower range of T4 NE policy, utilizing design-based zoning or an alternative zoning district.

**Proposed Policy**

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small-to medium-sized footprints.



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Approval of this request would remove properties within the study area boundary from SPA 08-T4-NE-01.

### BACKGROUND

An application to rezone the property at 2302 Merry Street from R6 to MUL was submitted on August 20, 2018, and was heard by the Metro Planning Commission on October 11, 2018 (2018Z-095PR-001). Staff recommended disapproval of the rezoning request due to inconsistency with the policy, T4 NE, which is applied to areas that are intended to remain solely residential. During the public comment period of the meeting, the applicant described the intent of the rezoning is to provide parking to support the adjacent development on Clifton Ave (parking on property located at 2302 Merry St.). Two community members as well as the councilmember that represents the area spoke in favor of the project, but the Planning Commission decided to defer a decision on the project in order to provide Planning staff time to continue to work with the applicant and explore filing for a Community Plan Amendment.

The amendment study area is along Merry Street, less than one mile south of Pearl Cohn High School, and 1.5 miles away from Charlotte Avenue and the Lentz Public Health Center. Interstate 40 borders the area to the north and west, limiting connectivity to the larger area. Fisk and Meharry Universities are 1.25 miles from the study area. Many developers investing in the area have named it City Heights because of the views of downtown. A small market, Resha's Bi-Rite Market, serves the immediate area from the terminus of Merry Street on 25th Avenue North. Two prominent churches, Merry Street Church of God (established in 1922) and Mt. Nebo Missionary Baptist Church (established in 1871), are less than one-quarter mile from the property considered in rezoning case 2018Z-095PR-001. Both churches as well as the market are included in the Transition Policy Study area. There are approximately 20 vacant parcels in the study area.

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment align with community values. In North Nashville, the map illustrates the following concepts:

- Preserving environmentally sensitive features and open space;
- Creation of diverse and affordable housing options;
- Enhancing commercial centers and corridors to provide more of a "brand" for North Nashville; and
- Adding more connectivity primarily through bikeways, greenways, and multi-use paths.

The proposed plan amendment could provide opportunities to reinforce the City Heights identity of the Clifton properties with additional mixed use buildings and multifamily housing on properties on the north side of Merry Street, facing the commercial and office uses to the south.

The North Nashville Community Plan describes areas of transition and infill as moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods.



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Since 2016, the area has seen increased interest, illustrated by the number of requests for rezonings; most often from single family to mixed use, but also as a means to reuse the industrial buildings in the area. These requests occur most often to the south and west of the study area. There has also been a significant number of building permits for rehabilitation of the single family residences to the west and north.

### **COMMUNITY PARTICIPATION**

A community meeting was held on Tuesday, November 27, which was attended by Planning staff, the owner and his representatives, and six neighbors. A previous meeting was held by the applicant, with approximately 12 people in attendance. Attendees generally accepted the policy change, considering the changes occurring on the properties on the south side of Merry Street – a rehabilitation of the existing industrial buildings; converting the buildings to be used as office space. Additionally, a letter from Tony Woodham, Executive Director of Woodbine Community Organization supporting the associated zone change was reviewed.

### **ANALYSIS OF TRANSITION POLICY**

#### **Policy Application**

TR Policy areas are generally small in geographic size and serve a limited function of providing transitions in scale, intensity and use at locations between high-intensity and low intensity policy categories or development. TR areas may be used in situations where it would otherwise be difficult to provide a transition between higher intensity development or a major thoroughfare and an adjacent residential neighborhood and where there is a market for compatibly-scaled office and/or residential uses. In this case, the proposed TR policy provides an opportunity for increased intensity of uses in the area that compliments the intent of the Supplemental Policy Area to manage the evolution of the adjacent, primarily single-family neighborhood.

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

The study area is identified as an area of transition and infill on the Growth and Preservation Concept Map for North Nashville. Transition and infill as areas are described as moderately dense residential and small-scale offices that are appropriate along prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas can provide a diversity of housing and offices in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. The commercial development along Clifton Avenue provide destinations for the transition area as well as the T4 NE areas to the north of the study area. The study area is within a half mile of the T5 Mixed Use development called OneCity, south of Charlotte Avenue.

#### **Transportation and Connectivity**

Clifton Avenue, which runs parallel to Merry Street, is classified as an urban, mixed use collector-avenue, consisting of two lanes. (T4-M-CA2). Clifton Avenue is designed to complement a mixture of uses along a relatively low speed street, and to provide circulation between neighborhoods. Streets of this type usually serve short trips and are intended for collecting trips from local streets and distributing them to the Arterial Boulevard network (medium- to high-speed streets that serve longer trips).



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Merry Street terminates to the east at the railroad track in a manner that does not provide an efficient means to turn around, and no connectivity to the larger street network, other than to 25th Avenue North on its west end. Current development in the area includes access to Clifton from Merry through the development, in line with 24th Avenue and Felicia Street. The study area is approximately one half mile from transit along Charlotte Avenue, the nearest Arterial with frequent transit access. Application of the Transition policy to this area would allow for a mixture of uses that could provide additional connections/ease of access in the area. Under the current lower density, residential-only policy, the needed infrastructure improvements could prove cost prohibitive.

### **Relationship to Surrounding Policies**

An area of District Industrial policy (D IN) is to the east of the proposed plan amendment area. D IN policy areas are dominated by one or more activities that are industrial in character. Types of use include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and non-industrial uses. Current uses in this policy area include a brewery, a chemical and plastics distribution facility, and the office for a construction company.

The area immediately to the south of the study area is in T4 Urban Mixed Use Neighborhood Policy. These areas will have high levels of connectivity and complete street networks with sidewalks, bikeways and existing or planned transit. T4 MU is applicable to areas that are zoned residential, commercial, and light industrial, or where there is an expressed interest in the area's development pattern progressing to promote a mixture of housing types, commercial, and light industrial land uses and greater connectivity. The property owned and being redeveloped by the applicant is within this policy area.

To the west and north of the study area, the policy is T4 Urban Neighborhood Evolving (T4 NE) with Supplemental Policy Area 08-T4-NE-01. T4 NE policy is applied to areas that are zoned residential. The Supplemental Policy, with Pearl-Cohn Entertainment Magnet High School in the center, is to encourage gradual redevelopment over a five- to ten-year planning period, rather than wholesale change. Redevelopment of the area should occur on the lower range of the T4 NE policy, utilizing design-based zoning or an Alternative zoning district.

### **Summary of Analysis**

The application of Transition policy to this area is suitable based on its position between residential and industrial/office uses, adjacency to Clifton Street, and the increased connectivity anticipated with the current nonresidential construction in the area. Application to the length of Merry Street and the facing properties on 25<sup>th</sup> Avenue North provide an opportunity to develop housing of a slightly higher intensity compatible with the primarily single family development pattern north of the study area and with the office uses constructed in the T4 MU, T4 CM, and D IN areas to the south and east.

### **STAFF RECOMMENDATION**

Staff recommends approval.





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# Metro Planning Commission Meeting of 12/13/18



**2018Z-095PR-001**

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

08, North Nashville

21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2018Z-095PR-001</b>
<b>Associated Case</b>	2018CP-008-002
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Civil Site Design Group, PLLC, applicant; RM Dixon Real Estate, LLC, owner.

**Deferrals** This item was deferred at the October 11, 2018, and October 24, 2018, Planning Commission meetings. The public hearing was held and closed.

**Staff Reviewer** Hill  
**Staff Recommendation** *Reopen the public hearing and approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.*

**APPLICANT REQUEST**

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

Zone Change

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

**Existing Zoning**

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

**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.

**History**

This item was heard by the Planning Commission on October 11, 2018 and the public hearing was held and closed. At that time, the Planning Commission asked staff to evaluate the land use policy and determine if a change of policy was appropriate. Subsequently, the applicant filed for a plan amendment (see associated case).

**NORTH NASHVILLE COMMUNITY PLAN**

**Current Policy**

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete



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street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

Supplemental Policy (SPA 08-T4-NE-01) is intended to encourage gradual redevelopment in the larger Fisk/Meharry/McKissack Park area over several years, rather than wholesale change. To facilitate redevelopment while managing growth and the preservation of housing affordability, the intensity of development should occur on the lower range of T4 NE policy, utilizing design-based zoning or an alternative zoning district.

### **Proposed Policy**

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small-to medium-sized footprints.

### **ANALYSIS**

The site consists of two parcels totaling 0.21 acres and is located at the terminus of Merry Street, approximately 900 feet east of the intersection of Merry Street and 25<sup>th</sup> Avenue North. The site is currently vacant. The adjacent properties to the north, east, and west are vacant while property south of Merry Street is being used for light industrial uses. The existing zoning allows single and two-family residential uses with a 6,000 square foot minimum lot size.

The requested rezoning is inconsistent with the existing NE policy. The rezoning permits a mixture of uses, including residential, retail, and office, which is consistent with the proposed TR policy. The mixture of uses permitted within the requested MUL-A zoning would create opportunities for development that could serve as a buffer between the industrial and commercial uses south of Merry Street and the existing one and two family neighborhoods to the north of the subject property. Additionally, the request would allow for a range of residential housing types consistent with the goals of the policy.

### **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.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.21	7.26 D	2 U	29	7	3

\*Based on two-family lots

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
Single-Family Residential (210)	0.11		5 U	67	9	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
Retail (814)	0.05		2,178 S.F.	139	7	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.05		2,178 S.F.	26	29	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+203	+38	+22

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed MUL-A district: 4 Elementary 3 Middle 2 High**

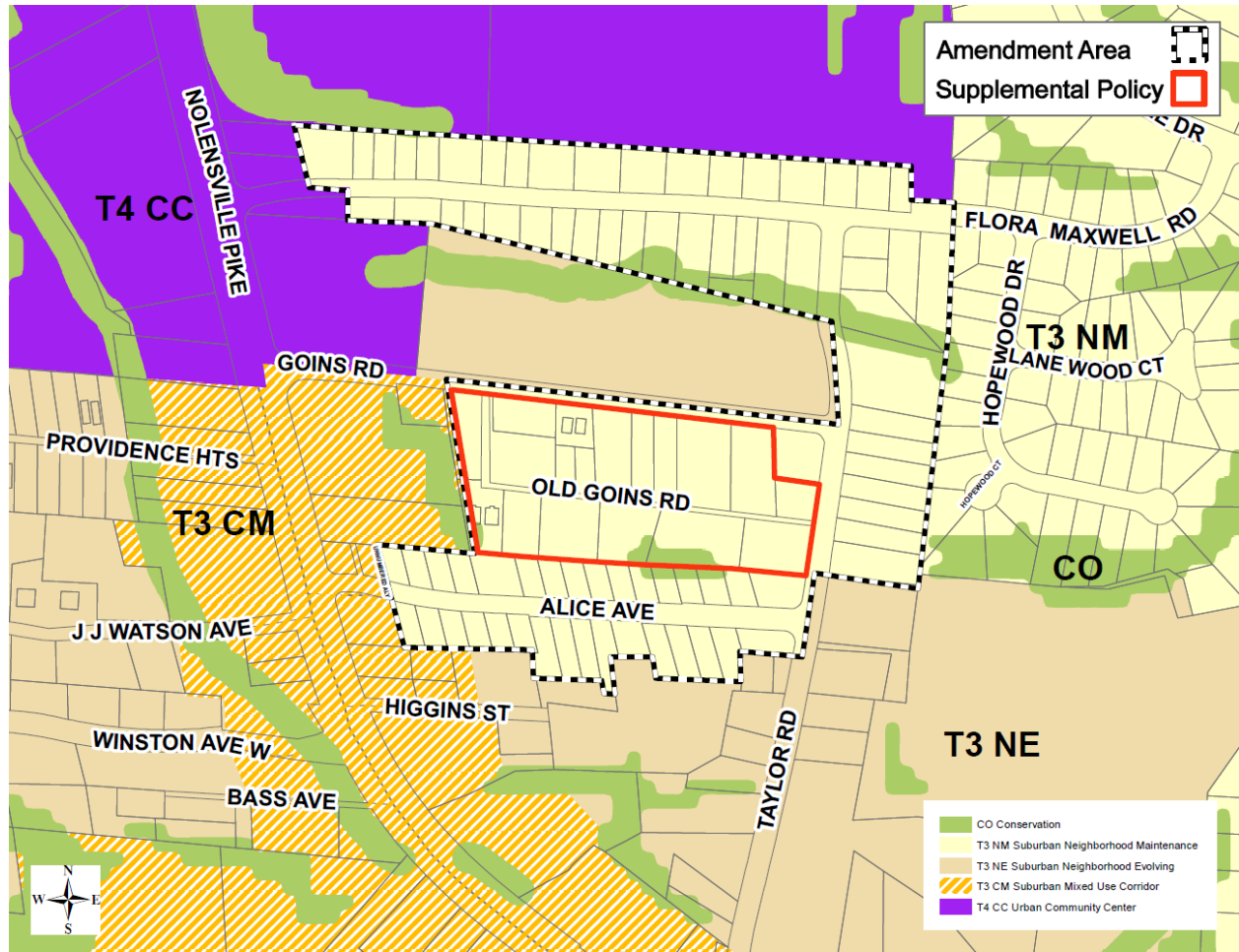
The proposed MUL-A zoning district would generate 9 more students than what is typically generated under the existing R6 zoning district. Students would attend Park Avenue Enhanced Elementary School, McKissack Middle School, and Pearl Cohn High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated December 2017.

### STAFF RECOMMENDATION

Staff recommends reopening the public hearing and approval if the associated plan amendment is approved and disapproval if the associated plan amendment is not approved.



# Metro Planning Commission Meeting of 12/13/18



**2018CP-012-002**

**SOUTHEAST COMMUNITY PLAN AMENDMENT**

Various Maps, Various Parcels

12, Southeast

30 (Jason Potts)



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

**Deferrals** This item was deferred at the September 27, 2018, and October 25, 2018 Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Major Plan Amendment

A request to amend the Southeast Community Plan by changing from T3 Suburban Neighborhood Maintenance (T3 NM) Policy to T3 Suburban Neighborhood Evolving (T3 NE) Policy on various properties on Flora Maxwell Rd, Taylor Rd, Goins and Old Goins Rd and Alice Ave, east of Nolensville Pike, zoned One and Two Family Residential (R6) and Office and Residential (OR20), and to add a Supplemental Policy to Old Goins Rd (20.01 acres).

**SOUTHEAST COMMUNITY PLAN**

**Current Policy**

T3 Suburban Neighborhood Maintenance (T3 NM) areas are characterized by their low to moderate density residential development pattern, building form, setbacks, and spacing. While T3 NM policy is applied where there is an expressed interest in maintaining the predominant character, these 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.

Conservation (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 CO policy is proposed to remain)**

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to provide a broader range and integrated mixture of housing types and housing choice than may be present in surrounding suburban neighborhoods. T3 NE areas are intended to have a moderate density residential development pattern with a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas.



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Areas that are abutting or adjacent to Centers and Corridors may be appropriate for higher density housing, and for the use of these more intense building types as land use transitions, to less intense areas of development.

### Supplemental Policy

With the proposed policy change it is anticipated that there will be increased development pressure in the amendment area. There is a significant amount of developable land along Old Goins Road that if developed would introduce additional residents driving and walking along Old Goins Road. The existing pavement condition, road width, lack of sidewalks, and stormwater infrastructure of Old Goins Road is not sufficient to meet local street standards and the needs of expected development. Old Goins Road is a Public Right-of-Way, however, the pavement has not been constructed to Public Specifications nor Accepted for Maintenance, therefore the official status of Old Goins Road with Metro Public Works is Public Right-of-Way-Improved, Not Accepted for Maintenance. It is the intent of this supplemental policy that with its implementation the paving will be brought up to Metro Public Works standards.

The following supplemental policy is proposed for a portion of the study area (see associated map) to mitigate additional traffic on Old Goins Road resulting from rezoning requests to increase density and/or intensity:

*For property with sole access from Old Goins Road, approval of any rezoning and/or development proposal is contingent on the improvement of the entire length of the roadway to accommodate additional traffic volumes and pedestrian activity by bringing it up to the Metro Local Street standard (ST-251), at a minimum. All site-related roadway improvements required by the Department of Public Works shall be constructed along with the dedication of any required right-of-way that is identified as necessary to meet Metro standards.*

*For property with frontage on Old Goins Road but with access from other streets, approval of any rezoning and/or development proposal is contingent on the dedication of any required right-of-way that is identified as necessary to meet Metro Standards.*

### **BACKGROUND**

The existing character of the proposed plan amendment area is low-density, one- to two-story single-family homes. There is some limited redevelopment and investment under current zoning on Flora Maxwell Road. Goins Road and Old Goins Road are primarily undeveloped with no discernable character.

The applicant initiated the proposed policy change after preliminary discussions with staff about a potential development in this area. Following discussion, the applicant proposed a policy change to T3 NE to allow for greater housing choice and variety. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

In order to analyze the wider context of the area, Planning Staff applied an expanded study area boundary to the plan amendment request to encompass a larger amount of the surrounding T3 NM policy. This includes properties on Flora Maxwell Rd, Taylor Rd, Goins Rd and Old Goins Rd and Alice Ave. These streets are all in similar proximity to commercial development on Nolensville





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Pike, all have a similarly inconsistent development pattern, and all are adjacent to a significant amount of T3 NE policy.

T3 NM policy is currently applied to the entire study area and to a majority of the properties to the east. Within the study area Conservation (CO) policy is applied along the rear of the southern portion of the lots on Flora Maxwell Road and is designated as a stream buffer. There is also a small area of CO policy in the southern portion of the study area indicating the presence of steep slopes.

### **COMMUNITY PARTICIPATION**

On September 11, 2018, a community meeting was held at Casa Azafrán, located at 2195 Nolensville Pike, to discuss the applicant's plan amendment request. Three people attended, along with the development team and staff from the Planning Department.

Planning staff spoke and answered questions at the meeting regarding the plan amendment and the existing zoning. The applicant discussed their reasons for applying for the policy change and the future plans for their property. Attendees were all property owners in the study area interested in developing their properties. They all expressed support for the change to T3 NE policy and the desire to see increased investment in this area. The main topic of conversation was infrastructure, in particular the condition of Old Goins Road. Staff discussed the proposed Supplemental Policy to address the infrastructure deficiencies when development proposals are initiated.

Following the publication of the staff report for the September 27, 2018, Planning Commission meeting, Councilmembers Potts, Dowell and Lee raised concerns about the need to address the historical significance of the area to the African American community. The applicant deferred to the December 13, 2018, Planning Commission meeting in order for an additional community meeting to be held by Planning staff with staff from the Metro Historical Commission.

On November 14, 2018, a community meeting was held at the South Police Precinct, located at 5101 Harding Place. Six community members attended including one descendant of the original settlers of this area, other property owners, and interested community members from the wider Southeast community. Planning staff, staff from the Metro Historical Commission, Councilmember Potts and the development team also attended.

Planning staff summarized the history and specifics of the application to this point and the request for this meeting to address the historic significance of the area. Staff from the Metro Historical Commission provided an overview of the historic and cultural significance of this area to the African American community. Founded in 1868 during Reconstruction, Lake Providence was one of the oldest African American communities in Tennessee. Freed slave families established farms and dairies in this community named for Lake Providence Missionary Baptist Church. The church remains in existence but has moved to a building further south on Nolensville Pike. Lake Providence School was established for the African American community until it was lost in a fire. The rebuilt school was utilized until it closed in the 1950s when Metro schools became integrated. It continued as a special education facility until the late 60s. The building is was demolished in 1983. There are a number of streets named for original settlers or the descendants of original settlers including Taylor, Goins, Flora Maxwell, and Alice. No historic structures remain in existence.



## Metro Planning Commission Meeting of 12/13/18

The applicant described the vision for their property and the reasons for this request. In general, the focus of the conversation was on the infrastructure capacity of the study area in terms of right-of-way width, topography, stormwater infrastructure and utility pole locations. Residents expressed concerns about the current and potential future capacity of the streets to handle traffic, drainage, and the construction of sidewalks with increased development pressure.

### **ANALYSIS OF T3 NEIGHBORHOOD EVOLVING POLICY**

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

#### **NashvilleNext's Growth & Preservation Concept Map**

The Growth & Preservation Concept Map reflects Nashvillians' desires for growth and preservation in the future. It identifies a number of "Tier One" centers throughout the county which are intended to concentrate future growth, and support transit with a dense mix of homes, shops, jobs and parks. The plan amendment area is adjacent to one of these Tier One centers which is focused around the Nolensville and Harding Place intersection. The plan amendment area itself is identified as predominantly being within a "Transition and Infill" area. "Transition and Infill" areas are areas of higher density housing appropriate along and around corridors and centers to provide a harmonious connection to surrounding neighborhoods. NashvilleNext seeks to encourage residential infill development with a variety of housing types around Tier One centers in order to grow the market and demand for consumer services and the demand for transit in these centers. Therefore, the application of T3 NE to allow a denser housing type, encouraging infill development is appropriate at this location.

#### **Community Character Policy Application**

T3 NE policy is intended to create and enhance suburban residential neighborhoods to include greater housing choice and improved pedestrian, bicycle and vehicular connectivity. These areas will have higher densities, with a broader range and integrated mixture of housing types, than T3 NM areas. Within Neighborhood Evolving areas the mix of building types is thoughtfully placed in relation to arterial-boulevard and collector-avenue corridors and centers, placing denser housing adjacent to centers and corridors as a land use transition.

- **Applicability**

T3 NE policy is typically applied to areas where there is an expressed interest in the evolving development pattern to promote a mixture of housing types and greater connectivity. This policy may also be appropriate in areas where a high proportion of land is vacant, where there is no established lot pattern, or where the condition of the existing development is declining due to age. The plan amendment area includes a number of vacant properties concentrated along Old Goins Road and the north side of Alice Avenue. The lot pattern throughout this area is inconsistent and a number of the homes are in poor condition due to age. All of which meet the applicability criteria for T3 NE policy.

- **Adjacency to T4 Community Center Policy and T3 Mixed Use Corridor Policy**

The plan amendment area is directly adjacent to two higher intensity policy areas. T4 Urban Community Center (T4 CC) policy surrounds much of the plan amendment area to the north and northeast along Nolensville Pike. T4 CC policy is the most intense mixed use policy in the Urban Transect.



## Metro Planning Commission Meeting of 12/13/18

One of the largest uses in this policy is Tristar Southern Hills Medical Center, a major employer within walking distance of the plan amendment area. T3 Suburban Mixed Use Corridor (T3 CM) policy is applied to the southern portion of Nolensville Pike that abuts the plan amendment area. This policy is intended for a mix of higher-density residential and mixed use development. Homes, such as those yielded by T3 NE policy, are needed to support the viability of consumer businesses and population in the Community Center and Corridor policies on Nolensville Pike.

- **Adjacency to T3 Neighborhood Maintenance Policy**

T3 NM policy is applied to the east of the amendment area, to an area of consistent suburban residential development with a character that is intended to be maintained. By applying T3 NE to the proposed amendment area, an appropriate transition of density and intensity can be made from the commercial policies and development on Nolensville Pike into the established suburban residential neighborhoods. An example of this transition is shown on the other side of Nolensville Pike where T3 NE policy is applied at a similar distance from the corridor as the proposed plan amendment area. Furthermore, there is a large single parcel of T3 NE policy that breaks up the central portion of the study area. Development of that large parcel of T3 NE is likely to occur and significantly impact the development pattern of this area. Applying T3 NE policy to this area allows for the consistent application of policy to both sides of Nolensville Pike and to the study area in order to guide appropriate development.

- **Streets/Connectivity**

The proposed amendment area is located east of Nolensville Pike, which is classified as a five-lane Arterial Boulevard in the Major and Collector Street Plan (MCSP). There is existing bus and BRT Lite bus service on Nolensville Pike with inbound and outbound bus stops located at Flora Maxwell and Nolensville Pike for the bus, and a stop located south of Higgins Street (just outside the plan amendment area) for the BRT-Lite route. Nolensville Pike is also designated in NashvilleNext as an immediate need high capacity transit corridor slated for near term improvements to transit service. Allowing a wider range of housing types, supported by Neighborhood Evolving, in locations with convenient access to major transportation and transit networks (existing and planned) on a primary corridor to downtown Nashville is appropriate.

### **Historic Significance**

Because no historic structures have existed in the area for decades, the proposed policy change and redevelopment of the Lake Providence community will not impact the integrity of its cultural significance in Nashville-Davidson County.

### **ANALYSIS OF SUPPLEMENTAL POLICY**

The proposed amendment area is a suitable location for a Supplemental Policy for the following reason:

#### **Infrastructure Deficiencies**

NashvilleNext stresses that successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed



## **Metro Planning Commission Meeting of 12/13/18**

character, such as the street network and transportation infrastructure. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

Within the plan amendment area, Old Goins Road has significant infrastructure deficiencies that include poor pavement condition, insufficient roadway width, a lack of sidewalks and stormwater infrastructure. In order to address the potential effects of future rezoning requests to increase density and/or intensity on this substandard road, staff recommends adopting a supplemental policy written with the intent to promote a coordinated effort towards infrastructure improvements through redevelopment of one or all of the subject properties.

Amending the Community Character Policy from T3 NM to T3 NE and applying a Supplemental Policy is appropriate because of the opportunities described above for revitalizing an underdeveloped area with an inconsistent development pattern; for providing homes to support the commercial goods and services on Nolensville Pike; for providing an appropriate transition from Nolensville Pike into the established suburban residential neighborhoods further east; and for increasing the connectivity of the area via the upgrading of Old Goins Road.

### **STAFF RECOMMENDATION**

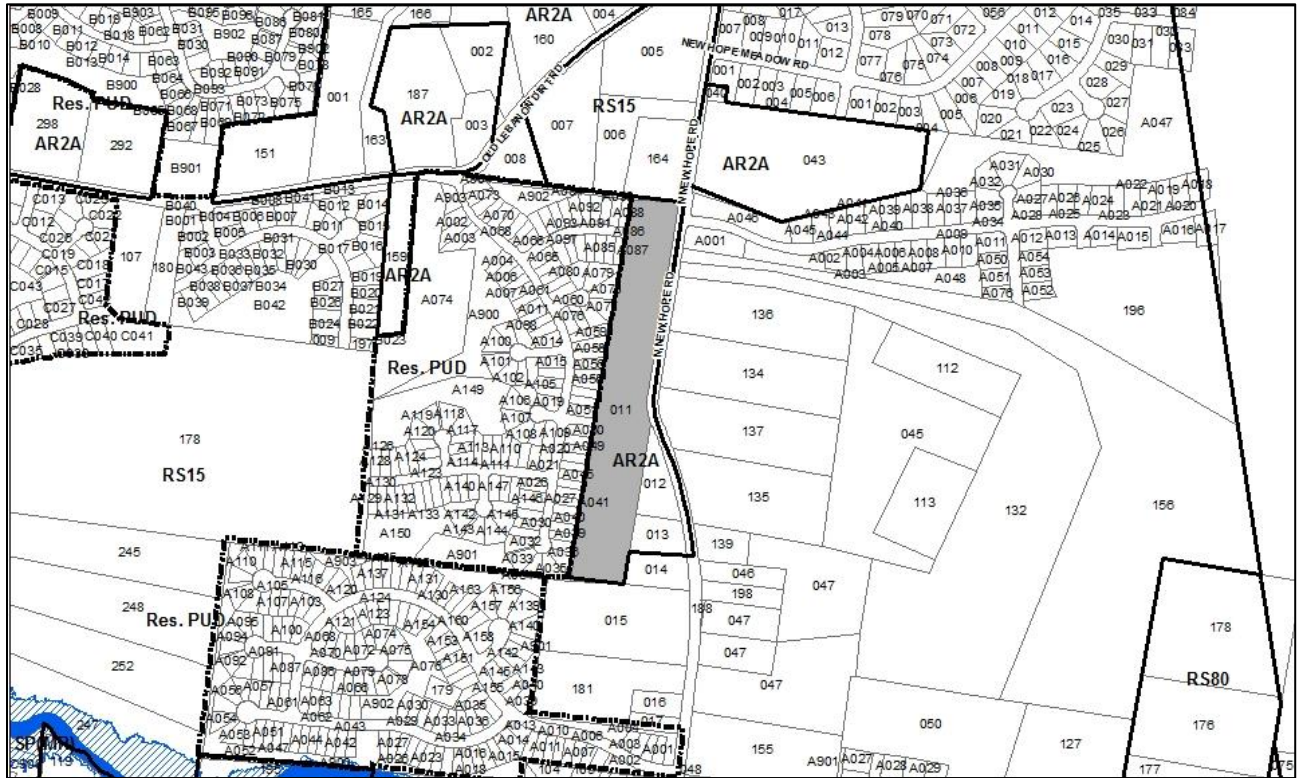
Staff recommends approval of the amendment request.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



**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, October 25, and November 8, 2018, Planning Commission meetings. No public hearing was held on August 23, October 11, October 25, or November 8, 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**

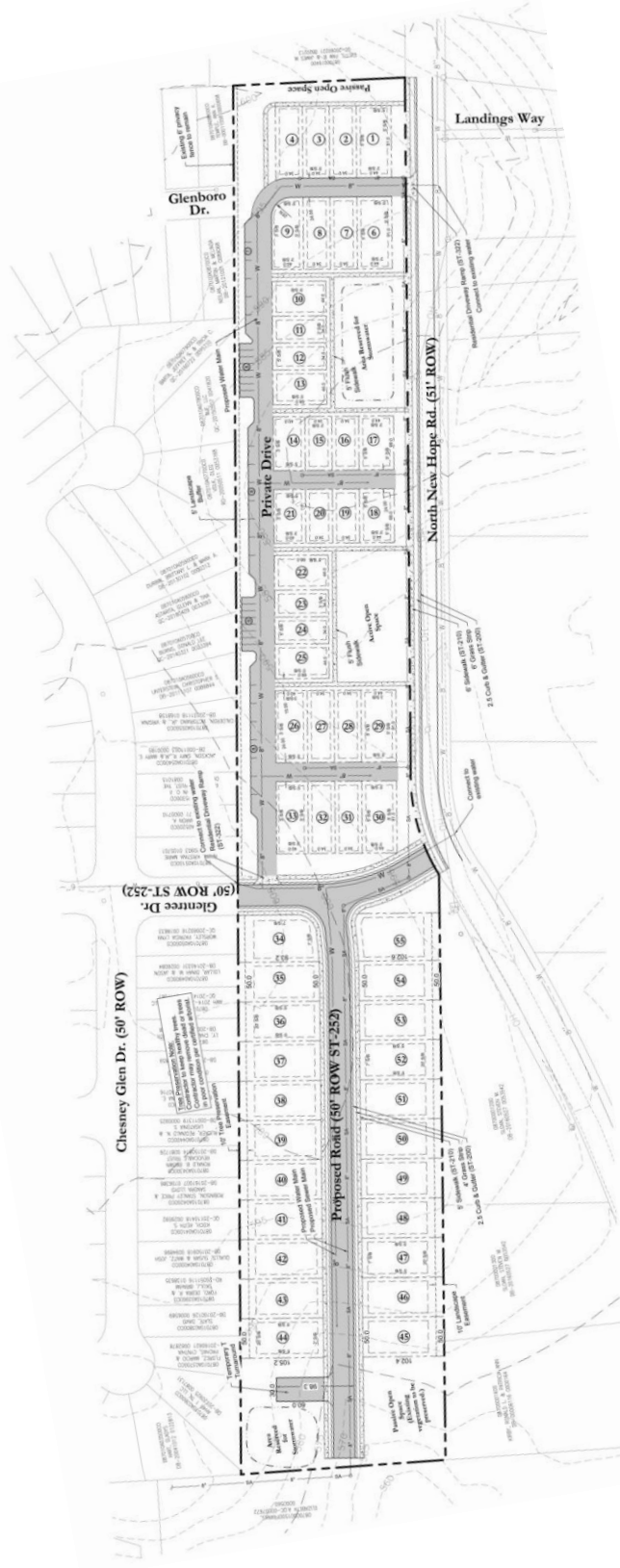
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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



# Metro Planning Commission Meeting of 12/13/18



**Proposed Site Plan**





## Metro Planning Commission Meeting of 12/13/18

Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors.

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

### Consistent with Policy?

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

### **BACKGROUND**

This case was deferred by the applicant from the August 23, September 13, October 11, October 25, and November 8, 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.



## Metro Planning Commission Meeting of 12/13/18

Six lots (lots 1, 6, 17, 18, 29, and 30) are corner lots and will include porches that wrap the corners to address the open space and N. New Hope Road. Lots 1- 4 are oriented towards the northern property line, with open space and an internal sidewalk connection located west of Lot 4.

Vehicular access includes two public streets and several shared drives. Glentree Drive, an existing public street included in Chesney Glen (west), will extend through the site and connect to N. New 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.



## **Metro Planning Commission Meeting of 12/13/18**

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.

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**



## Metro Planning Commission Meeting of 12/13/18

### 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.
- 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



## Metro Planning Commission Meeting of 12/13/18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	10.0		55 U	600	44	58

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

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

### METRO SCHOOL BOARD REPORT

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

The proposed SP zoning is expected to generate 9 more students than the existing AR2a zoning. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated December 2017.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. 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.



## Metro Planning Commission Meeting of 12/13/18

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.
  - 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. 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 perm



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 12/13/18



### 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, and November 8, 2018 Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

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

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 6 residential lots with 1 duplex lot for a total of 7 residential units. Application of the subdivision regulations may result in fewer lots.*

**Proposed Zoning**

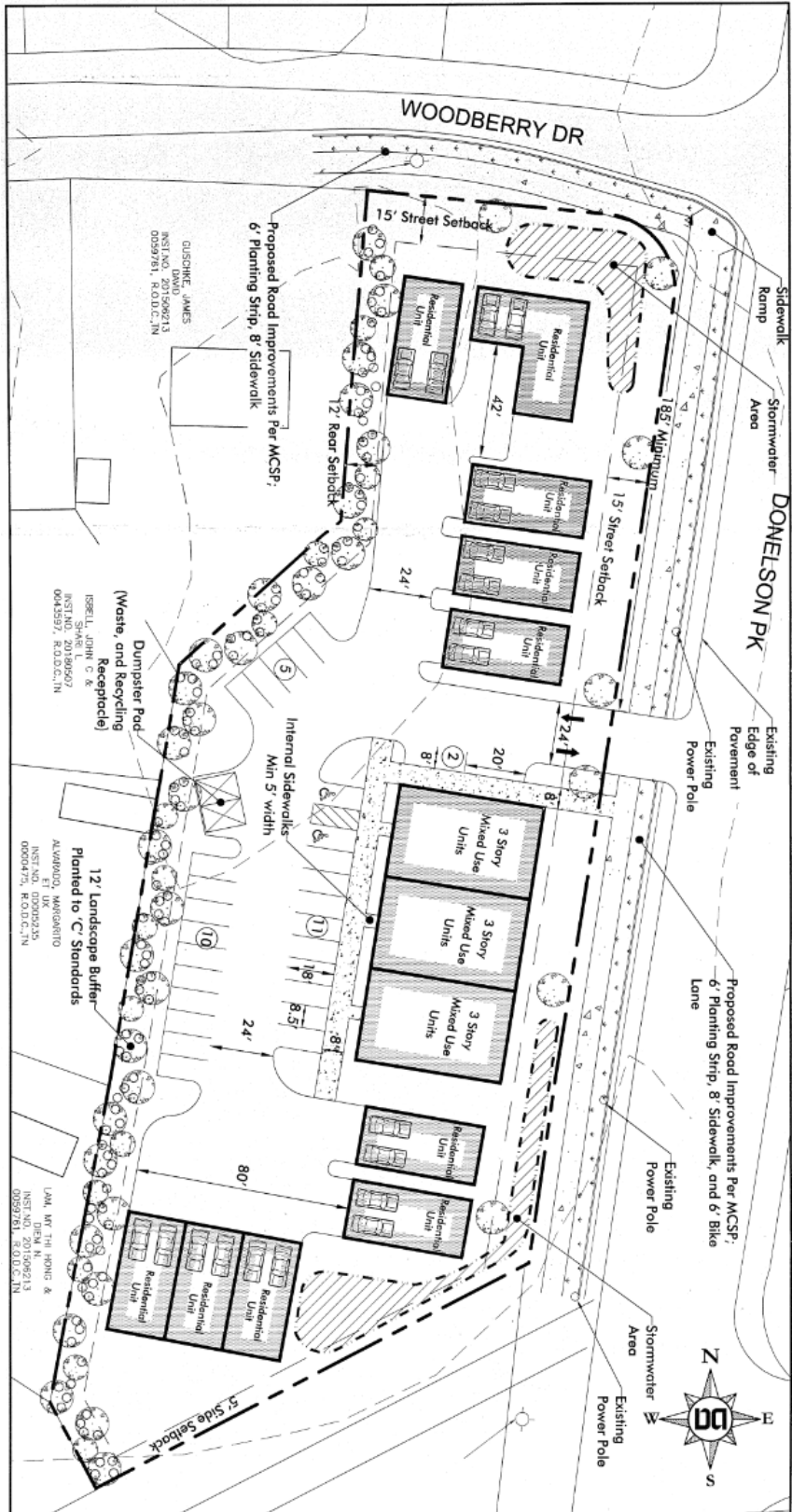
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

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

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users.



# Metro Planning Commission Meeting of 12/13/18



Proposed Site Plan



## **Metro Planning Commission Meeting of 12/13/18**

### **PLAN DETAILS**

The site consists of four lots located at 222, 224, 226, and 228 Donelson Pike. The site is approximately 1.55 acres in size. A single-family home exists on each lot.

A total of 11 structures are proposed for the site. A single structure fronting Donelson Pike will contain 5,800 square feet of general office space and three residential dwelling units. The plan proposes a total of 13 multi-family dwelling units; the majority of these units will be detached. The proposed buildings will be 3 stories within 40 feet. A twelve foot wide C level landscape buffer is provided along the rear property line and will provide an appropriate buffer given the proposed intensity of the site. Each single family lot has a driveway connection to Donelson Pike. This plan proposes a single connection to Donelson Pike which will serve the entire site. Parking is provided in the form of a surface lot located at the rear of the mixed use structure. Parking for multi-family dwelling units is provided in the form of rear loaded garages. A total of 48 parking spaces are provided on-site.

The proposed plan meets the requirement of the Major and Collector Street Plan by providing an eight foot wide sidewalk, six foot wide grass strip, and a six foot wide bike lane along Donelson Pike. An eight foot wide sidewalk and a six foot wide grass strip along Woodberry Drive. Internal sidewalks will be eight feet in width and provide a connection to the proposed sidewalk along Donelson Pike.

### **ANALYSIS**

The proposed multi-family residential and general office uses at this location are consistent with the T3 Suburban Mixed Use Corridor policy. The intersection of Woodberry Drive and Donelson Pike represents a residential collector street intersecting with a Major Arterial Street. The policy encourages a greater mix of higher-density residential and mixed use development along the corridor and prioritizes higher intensity mixed use and commercial uses at intersections. This intersection supports the level of intensity proposed in this plan based upon the goals and objectives stated within the land use policy. The site has direct access to Donelson Pike, which is served by transit that supports higher density residential uses. The proposed plan will include a sidewalk connection to Donelson Pike, providing an active pedestrian environment.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Offsite improvements may be required.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. (If required): 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. Commercial uses may not share private water or sewer lines with



## Metro Planning Commission Meeting of 12/13/18

residential uses. Applicant must consolidate these parcels into one parcel, before the Final SP is approved. Applicant may not use the 60-inch water main in Donelson Pike, nor the undersized (2.25-inch) water main along the southern border of this site, for its water service. 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.
- Indicate the installation of MPW standard ST-324 driveway ramp.
- Indicate installation of “Now Entering Private Property” signage at the driveway connection to the public roadway

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Developer shall construct signalized pedestrian crossing on north leg of Donelson Pk and McCampbell Ave. signalized intersection

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	1.55	4.35 D	8 U	102	11	9

\*Based on two-family residential lots

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)	1.55		13 U	160	15	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)			5,800 S.F.	68	32	8

Traffic changes between maximum: **R10 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+126	+36	+14



## **Metro Planning Commission Meeting of 12/13/18**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing R10 district: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed SP-MU district: 5 Elementary 4 Middle 3 High**

The proposed SP-MU zoning district could generate 9 more students than what is typically generated under the existing R10 zoning district. Students would attend McGvaock Elementary, Two Rivers Middle School, and McGavock High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

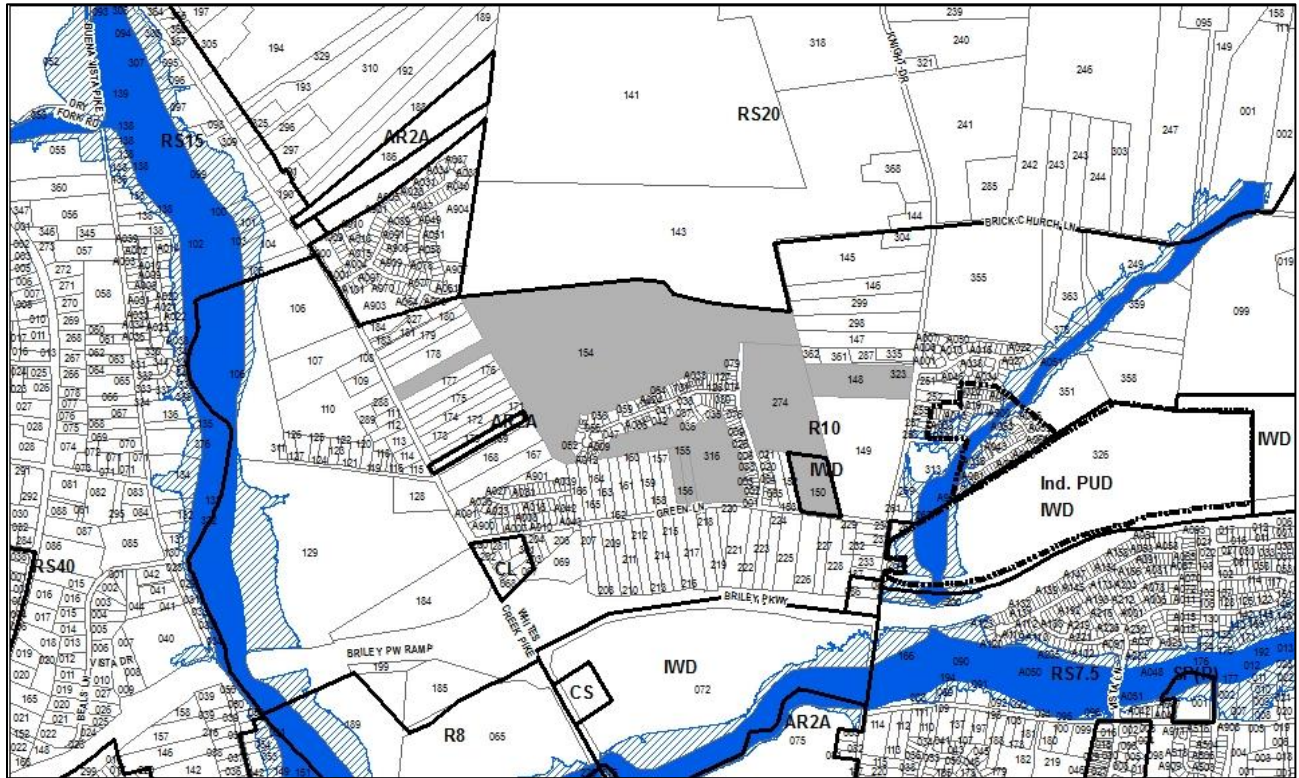
Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Permitted land uses shall be limited to a maximum of 13 multi-family residential units and 5,800 square feet of general office space.
2. Elevations for all facades fronting a public street are required with the submittal of the final site plan.
3. 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.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 12/13/18



**2018SP-069-001**

**RIDGECREST AT VISTA**

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

03, Bordeaux-Whites Creek

03 (Brenda Haywood)



**Project No.** Specific Plan 2018SP-069-001  
**Project Name** Ridgecrest at Vista  
**Council District** 03 - Haywood  
**School District** 1 – Gentry  
**Requested by** Anderson, Delk, Epps and Associates Inc., applicant;  
Cornerstone Land Company, owner.

**Deferrals** This request was deferred from the October 25, 2018, Planning Commission meeting at the request of the applicant. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the January 10, 2019, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Preliminary SP

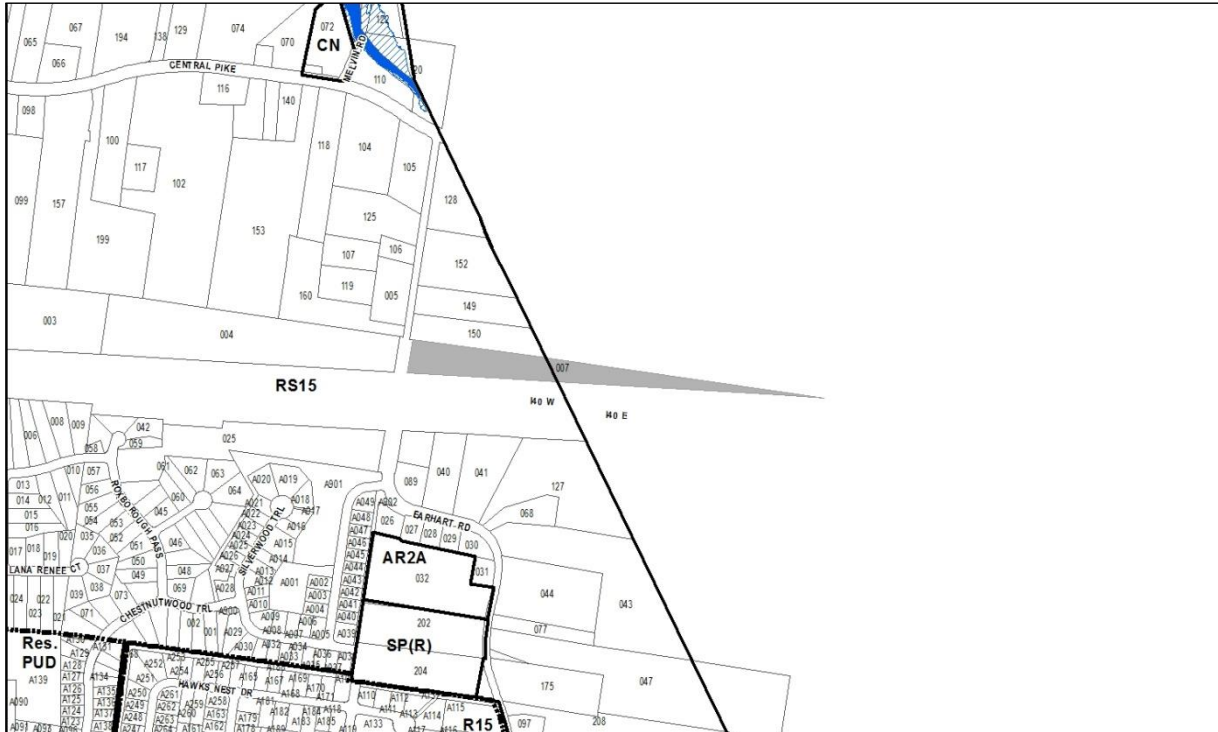
A request to rezone from Industrial Warehousing/Distribution (IWD) and One and Two-Family Residential (R10) zoning to Specific Plan-Residential (SP-R) zoning for properties located at 420, 516, and 520 Green Lane, 3448 Knight Drive, Tisdall Drive (unnumbered), Knight Drive (unnumbered), White Creek Pike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

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 10, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



**2018SP-074-001**

3049 EARHART 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 SP  
**Council District** 12 – Glover  
**School District** 4 – Shepherd  
**Requested by** Dale and Associates, applicant; Chris Pardue, owner.

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

**Staff Reviewer** Hill  
**Staff Recommendation** *Defer to the January 10, 2019, Planning Commission meeting.*

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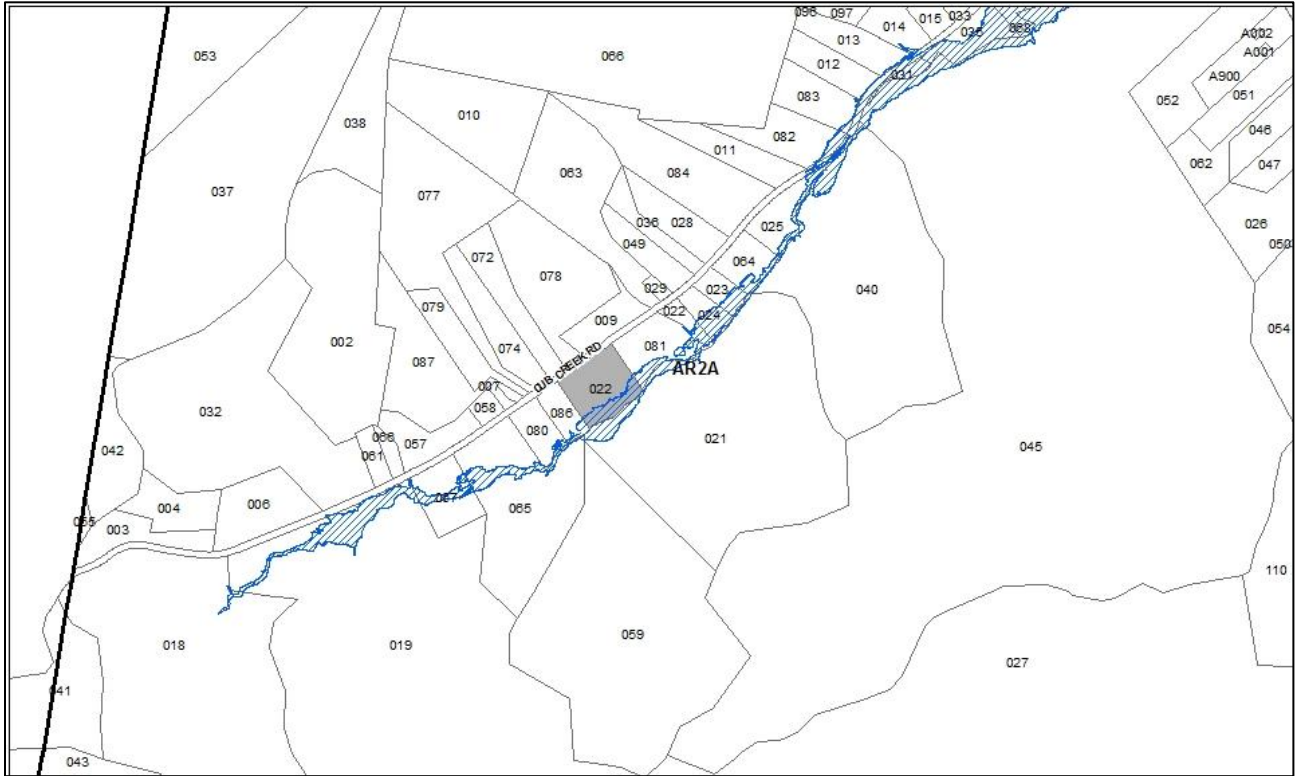
**APPLICANT REQUEST**  
**Zone change from RS15 to SP.**

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 January 10, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



**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, September 13, 2018, and the November 8, 2018 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the January 24, 2019, Planning Commission meeting.*

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**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 January 24, 2019, Planning Commission meeting at the request of the applicant.



**NO SKETCH**



<b>Project Nos.</b>	<b>Text Amendment 2018Z-009TX-001</b>
<b>Project Name</b>	<b>Underground Utilities</b>
<b>Council Bill No.</b>	BL2018-1403
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Jeff Syracuse
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

Amend the Zoning Code pertaining to undergrounding utilities.

**PROPOSED AMENDMENTS TO TITLE 17**

The proposed bill would amend Section 17.28 of the Zoning Code by deleting Subsection 17.28.103.D.5 in its entirety and substituting the following (new text is shown in underline):

- 5. Utility equipment utilized exclusively for street lighting purposes.

**ANALYSIS**

The Metro Zoning Code establishes requirements for placing utilities underground in residential developments with new public or private streets or where an existing public or private stub street is to be extended. The code requires that all public and private utility services, including but not limited to electric, telephone, communication, exterior lighting and television cable, be installed underground for developments meeting certain criteria. Subsection 17.28.103.D establishes exemptions from the underground utility requirements.

Subsection 17.28.103.D.5 provides an exemption for utility equipment utilized for street lighting purposes. The proposed amendment would revise the current standard to specify that utility equipment is exempt from the requirement to be installed underground if utilized exclusively for street lighting purposes. This clarification is a housekeeping amendment intended to ensure consistent application of the exemption.

**ZONING ADMINISTRATOR RECOMMENDATION**

No exception taken to this bill.

**STAFF RECOMMENDATION**

Staff recommends approval.



## **Metro Planning Commission Meeting of 12/13/18**

### **ORDINANCE BL2018-1403**

An ordinance to amend section 17.28 of Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, relative to undergrounding utilities, all of which is more particularly described herein. (Proposal No. 2018Z-009TX-001).

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

**SECTION 1.** That Section 17.28 of the Metropolitan Code of Laws is hereby amended by deleting subsection 17.28.103 D.5. in its entirety and substituting in lieu thereof the following:

5. Utility equipment utilized exclusively for street lighting purposes.

**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.

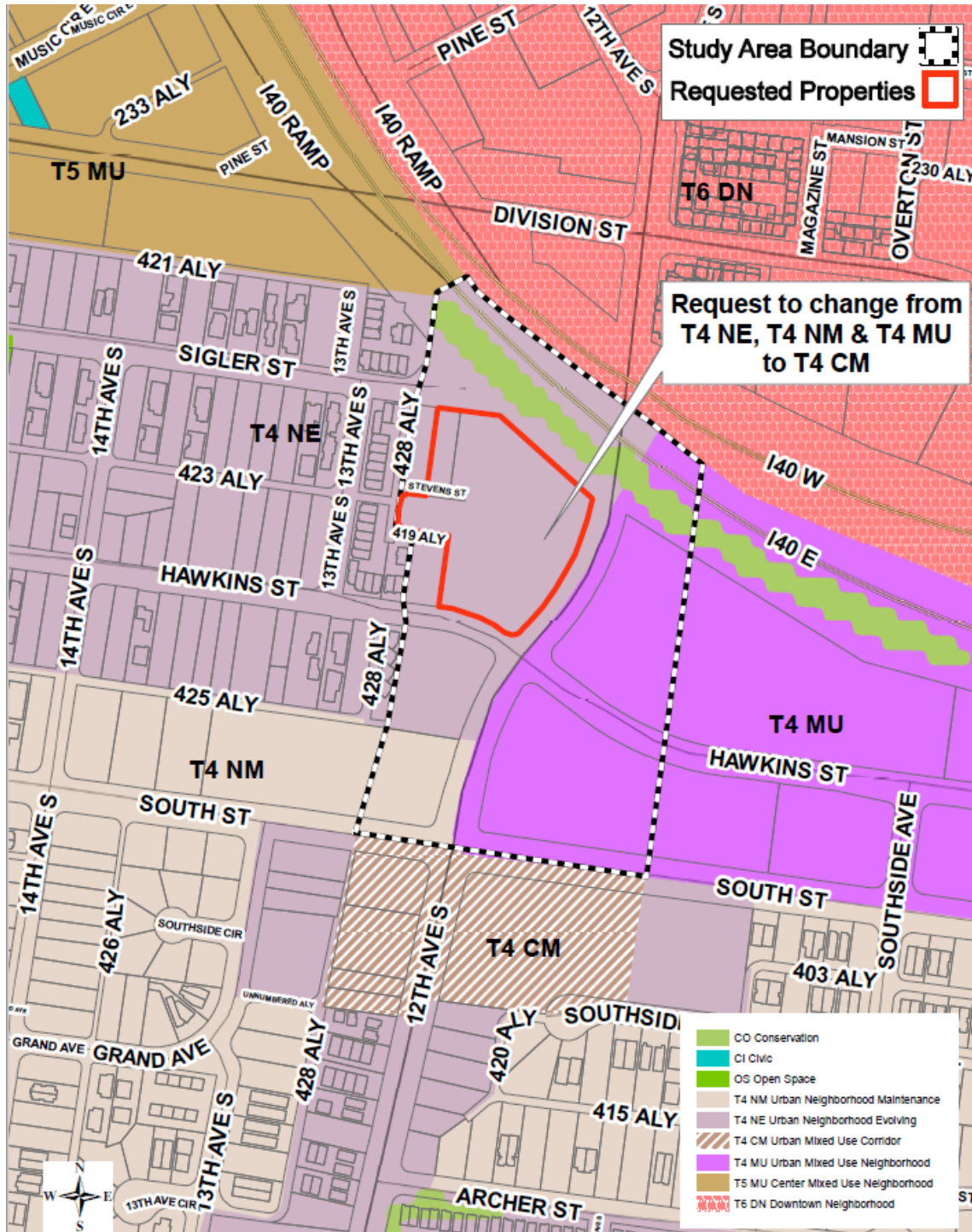
**Sponsor(s)** Jeff Syracuse



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



**2018CP-010-003**

**GREEN HILLS – MIDTOWN COMMUNITY PLAN AMENDMENT**

Map 093-13, Parcel(s) 279-280, 297, 373, 542, 550, 557

Map 105-01, Parcel 609

10, Green Hills/Midtown

19 (Freddie O’Connell)





<b>Project No.</b>	<b>Major Plan Amendment 2018CP-010-003</b>
<b>Project Name</b>	<b>Green Hills – Midtown Community Plan Amendment</b>
<b>Associated Case</b>	2018SP-077-001
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Kimley-Horn and Associates, applicant; Park Center and John and Micheline Doulis, owners.
<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Defer to the January 10, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Amend the Green Hills – Midtown Community Plan to change the policy.**

Major Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by amending the Community Character Policy from T4 Urban Neighborhood Evolving (T4 NE), T4 Urban Neighborhood Maintenance (T4 NM), and T4 Urban Mixed Use Neighborhood (T4 MU) to T4 Mixed Use Corridor (T4 CM) on various properties located between South Street and Interstate 40 East, zoned Industrial Warehousing Distribution (IWD), Single and Two Family Residential (R6), Multi-family Residential (RM20) and Multi-family Residential Alternative (RM20-A), approximately 16.36 acres.

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 10, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



**2018SP-077-001**

Map 093-13, Parcel(s) 280, 542

10, Green Hills- Midtown

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Specific Plan 2018SP-077-001</b>
<b>Project Name</b>	<b>Novel Edgehill</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Kimley-Horn and Associates, applicant; Park Center and John and Michelle Doulis, owners.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Defer to the January 10, 2019, Planning Commission meeting.</i>

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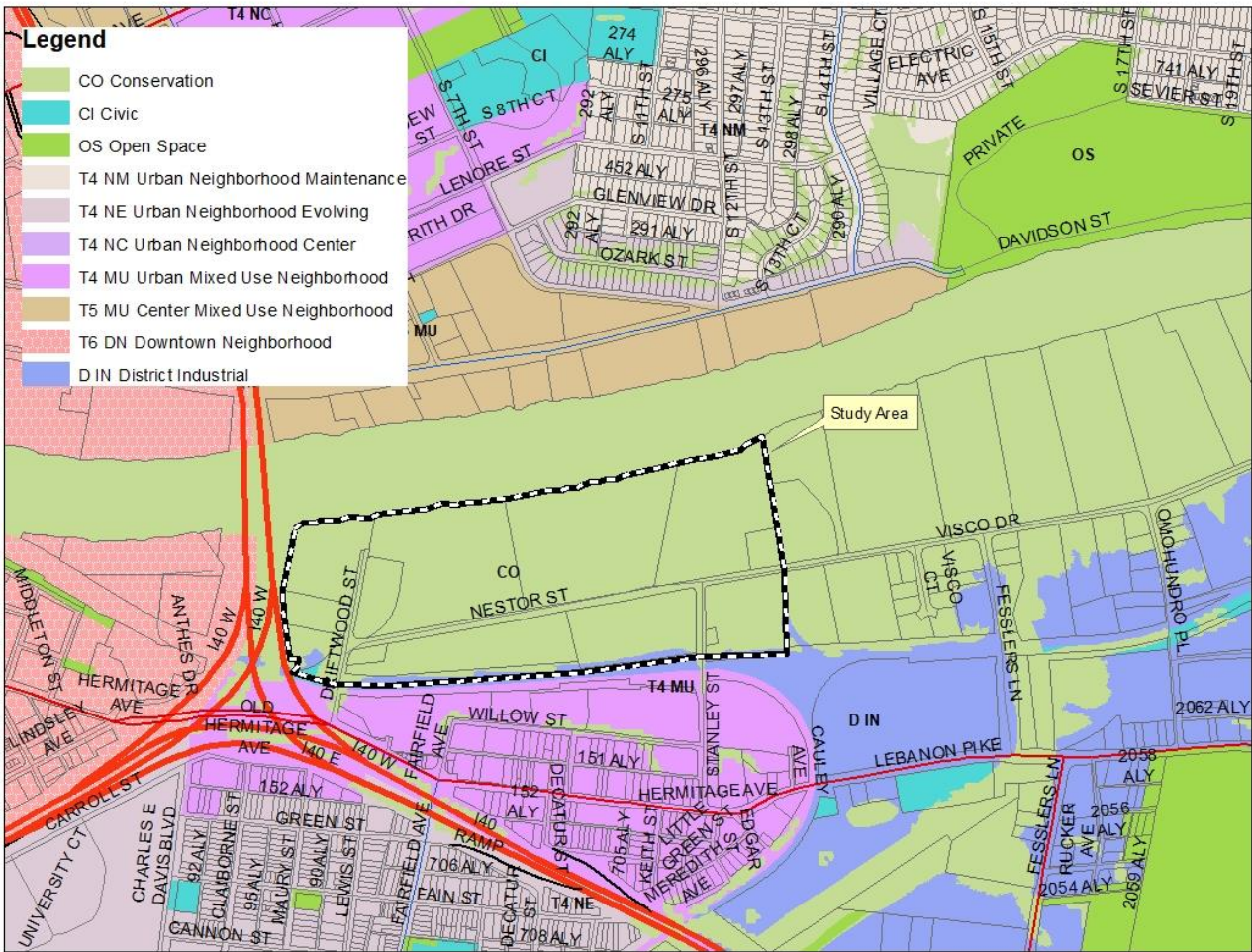
**APPLICANT REQUEST**  
**Zone change from RM20 to SP-MU.**

Zone Change  
A request to rezone from Multi-Family Residential (RM20) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 1113 Sigler Street and 801 12th Avenue South, at the northwest corner of Hawkins Street and 12th Avenue South, (2.9 acres), to permit up to 360 multi-family residential units and 9,000 square feet of commercial space,

**STAFF RECOMMENDATION**  
Staff recommends deferral to the January 10, 2019, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 12/13/18



### 2018CP-011-002

#### SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 093-12, Parcel(s) 009.01, 007-009, 011-013, 015, 120, 126

Map 094-09, Parcel(s) 001-002, 092-093

11, South Nashville

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-011-002</b>
<b>Project Name</b>	<b>South Nashville Community Plan Amendment</b>
<b>Associated Cases</b>	None
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 – Buggs
<b>Requested by</b>	GDC, applicant; various property owners.
<b>Staff Reviewer</b>	Sanders
<b>Staff Recommendation</b>	<i>Defer to the February 28, 2019, Planning Commission meeting.</i>

**APPLICANT REQUEST**

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

Major Plan Amendment

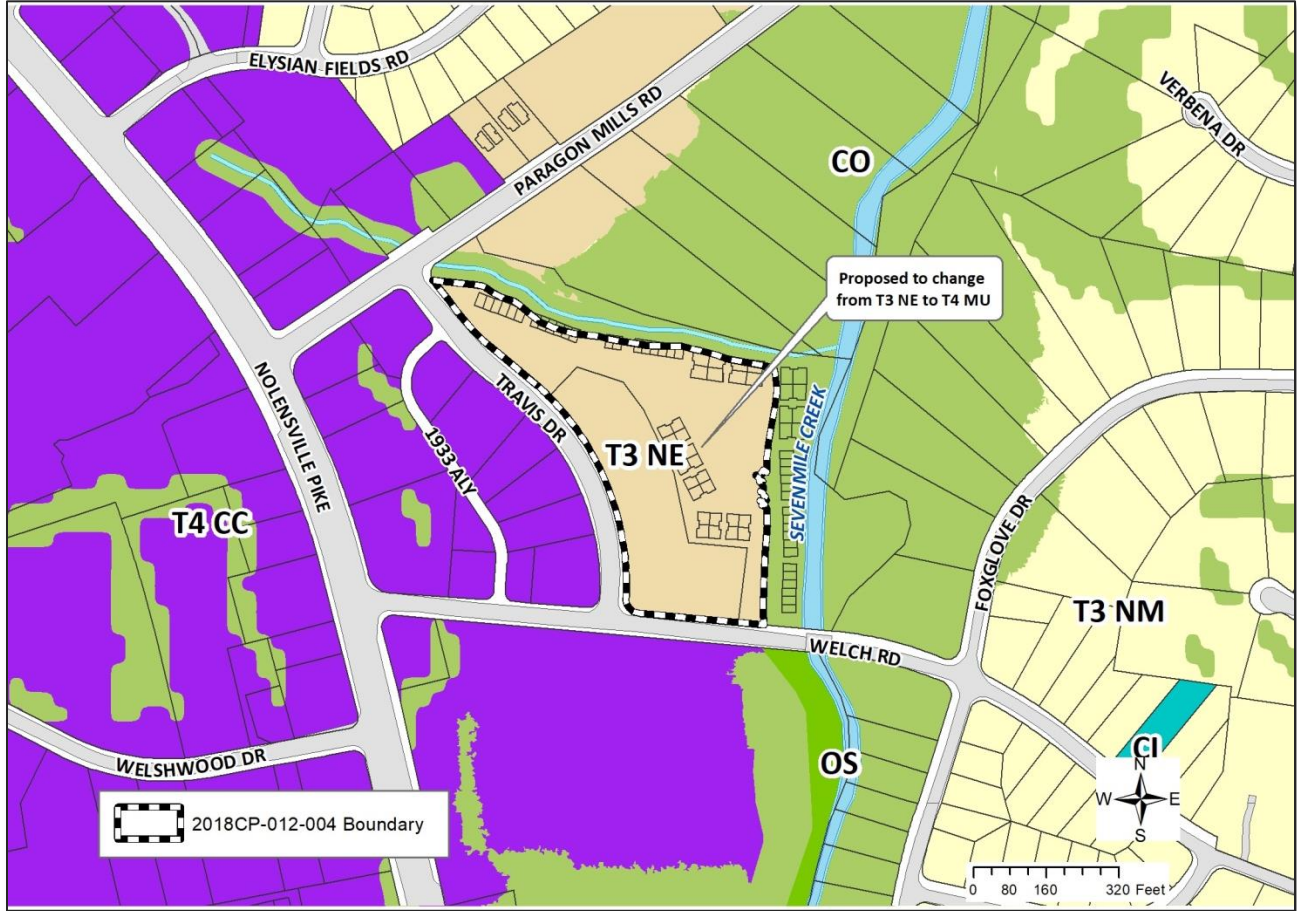
A request to amend the South Nashville Community Plan by changing from District Industrial Policy and Conservation Policy to T5 Mixed Use Neighborhood Policy on various properties, zoned Industrial General (IG) and Industrial Restrictive (IR) (81.3 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the February 28, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



**2018CP-012-004**  
SOUTHEAST COMMUNITY PLAN AMENDMENT  
Various Maps; Various Parcels  
26, Southeast  
11 (Elrod)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-012-004</b>
<b>Project Name</b>	<b>Southeast Community Plan Amendment</b>
<b>Associated Case</b>	2018Z-130PR-001
<b>Council District</b>	26 – Elrod
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Dewey Engineering, applicant; Various owners.
<b>Staff Reviewer</b>	Sewell
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Major Plan Amendment

A request to amend the Southeast Community Plan by changing from T3 Suburban Neighborhood Evolving to T4 Urban Mixed Use Neighborhood on various properties along Welch Road and Travis Drive (10.44 acres).

**SOUTHEAST COMMUNITY PLAN**

**Current Policy**

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to provide a broader range and integrated mixture of housing types and housing choice than may be present in surrounding suburban neighborhoods. T3 NE areas are intended to have a moderate density residential development pattern with a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas. Areas that are abutting or adjacent to Centers and Corridors may be appropriate for higher density housing, and for the use of these more intense building types as land use transitions, to less intense areas of development.

**Proposed Policy**

T4 Urban Mixed Use Neighborhood (T4 MU) policy 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.

**BACKGROUND**

The amendment area is surrounded by three policy areas:

- T3 NE to northeast, fronting Paragon Mills Road;
- Conservation (CO) to east and north that consists of the Seven Mile Creek floodplain; and
- T4 Community Center (T4 CC) to west and south, which fronts the west side of Travis Drive and both sides of Nolensville Pike.



## Metro Planning Commission Meeting of 12/13/18

The Growth & Preservation Concept Map of NashvilleNext, places the study area within the *Transition or Infill* and *Green Network* areas. The study area is east and north of a *Tier One Center* that covers the intersection of Nolensville Pike and Harding Place. In addition, Nolensville Pike is identified as an *Immediate Need High Capacity Transit Corridor*.

The Major and Collector Street Plan (MCSP) classifies nearby Arterial Boulevard and Collector Avenues. Welch Road and Travis Drive are local streets. Welch Road links the study area to Nolensville Pike, which is a five-lane Arterial Boulevard (T4-M-AB5-IM). Travis Drive connects the study area to Paragon Mills Road, which is a two-lane Collector Avenue (T3-R-CA2).

WeGo Public Transit's Route 72 serves the area and links to Route 52 along Nolensville Pike. Both routes connect this portion of the community to downtown and points to the south.

### COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is major and the applicant was required to hold a community meeting. Staff hosted a community meeting at the Paragon Mills Church of Christ on Thursday, November 29, 2018, attended by 16 people from the community, along with the district councilmember, development team, and staff. Attendees expressed unanimous support for the plan amendment.

### ANALYSIS OF T4 MIXED USE NEIGHBORHOOD POLICY

#### Policy Application

CCM states that T4 MU policy should be applied to areas that are zoned residential, commercial, and light industrial; where the primary land use is residential, commercial, and light industrial; or envisioned to become primarily mixed use with residential and ancillary commercial and light industrial. The study area meets both criteria options as follows:

- Zoned for residential uses only.
- Primary land uses of residential and office, though the office use is vacant and in disrepair.
- Envisioned to become primarily mixed use, based on the Growth and Preservation Concept Map's designation of *Transition and Infill*, along with input gathered at the community meeting.

In addition, CCM states that T4 MU policy is typically applied in situations where there is an expressed interest in the area's development pattern progressing to promote a mixture of housing types, commercial, and light industrial land uses, and greater connectivity; or the existence of the following characteristics: high vacancy rates; high potential for consolidation or subdivision of incongruous lots (not an established lot pattern); incongruity between the existing land use and zoning; proximity to evolving centers or corridors; and age and condition of existing development. The study area meets both criteria options as follows:

- Community expressed interest in the area progressing to promote mixed use and greater connectivity via input provided during the community plan amendment public meeting.
- Existing office building was built in the early 1970s, is vacant, and is in disrepair; while currently occupied, community meeting attendees described the condition of the 70-unit Pagoda multifamily residential community, built in the early 1980s, as poor and in need of redevelopment.





## Metro Planning Commission Meeting of 12/13/18

- Residential zoning is incongruent with existing office use but congruent with Pagoda's multifamily residential use.
- Proximate to evolving centers or corridors given its location adjacent to a *Tier One Center* where T4 CC policy is applied, which encompasses the general area surrounding Nolensville Pike at Harding Place.

### Growth & Preservation Concept Map

The study area is predominantly designated as *Transition and Infill* on the NashvilleNext Growth & Preservation Concept Map. It is also directly north and east of a *Tier One Center*, which is intended to be a pedestrian-friendly area with frequent transit service that contains a dense mix of homes, shops, jobs and parks. Residential infill development is encouraged immediately around *Tier One Centers* in order to grow the market and demand for consumer services and the demand for transit in these centers. *Transition and Infill areas* are intended to provide opportunities for greater housing choice while maintaining a suburban residential pattern that provides appropriate transitions from intense corridors or centers to adjacent neighborhoods.

- Proximity to a *Tier One Center* and designation as *Transition and Infill* and makes it an appropriate location for T4 MU policy.

### Transportation and Connectivity

The study area is located one block off Nolensville Pike. Existing bus and BRT Lite bus service operates on Nolensville Pike with inbound and outbound stops located at Paragon Mills Road/Travis Drive (Route 72) as well as stops along Nolensville Pike at Elysian Fields Road (Routes 52 and 72) and Welshwood Drive (Route 72). The NashvilleNext Growth & Preservation Concept Map designates Nolensville Pike as an *Immediate Need High Capacity Transit* corridor slated for near term service improvements. nMotion, the region's plan for transit, identifies Nolensville Pike as a future light-rail corridor.

- Application of T4 MU policy would be appropriate due to its convenient access to major transportation and transit networks (existing and planned) on a primary corridor.

### Relationship to Surrounding Policies

The current T3 NE policy supports adding housing types that could support the adjacent center and transit along Nolensville Pike. Rooftops, such as those yielded by T3 NE policy, are needed to support the viability of consumer businesses and population in the center. The Southeast Community Plan currently applies the T4 Transect's most intense policy category, T4 CC, to Walmart and areas west of Travis Road. As applied, it results in an abrupt transition from the center to the study area. Additionally, the study area borders Conservation policy that encompasses the floodplain of Seven Mile Creek and an unnamed branch. This Conservation policy area maintains a logical break between areas for mixed use and areas for single and two family homes on the east side of the creek.

- Application of T4 MU policy provides a more appropriate transition of density and intensity from the center.

### Analysis Summary

In summary, the study area is appropriate for T4 MU policy due to the following:

- Community's interest in promoting mixed use and greater connectivity;
- Age and condition of existing buildings;



## **Metro Planning Commission Meeting of 12/13/18**

- High vacancy for a portion of the area;
- Proximate to evolving centers or corridors;
- Appropriate transition of density and intensity from the center;
- Convenient access to Nolensville Pike and public transit service

### **STAFF RECOMMENDATION**

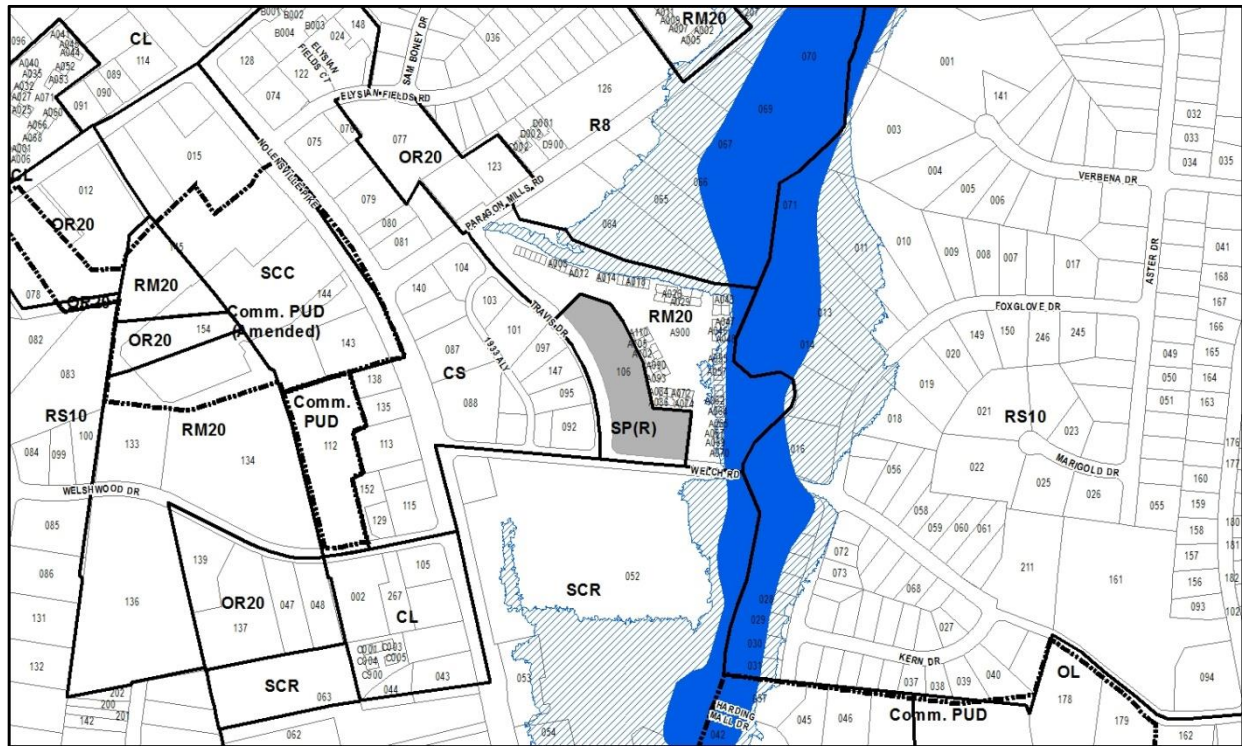
Staff recommends approval of the amendment to change the study area's policy to T4 MU.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



## 2018Z-130PR-001

Map 133-15, Parcel(s) 106

12, Southeast

26 (Jeremy Elrod)



**Project No.** **Zone Change 2018Z-130PR-001**  
**Associated Project No.** 2018CP-012-004  
**Council District** 26- Elrod  
**School District** 7 – Pinkston  
**Requested by** Dewey Engineering, applicant; 326 Welch Partners, owner.

**Staff Reviewer** Burse  
**Staff Recommendation** *Approve if the associated plan amendment is approved.  
 Disapprove if the associated plan amendment is not approved.*

**APPLICANT REQUEST**  
**Zone change from SP to MUL-A.**

Zone Change  
 A request to rezone from Specific Plan-Residential (SP-R) to Mixed Use Limited-Alternative (MUL-A) zoning on property located at the northeast corner of Welch Road and Travis Drive (2.31 acres).

**Existing Zoning**  
Specific Plan- Residential (SP-R) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes 81 multi-family residential units within one residential building type.

**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.

**SOUTHEAST COMMUNITY PLAN**

**Existing Policy**  
T3 Suburban Neighborhood Evolving (T3 NE) is intended to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built.



## Metro Planning Commission Meeting of 12/13/18

### Proposed Policy

T4 Urban Mixed Use Neighborhood Policy (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 site is located at 326 Welch Road in the Pagoda Commons neighborhood at the corner of Welch Road and Travis Drive. Properties to the west of Travis Drive are zoned Commercial Service (CS). Properties north and east of the site are zoned Multi-Family Residential (RM20). Properties south of the site are zoned Shopping Center Regional (SCR). Single-family and multi-family uses are located north and east of the site. Commercial and office uses are located west and south of the site.

The proposed Mixed Use Limited-Alternative (MUL-A) zoning district is consistent with the proposed T4 Urban Mixed Use Neighborhood (T4 MU) policy at this location. This zoning district would provide a mix of uses, additional diversity of housing and commercial development that will serve the needs of the immediate community. This site is located approximately 560 feet east of Nolensville Pike, which is identified as major arterial on the Major and Collector Street Plan and also has existing transit service. The site's location near a major arterial makes it an appropriate location for additional intensity to activate and support the nearby corridor. This request proposes a moderate increase in intensity and is consistent with the goals of the policy to ensure additional intensity is supported by adequate infrastructure. The proposal achieves goals of the proposed T4 Urban Mixed Use policy at this location through supporting an existing commercial corridor along Nolensville Pike with a mix of uses and will potentially provide additional services for the adjacent neighborhood.

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.31		81 U	572	40	49



## Metro Planning Commission Meeting of 12/13/18

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
Multi-Family Residential (220)	1.21		52 U	353	26	34

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)	0.55	1.0 F	23,958 S.F.	266	50	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	0.55	1.0 F	23,958 S.F.	2276	155	189

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2323	+191	+204

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing SP-R district: 43 Elementary 27 Middle 23 High**

**Projected student generation proposed MUL-A district: 27 Elementary 17 Middle 15 High**

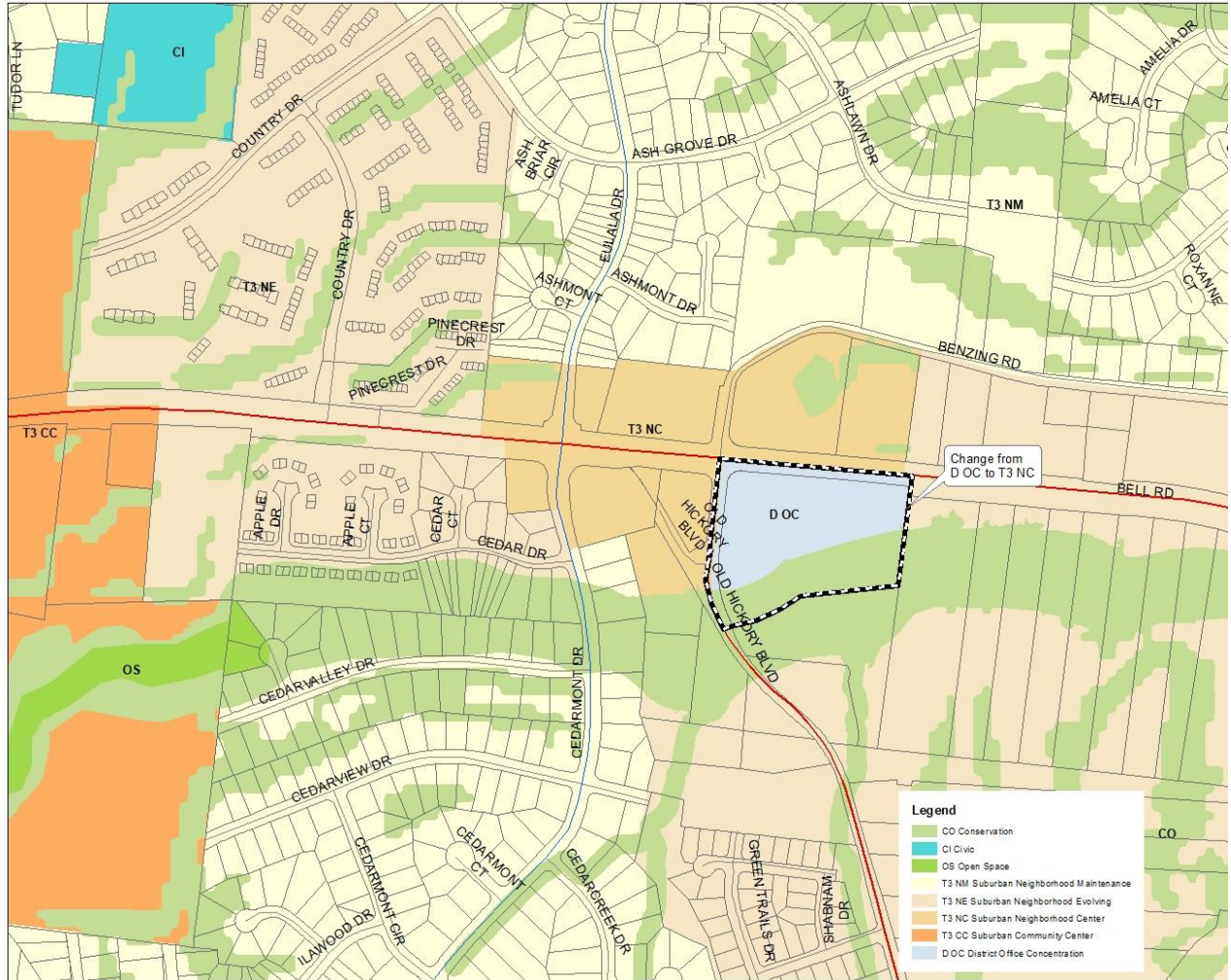
The proposed MUL-A zoning could generate 34 fewer students than the existing SP-R zoning district. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

Staff recommends approval if the associated plan amendment is approved and disapproval if the associated plan amendment is not approved.



# Metro Planning Commission Meeting of 12/13/18



**2018CP-012-005**  
**SOUTHEAST COMMUNITY PLAN AMENDMENT**  
Map 162, Part of Parcel 105  
12, Southeast  
31 (Fabian Bedne)





<b>Project No.</b>	<b>Minor Plan Amendment 2018CP-012-005</b>
<b>Project Name</b>	<b>Southeast Community Plan Amendment</b>
<b>Associated Case</b>	2007SP-156-003
<b>Council District</b>	31 – Bedne
<b>School District</b>	2 – Brannon
<b>Requested by</b>	Dale & Associates, applicant; Corolla Management Corporation, owners.
<b>Staff Reviewer</b>	Sanders
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Minor Plan Amendment

A request to amend the Southeast Community Plan by changing from District Office Concentration to T3 Suburban Neighborhood Center on a portion of property located at 1638 Bell Road, at the southeast corner of Bell Road and Old Hickory Boulevard, zoned SP (4.23 acres).

**SOUTHEAST COMMUNITY PLAN**

**Current Policy**

D Office Concentration (D OC) is intended to maintain, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applied to all transects except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplain, rare or special plant or animal habitats, wetlands, and unstable or problem soils.

**Proposed Policy**

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.

*CO policy will remain should this request be approved.*



## Metro Planning Commission Meeting of 12/13/18

### **BACKGROUND**

The community plan amendment was requested in conjunction with zone change application 2007SP-156-003, a request to amend the SP zoning to allow for residential and retail uses in addition to the currently permitted office and educational uses. This amendment is necessary in order to support the amendment to the SP.

### **Community Plan Goals**

Development in Southeast Nashville has, by design, evolved over time from rural to suburban. Long planned to accommodate new residences, development has generally spread from the northern neighborhoods to the south. Significant undeveloped and rural land remains in the southern half of the community.

Existing commercial centers in Southeast Nashville are expected to evolve into active, mixed-use places serving as a neighborhood or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities.

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

The *NashvilleNext* Growth and Preservation concept map identifies the subject property as a Transition and Infill area along a major route that has a long-term need for high capacity transit. Properties immediately adjacent to Bell Road may accommodate future growth with development of a higher intensity along the edges of surrounding neighborhoods. Such development may serve as infill or as a transition to those surrounding neighborhoods.

### **Surrounding Policies**

The subject property is adjacent to T3 NC policy to the west and north and T3 Neighborhood Evolving (T3 NE) policy to the west and south. Beyond the T3 NE policy, T3 Neighborhood Maintenance policy is applied to the majority of the existing single-family residential neighborhoods to the north and southwest.

The Conservation policy in the area is applied to Whittemore Branch, which traverses the southern portion of the subject parcel and creates a physical and geographical separation between the proposed neighborhood center and surrounding residential areas.

### **Transit**

Old Hickory Boulevard and Bell Road are serviced by Bus Route 33, a limited or express service route, and a bus stop is located adjacent to the subject property on Bell Road.

### **COMMUNITY PARTICIPATION**

As part of the application process for this amendment, the Executive Director determined the plan amendment is minor and that a community meeting is not required.



## **Metro Planning Commission Meeting of 12/13/18**

### **ANALYSIS OF T3 NEIGHBORHOOD CENTER**

#### **Policy Application**

The proposed community plan amendment changes current policy from D OC to T3 NC and expands an existing neighborhood center to the four corners of the Old Hickory and Bell Road intersection.

T3 NC is applicable to areas where there is a concentration of land that is zoned, used, or intended to be use as commercial and mixed use, that is situated to serve a suburban neighborhood, and where the center's intensification is supported by existing or planned residential development, adequate infrastructure, and adequate access (such as on arterial-boulevards).

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

The surrounding properties located at the intersections of Old Hickory Boulevard/Bell Road and Cedarmon Drive/Bell Road are zoned for nonresidential use, including CL, CS, and Specific Plan (Commercial). Beyond these intersections, the zoning ranges from AR2A, RS10, R10, and RM9.

The subject property is currently developed for the Nashville Campus of the National College, and the property at the southwest corner of the intersection is approved for a grocery store. The surrounding nonresidential land uses include a gas station and convenience store, a used car lot, a strip commercial shopping center, a motel, and an auto salvage business.

The surrounding residential land use is primarily single-family, with exception of a two-family development and townhomes to the west along Old Hickory Boulevard. The majority of the area southeast of the subject property is comprised of large tracts of vacant or farm land.

#### **Streets/Connectivity**

The subject property is located at the southeast corner of the signalized intersection of Old Hickory Boulevard and Bell Road. The Major and Collector Street Plan classifies Old Hickory Boulevard and Bell Road as five-lane suburban, mixed-use, scenic arterial-boulevards (T3-M-AB5-S-LM). This is a signalized intersection with pedestrian signals and striped crosswalks; therefore, pedestrian activity is supported and accommodated.

#### **Appropriateness of Policy Application**

T3 NC policy is an appropriate policy for the subject property given its geographic location, access to adequate infrastructure, and its ability to advance this center toward achieving the Southeast Community Plan goal of evolving into an active, mixed-use, pedestrian-friendly place that supports transit.

The existing neighborhood center serves multiple neighborhoods in the surrounding area and is situated just over a half-mile from a suburban community center along Nolensville Pike to the west and approximately a mile from an adjacent neighborhood center along Old Hickory Boulevard to the east.



## **Metro Planning Commission Meeting of 12/13/18**

The proposed amendment area relates well to properties with existing T3 NC on the opposite corners of the intersection, and the proposed expansion area would complete the four corners of the intersection to create and frame a center.

Finally, because D OC policy supports a limited range of land uses and T3 NC policy supports a more robust mix of uses, including those currently supported by D OC policy, the proposed amendment offers a greater and better use of the property. In effect, the mix of uses supported by T3 NC offers to enhance the existing suburban neighborhood center and better service the community.

### **STAFF RECOMMENDATION**

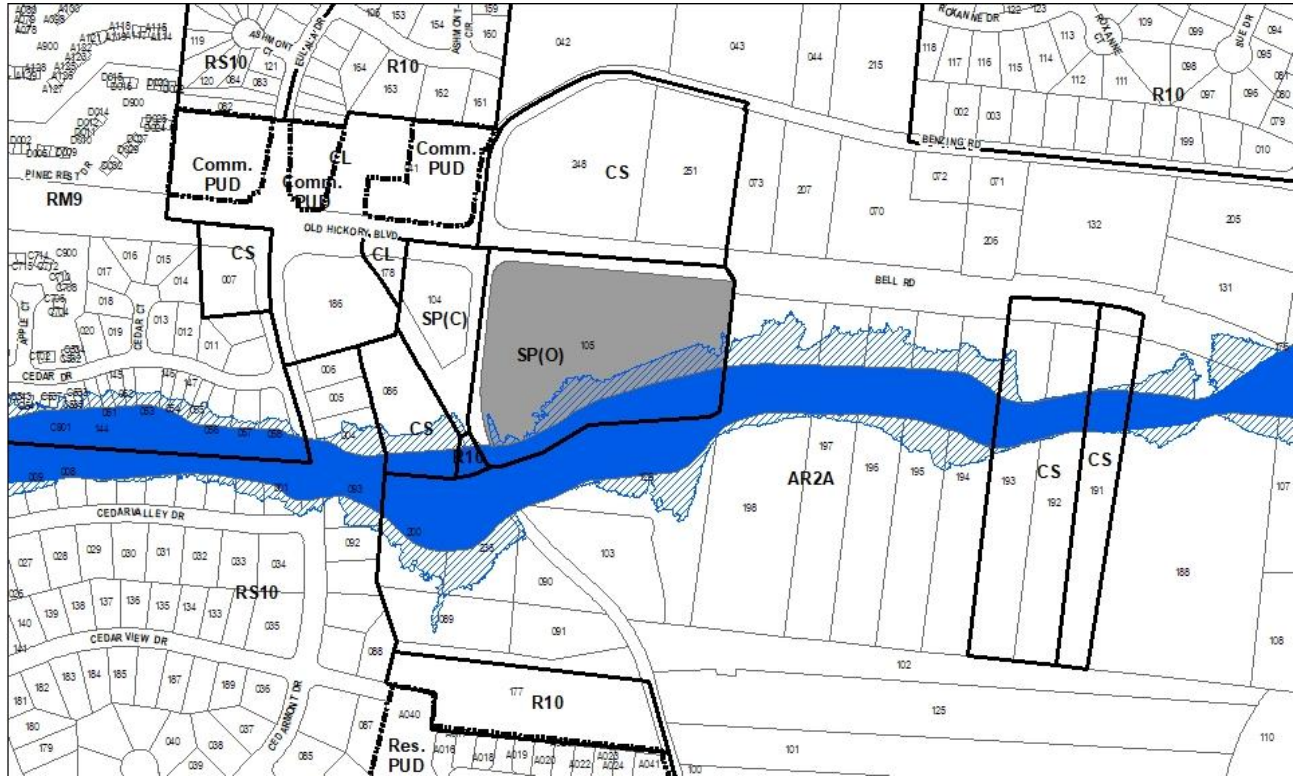
Staff recommends approval of the amendment request.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



**2007SP-156-003**

**THE COLLECTION NASHVILLE SP (AMENDMENT)**

Map 162, Parcel(s) 105

12, Southeast

31 (Fabian Bedne)



**Project No.** Specific Plan 2007SP-156-003  
**Project Name** The Collection Nashville SP (Amendment)  
**Associated Case** 2018SP-012-005  
**Council District** 31- Bedne  
**School District** 02- Elrod  
**Requested by** Dale & Associates, applicant; Corolla Management Corporation, owner.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the January 10, 2019, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions subject to approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.*

**APPLICANT REQUEST**

**Amend an SP to permit up to 67 multi-family residential units, 1,500 square feet of retail use and maintain the existing 31,200 square feet of general office/business school.**

SP Amendment

A request to amend a Specific Plan on property located at 1638 Bell Road, at the southeast corner of Bell Road and Old Hickory Boulevard, (6.64 acres), to permit 67 multi-family residential units, 1,500 square feet of retail use and maintain the existing 31,200 square feet of general office/business school.

**Existing Zoning**

Specific Plan-Office (SP-O) 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 office uses.

**Proposed Zoning**

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

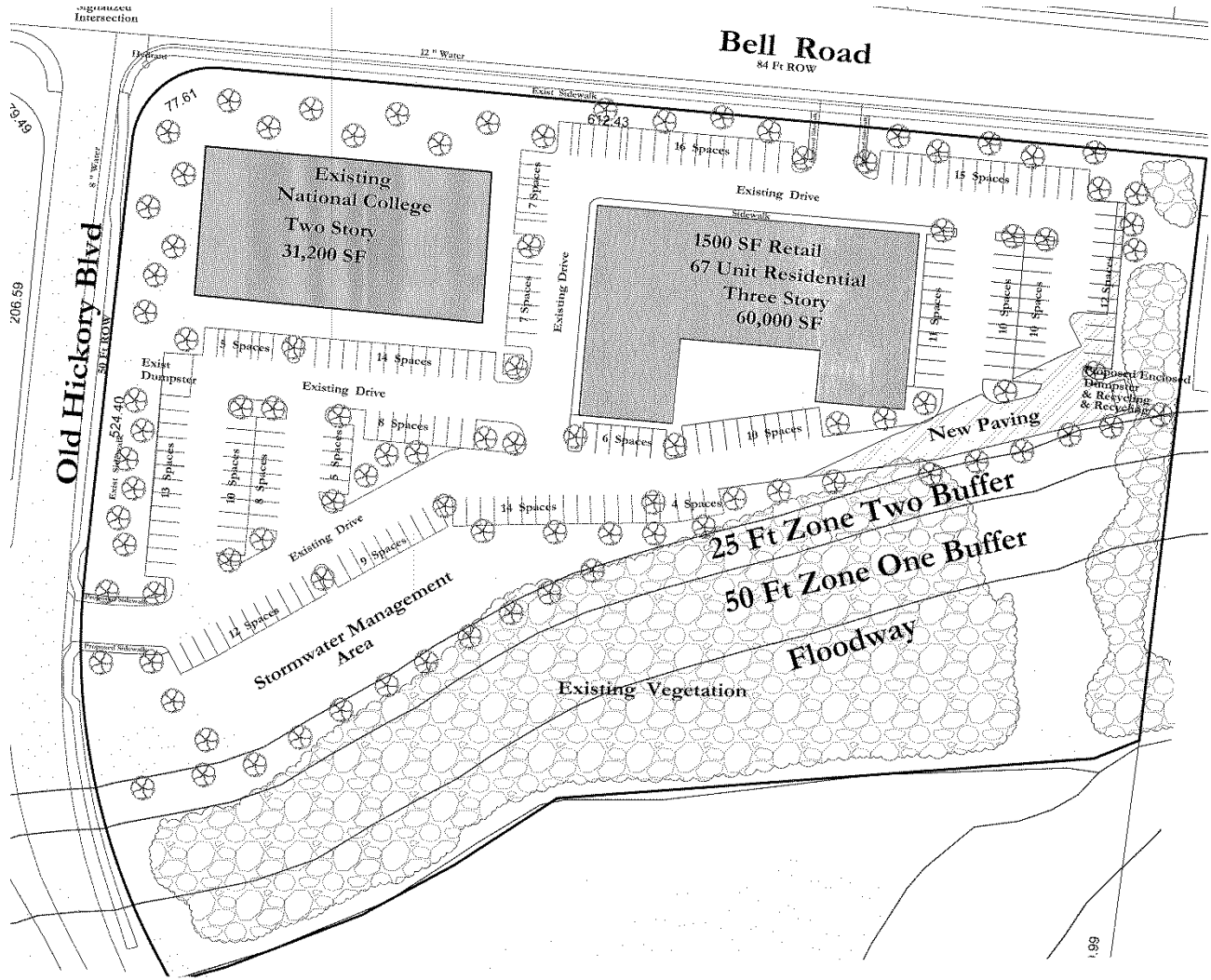
**SOUTHEAST COMMUNITY PLAN**

**Existing policy**

D Office Concentration (D OC) is intended to maintain, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.



# Metro Planning Commission Meeting of 12/13/18



**Proposed Site Plan**





## Metro Planning Commission Meeting of 12/13/18

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.

### **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 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.

### **HISTORY**

In September 2007, the Metro Planning Commission approved an SP to permit 31,200 square feet of business school use at 1638 Bell Road. The applicant is currently proposing to amend the SP to add 67 multi-family residential units and 1,500 square feet of retail to SP. The 31,200 square feet of business school/office use will remain.

### **PLAN DETAILS**

The site is located at the southeast corner of Bell Road and Old Hickory Boulevard. The site is approximately 4.23 acres in size. The plan proposes to add 67 multi-family residential units and 1,500 square feet of retail uses within one building on the eastern portion of the site. The proposed building will be a maximum of three stories within 45 feet.

The site plan proposes surface parking for all uses. Additional paving will be added to accommodate parking requirements. All hard surface areas are outside the floodway and floodway buffer areas. The proposed plan meets the parking requirements per the Metro Zoning Code. Access to the development is currently along Bell Road and Old Hickory Boulevard. Access points will remain at the same locations. Sidewalks will be installed along the access drives to provide pedestrian connectivity to Bell Road and Old Hickory Boulevard. An eight foot wide sidewalk and a six foot wide planting strip shall be installed along Old Hickory Boulevard and along Bell Road per the Major and Collector Street Plan.

### **ANALYSIS**

The plan is not consistent with the existing policy of District Office Concentration. However, the proposed plan is consistent with the proposed T3 Suburban Neighborhood Center policy. The proposed T3 Suburban Neighborhood Center Policy supports a mixture of commercial and residential uses. This site is located at a prominent corner of Bell Road and Old Hickory Boulevard. The proposed uses will support the existing uses in the area and provides an additional housing option. The proposed development provides for infill development while respecting the conservation policy along the southern portion of the site.



# Metro Planning Commission Meeting of 12/13/18

## FIRE MARSHAL RECOMMENDATION

### Approve with conditions

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

## STORMWATER RECOMMENDATION

### Approve

## WATER SERVICES

### Returned for corrections

- Awaiting submittal of an availability study before the amendment can be reviewed. Once this study has been submitted, the applicant will need to address any issues brought forth. (Capacity fees and/or public/private site utility plans will likely be required in this case.)

## 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.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs (6' grass strip and 8' sidewalk is the MCSP requirement on both streets.)
- See MPW Traffic Engineer comments.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- Developer shall provide adequate parking per code for all land uses. Developer shall construct a RTL on OHB at project access drive.

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
University/College (550)	6.64		31,200 S.F.	813	35	37

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
University/College (550)	6.64		31,200 S.F.	813	35	37

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			1,500 S.F.	96	5	11



## Metro Planning Commission Meeting of 12/13/18

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

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)			67 U	466	33	42

Traffic changes between maximum: **SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+562	+38	+53

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-O district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed SP-MU district: 24 Elementary 13 Middle 10 High**

The proposed SP-MU zoning is anticipated to generate 47 students than what is typically generated under the existing SP-O zoning district. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. Marshall Middle School has been identified as over capacity by the Metro School Board. There is no capacity within the cluster for middle school students. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends deferral to the January 10, 2019, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions subject to approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.

### CONDITIONS (if approved)

1. Permitted land uses shall be limited to a maximum 31,200 square feet of business school/office use, 67 multi-family residential units and a maximum of 1,500 square feet of retail use.
2. To ensure that Bell Road is addressed as the principle frontage, the following architectural standards shall apply to the mixed-use building:
  - A minimum of one entrance shall be provided on the façade fronting Bell Road,
  - A minimum of 40% glazing shall be required on the façade fronting Bell Road.
  - The ground floor of the mixed use building shall have a minimum floor to ceiling height of 14 feet.
  - Articulations or alternating building materials shall be incorporated into the buildings to avoid long uninterrupted wall planes.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.



## Metro Planning Commission Meeting of 12/13/18

4. The final site plan shall label all internal driveways as “Private Driveways” and label public roads as “Public Road”. A note shall be added to the final site plan that the private driveways shall be maintained by the Homeowner’s Association.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district as of the date of the application request or application.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metro Council shall be provided to the Planning Commission prior to or with the final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering, or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permit



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 12/13/18



### **2018SP-059-001**

1605 SEMINARY STREET SP

Map 071-09, Parcel(s) 057, 128

02, Bordeaux -Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Specific Plan 2018SP-059-001</b>
<b>Project Name</b>	<b>1605 Seminary Street SP</b>
<b>Council District</b>	02- Hastings
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale and Associates, applicant; Karen F. Dunlap owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone to permit eight multi-family residential units.**

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan – Residential (SP-R) zoning on property located at 1533 Lock Road and 1605 Seminary Street, at the northeast corner of Lock Road and Seminary Street (0.63 acres), to permit 8 multi-family residential units.

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

**Proposed Zoning**

Specific Plan-Residential (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 one residential building type.

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

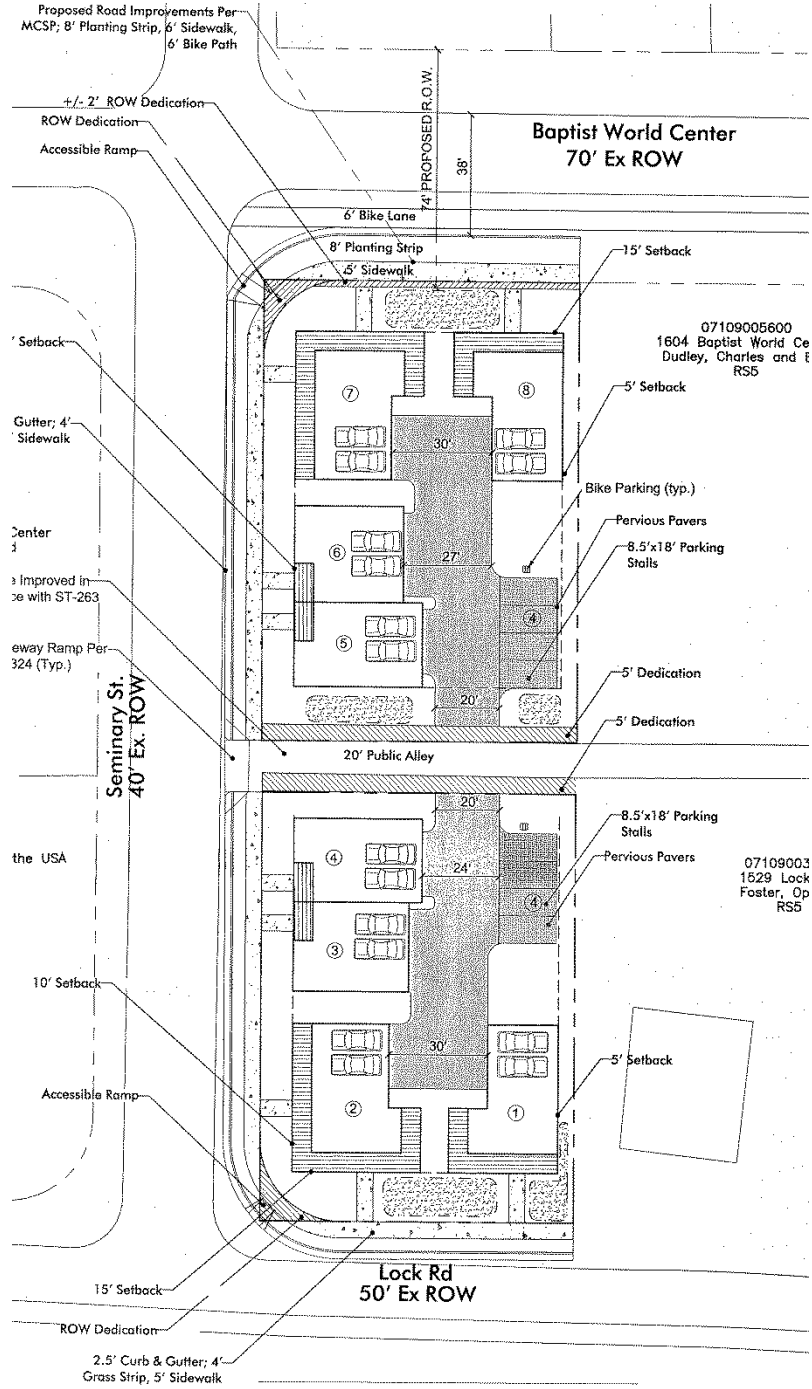
T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. 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.

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan.



# Metro Planning Commission Meeting of 12/13/18



## Proposed Specific Plan





## **Metro Planning Commission Meeting of 12/13/18**

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. The 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.

### **PLAN DETAILS**

The site consists of two parcels totaling 0.63 acres, located along the eastern side of Seminary Street between Baptist World Center Drive and Lock Road. The proposal includes eight multi-family residential units in the form of detached and attached units. Detached units will orient to Baptist World Center Drive and Lock Road. Two-family units will orient to Seminary Street. The proposed residential units have a maximum height of 3 stories within 42 feet as measured to the highest point of the roof.

Vehicular access will be from the improved alley between the parcels. Public alley right-of-way exists between the parcels along Baptist World Center Drive and Lock Road. The proposed plan will construct the public alley between the two parcels. Parking is located behind the residential units in the form of garages or additional on-site parking interior to the site. A type “B” landscape buffer is provided along the eastern property line. Baptist World Center Drive is identified as an arterial boulevard on the Major and Collector Street Plan, and provides MTA transit stops along Baptist World Center Drive. The closest stop is directly across the street from this site.

The plan proposes an eight foot wide grass strip and six foot wide sidewalk along the site frontage on Baptist World Center Drive consistent with Major and Collector Street Plan. A four foot grass strip and a five foot wide sidewalk will be installed along the site frontage on Seminary Street and Lock Road which is constant with the local street standards.

### **ANALYSIS**

This development proposes detached residential units along Baptist World Center Drive and Lock Road. Detached residential units will provide a transition with the existing development pattern along Baptist World Center Drive and Lock Road. The two-family units along Seminary Street provide an additional housing choice in the neighborhood. The Haynes Trinity Small Area plan identifies that this area will see changes when development occurs. The proposed plan allows for an additional housing choice and provides an appropriate transition between existing houses along both Baptist World Center Drive and Lock Road.

The proposed SP is consistent with the T4 Urban Neighborhood Evolving policy at this location. T4 Urban Neighborhood Evolving policy encourages more housing choices, improved pedestrian, bicycle and vehicular connectivity. This proposal introduces increased housing diversity and more housing options where redevelopment and infill are encouraged by the Haynes Trinity Small Area Plan. One of the goals of the Neighborhood Evolving policy is to improve pedestrian and vehicular connectivity, through creation and completion of a street and block network. This plan will construct a portion of a new public alley, which sets up alley connection opportunities for properties east of the site upon future redevelopment.

### **STORMWATER RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 12/13/18

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions.

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary SP only. Applicant may go in a couple directions for sanitary sewer service, and therefore one or both of the following may apply: Public 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 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.
- Submit copy of ROW dedications prior to bldg. permit sign off.
- Submit copy of Private Hauler and HOA documents for solid waste and recycling service prior to bldg. permit sign off.
- Ensure alley alignment is centerline of public alley ROW.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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)	0.63	8.71 D	5 U	67	9	6

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)	0.63		8 U	102	11	9

Traffic changes between maximum: **RS5 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	+35	+2	+3



## Metro Planning Commission Meeting of 12/13/18

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS5 district: 0 Elementary 1 Middle 1 High**

**Projected student generation proposed SP-R district: 0 Elementary 2 Middle 2 High**

The proposed SP zoning district is expected to generate two more students than what is typically generated under the existing RS5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. Each school has been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

The proposed SP is consistent with T4 Urban Neighborhood Evolving policy at this site; therefore, staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to eight multi-family residential units.
2. Revise case number on plan to 2018SP-059-001.
3. A six foot wide sidewalk and an eight foot wide planting strip shall be installed along site frontage on Baptist World Center Drive. Sidewalk improvements consistent with local standards shall be installed along Lock Road and Seminary Street.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 12/13/18



## 2018SP-061-001

725 HART AVENUE TOWNHOMES

Map 082-08, Parcel(s) 242

05, East Nashville

05 (Scott Davis)



**Project No.** Specific Plan 2018SP-061-001  
**Project Name** 725 Hart Avenue Townhomes  
**Council District** 05 – S. Davis  
**School District** 5 – Buggs  
**Requested by** Dewey Engineering, applicant; Roger D. Livingston Jr., owner.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the January 10, 2019, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.*

**APPLICANT REQUEST**

**Rezone to SP to permit three multi-family residential units and owner and not-owner occupied Short Term Rentals (STRP).**

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for property located at 725 Hart Avenue, on the Southeast corner of the intersection of Cleveland Avenue and Hart Avenue, (0.18 acres), to permit up to three multi-family residential units as owner and not-owner occupied short-term rental units.

**Existing Zoning**

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

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

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



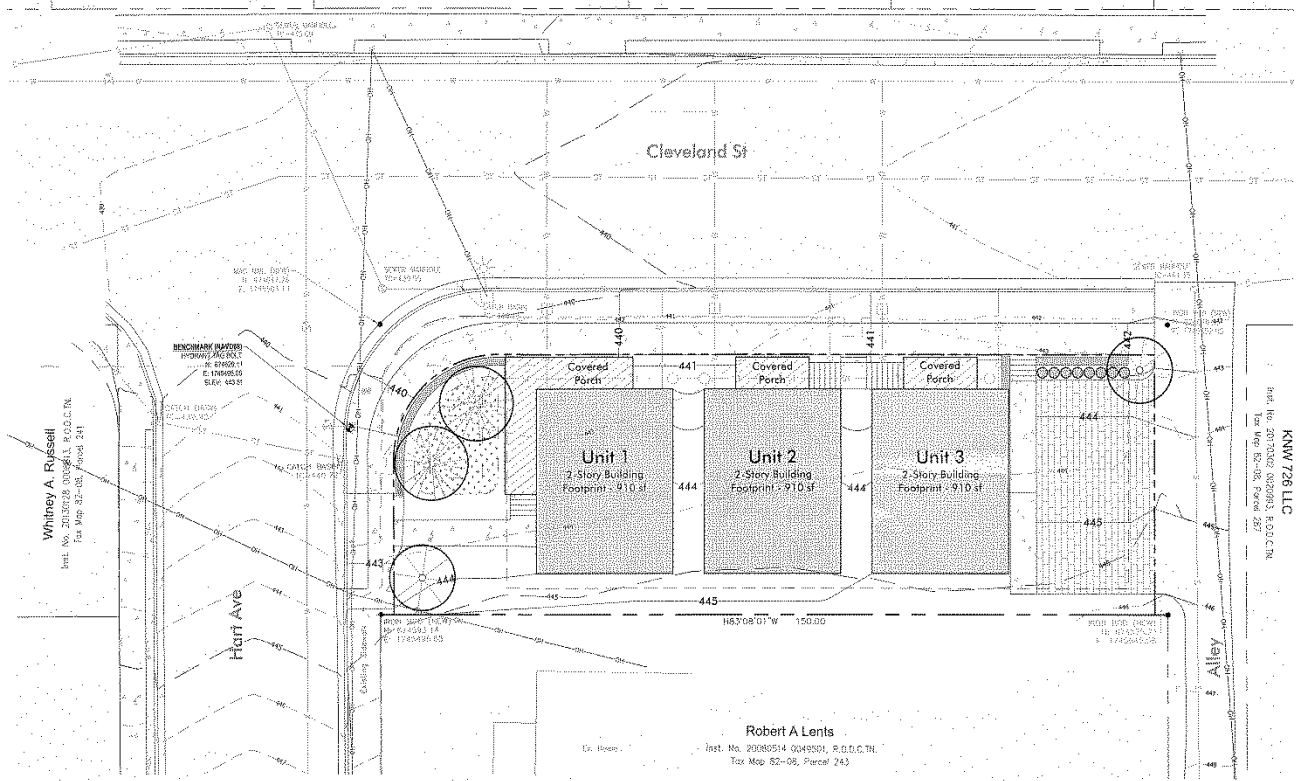
# Metro Planning Commission Meeting of 12/13/18

Flordell Gordon  
Inst. No. 20119824 0065564, R.O.C.T.N.  
Tax Map 82-08, Parcel 242

M. D. H. A.  
Inst. No. 00039247 0026688, R.O.C.T.N.  
Tax Map 82-08, Parcel 134

Jack & Julie Lunn  
Inst. No. 20130506 0045291, R.O.C.T.N.  
Tax Map 82-08, Parcel 135

Rose M. Robinson  
Inst. No. 00012965 0029061, R.O.C.T.N.  
Tax Map 82-08, Parcel 136



**Proposed Site Plan**



## Metro Planning Commission Meeting of 12/13/18

### PLAN DETAILS

The site is located at the southeast quadrant of Cleveland Street and Hart Avenue in the Maxwell Heights neighborhood in East Nashville. It is located approximately 1,000 feet east of Ellington Parkway. It backs up to the service station located at the southwest corner of Cleveland Street and McFerrin Avenue. The properties on the opposite side (north) of Cleveland Street are in the Greenwood Neighborhood Conservation Overlay District. The property is currently vacant. The building site is relatively flat; however, the property sits slightly above Cleveland and Hart.

#### Site Plan

The plan proposes three multi-family residential units and permits both owner and not-owner occupied short term rentals properties. Two units front to Cleveland Street, and the corner unit fronts onto Hart Avenue, and includes a wraparound porch at the corner. The units along Cleveland Street have front porches addressing the street. The plan limits the maximum height to two stories. Units are spaced approximately six feet apart.

Vehicular access is provided from a public alley along the western property line, and parking is located off the alley. The plan calls for a six foot wide sidewalk and six foot wide planting strip along Cleveland and a five foot wide sidewalk and four foot wide planting strip along Hart. Each unit has a direct private sidewalk connection to Cleveland or Hart.

### ANALYSIS

The site is located along Cleveland Street which is classified as a residential collector. McFerrin Avenue, which is located just to the east of the site, is a bus route. The site is also at the edge of the maintenance policy area and adjacent to an Urban Neighborhood Center (T4 NC) policy area. The T4 NM policy supports higher intensity development along corridors and at the edge of center policy areas. The site provides a transition between the existing commercial uses in the T4 NC policy area along McFerrin, and the single-family residential area behind and to the west of the subject site. Given these factors, the proposed multi-family residential use is appropriate in this location. The countywide framework for short term rental properties as adopted by the Metro Council establishes that short term rentals are permissible as an accessory use where multi-family residential is permitted.

In addition to meeting the locational criteria for more intense development within T4 NM policy areas, the project design also fits within the policy criteria. As proposed the plan calls for the units to be detached, which is consistent with the current development pattern. The spacing between the units is six feet, which is consistent with the current separation requirement under the existing RS5 zoning district. Homes are limited to two stories in height which is appropriate given that it is adjacent to a more intense policy area that would permit similar and taller structures with the appropriate design. The proposed maximum height of two stories also provides a transition in height from the more intense policy area to the properties behind and the west of the site which are mostly one to one and a half stories in height.

### FIRE MARSHAL RECOMMENDATION

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 12/13/18

### STORMWATER RECOMMENDATION

#### Returned for corrections

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

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.

### 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.
- Submit copy of ROW dedications prior to bldg. permit sign off.
- Indicate installation of ADA compliant ramp at the intersection.
- Indicate installation of ST-325 ramp at the intersection of the alley with Cleveland St.
- Any driveway access on Hart Ave. to be per ST-322 spec.
- Add note to the plans that there are to be no vertical obstructions (poles, signs, guy wires, etc.) within the sidewalks.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.18	8.71 D	2 U	29	7	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.18		3 U	54	8	5

Traffic changes between maximum: **RS5 and SP-R**

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





## **Metro Planning Commission Meeting of 12/13/18**

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed SP-R zoning district would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood 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 November 2018.

### **STAFF RECOMMENDATION**

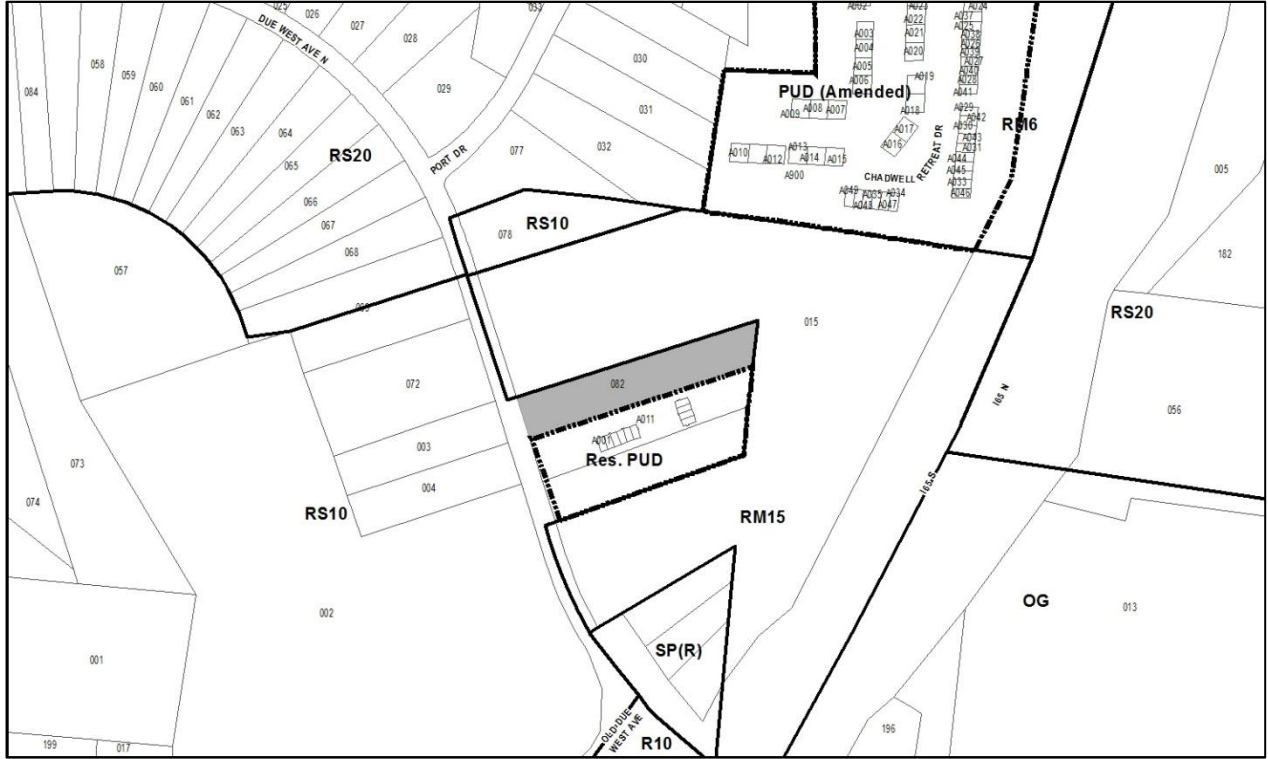
Staff recommends deferral to the January 10, 2019, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS (if approved)**

1. Permitted uses shall be limited three multi-family residential units and owner occupied and not-owner occupied short term rental properties.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. 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.
5. 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.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 12/13/18



**2018SP-072-001**  
**YORKE PLACE SP**  
Map 051-01, Parcel(s) 082  
02, Parkwood-Union Hill  
08 (Nancy VanReece)



<b>Project No.</b>	<b>Specific Plan 2018SP-072-001</b>
<b>Project Name</b>	<b>Yorke Place SP</b>
<b>Council District</b>	08- VanReece
<b>School District</b>	3- Speering
<b>Requested by</b>	Richard Yorke, applicant and owner.

<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone to SP to permit 16 multi-family residential units.**

Preliminary SP

A request to rezone from the Single-Family Residential (RS10) zoning district to the Specific Plan-Residential (SP-R) zoning district for property located at 728 Due West Avenue North, approximately 550 feet south of Port Drive, (1.34 acres), to permit 16 multi-family residential units.

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at an overall density of 4.35 dwelling units per acre. *RS10 would permit a maximum of 5 lots based on acreage only. Application of the subdivision regulations may result in fewer lots.*

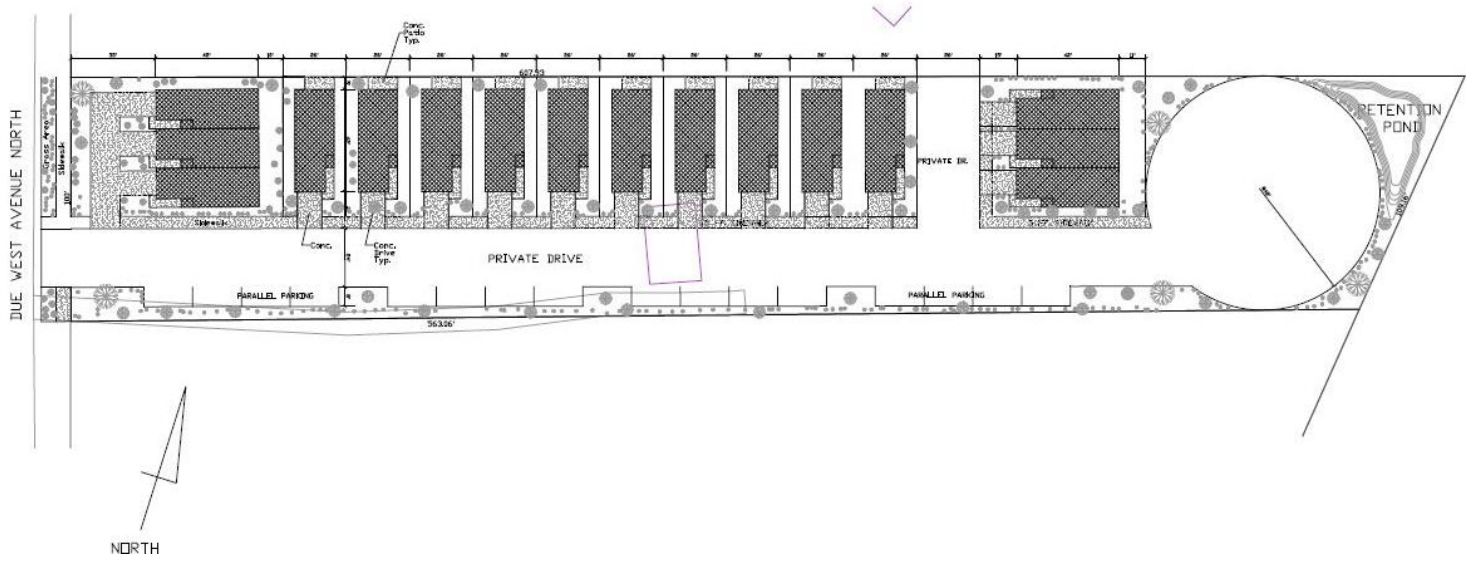
**PARKWOOD-UNION HILL CREEK COMMUNITY PLAN**

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

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



# Metro Planning Commission Meeting of 12/13/18



**Proposed Site Plan**



## **Metro Planning Commission Meeting of 12/13/18**

### **PLAN DETAILS**

The 1.34 acre site is located approximately 550 south of the intersection of Port Drive and Due West Avenue North in the Parkwood-Union Hill Community Plan Area. This is a request for up to 16 multi-family residential units. Proposed buildings have a maximum height of two stories within 35 feet to the highest point of the roof. Site access is from Due West Avenue North through a private drive. Parallel parking is provided along the south side of the private drive. A turnaround area is provided in the rear of the site next to the stormwater mitigation area. Ten detached units orient to the private drive in the interior of the site and three attached units orient to a private drive that provides a stub connection to the adjacent parcel to the north in the rear of the site. This plan provides onsite stormwater mitigation and sidewalk improvements along site frontage on Due West Avenue North consistent with standards of the Major and Collector Street Plan.

### **ANALYSIS**

Existing uses near the site consist of single-family residential, two-family residential and multi-family residential. Multi-family residential is immediately adjacent north of the site. The CO policy applicable to this site identifies a small area of steep slopes located in the center of the site along the north site boundary. The slopes are not part of a broader network of steep slopes. The majority of the property is within T3 Neighborhood Evolving policy. The proposed SP provides for additional diversity of housing within the area and will improve pedestrian connectivity within the immediate area by strengthening the existing sidewalk network through installation of new sidewalks along site frontage on Due West Avenue North.

The proposal achieves goals of the T3 Neighborhood Evolving policy, including improved pedestrian connectivity and additional diversity of housing. This SP is consistent with the T3 Suburban Neighborhood Evolving and Conservation policies at this location.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public sewer construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. 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.



## Metro Planning Commission Meeting of 12/13/18

- Provide a response letter stating how the comments were addressed and specifically where in the plans they were addressed by providing page numbers and note numbers.
- Show on the plan a ST-324 driveway ramp from Due West Ave. North.
- Submit copy of private hauler agreement and recorded HOA documents that establish private hauler solid waste and recycling pickup prior to bldg. permit.
- Prior to Bldg. Permit, submit recorded cross access easement, if connecting to property to the north.
- Additional comments may follow with the final sp with a more detailed site layout plan.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.34	4.35 D	5 U	67	9	6

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)	1.34		16 U	111	8	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+11 U	+44	-1	+4

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-R district: 11 Elementary 6 Middle 6 High**

The proposed SP-R zoning is expected to generate 20 more students than the existing RS10 zoning district. Students would attend Chadwell Elementary School, Gra-Mar Middle School, and Maplewood High School. Each school has been identified as having capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 16 multi-family residential units.
2. Attached units fronting Due West Avenue North shall have rear loaded access only via a shared private drive. The front of the units shall face Due West Avenue North.



## Metro Planning Commission Meeting of 12/13/18

3. Private sidewalks shall have a minimum width of 5 feet.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal drives as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
6. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A zoning district as of the date of the applicable request or application.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 12/13/18



**2018SP-076-001**  
2138 18<sup>th</sup> AVENUE NORTH SP  
Map 081-03, Parcel(s) 087  
08, North Nashville  
02 (DeCosta Hastings)





<b>Project No.</b>	<b>Specific Plan 2018SP-076-001</b>
<b>Project Name</b>	<b>2138 18<sup>th</sup> Avenue North SP</b>
<b>Council District</b>	02- Hastings
<b>School District</b>	1- Gentry
<b>Requested by</b>	Maria Patton, applicant and owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Defer to the January 10, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

Rezone to SP to permit a 10 multi-family residential units.

Preliminary SP

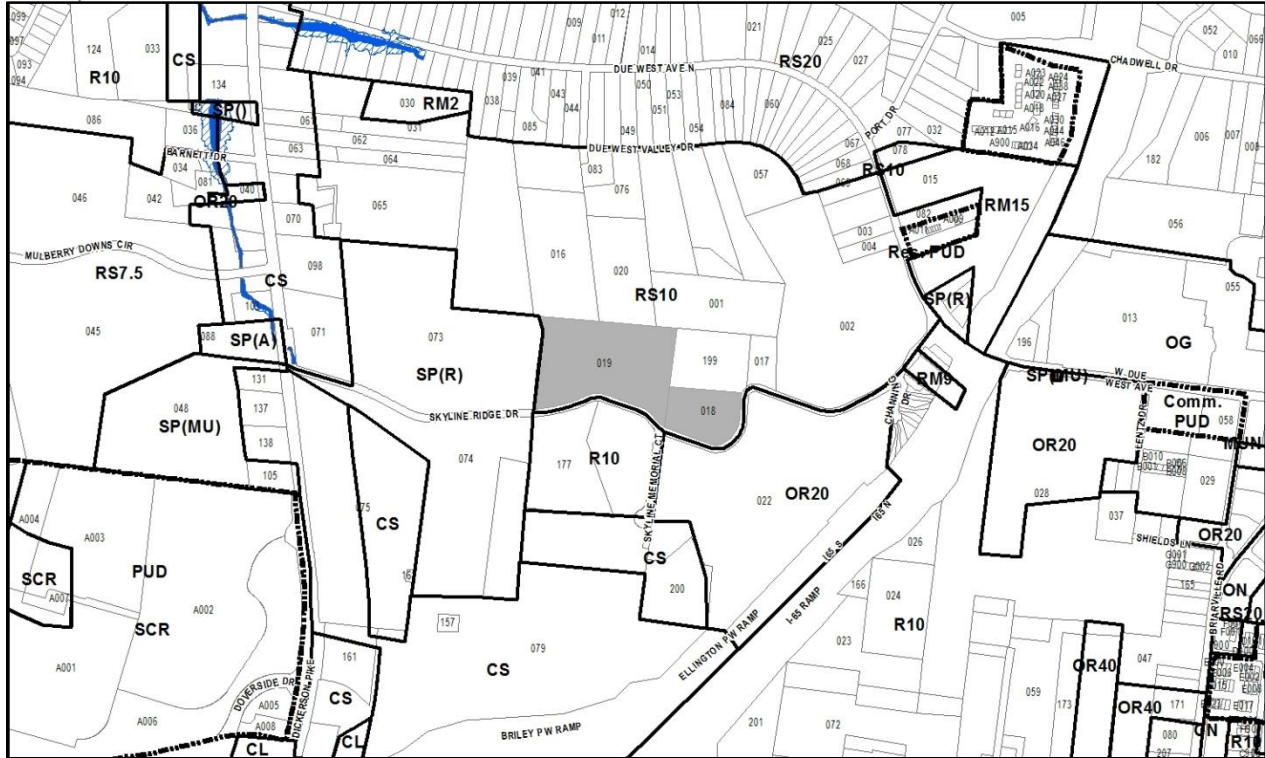
A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for property located at 2138 18th Avenue North, approximately 60 feet north of Pecan Street, (0.59 acres), to permit up to ten multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 10, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



## 2018SP-083-001

THE 808 AT SKYLINE RIDGE SP

Map 051, Parcel(s) 018-019

02, Parkwood-Union Hill

08 (Nancy VanReece)



<b>Project No.</b>	<b>Specific Plan 2018SP-083-001</b>
<b>Project Name</b>	<b>The 808 at Skyline Ridge SP</b>
<b>Council District</b>	08- VanReece
<b>School District</b>	3- Speering
<b>Requested by</b>	Catalyst Design, applicant; Mckay, Timothy J. and Melissa P., and Sherrod, John R., III owners.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Defer to the January 10, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

Rezone to SP to permit a 214 multi-family residential units and 2,500 square feet of a non-residential use.

Preliminary SP

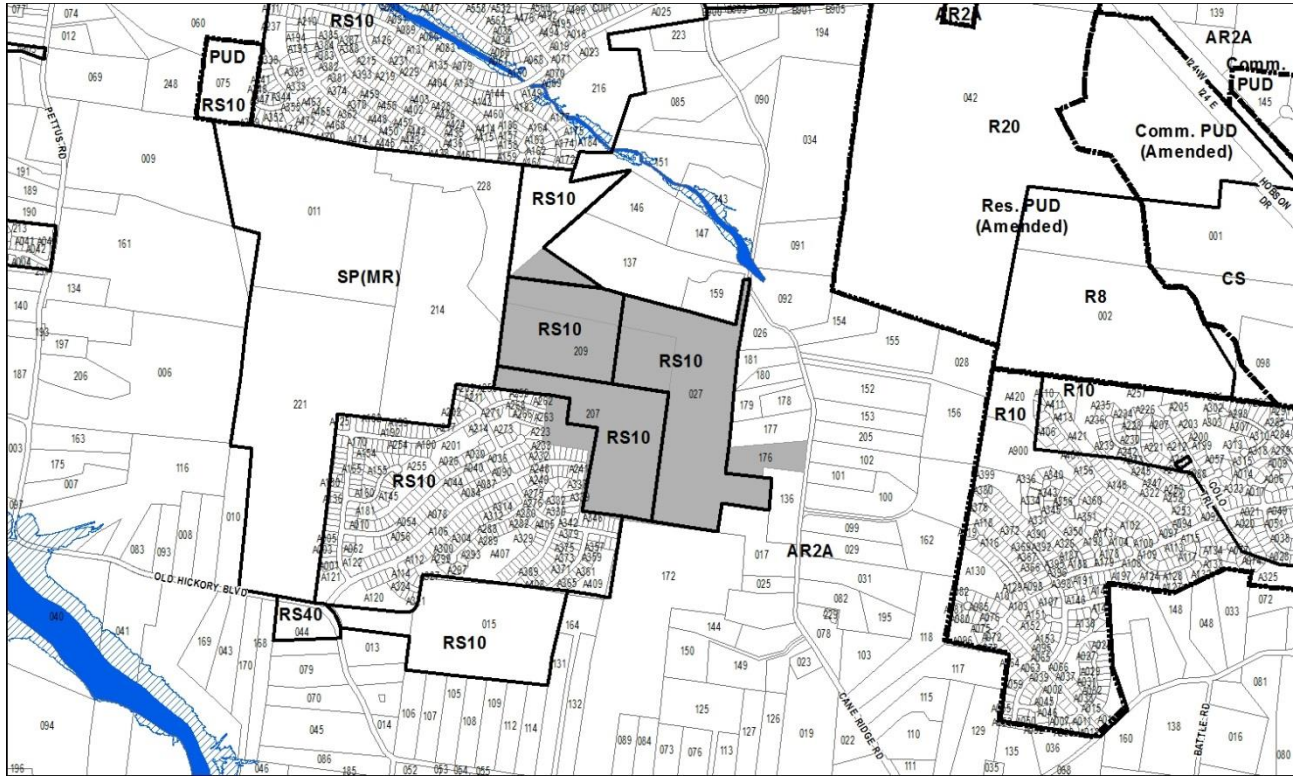
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 808 and 820 Skyline Ridge Drive, north of the terminus of Skyline Memorial Court (14.75 acres), to permit 214 multi-family residential units and 2,500 square feet of a non-residential use.

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 10, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



**2018S-188-001**

**THE PARKS AT CANE RIDGE**

Map 182, Parcel(s) 27, 176, 207, 209

12, Southeast

31 (Fabian Bedne)



<b>Project No.</b>	<b>Concept Plan 2018S-188-001</b>
<b>Project Name</b>	<b>The Parks at Cane Ridge</b>
<b>Council District</b>	31 – Bedne
<b>School District</b>	6 – Bush
<b>Requested by</b>	Dale and Associates, applicant; Cane Ridge Tennessee, LLC., owner.
<b>Staff Reviewer</b>	Swaggart.
<b>Staff Recommendation</b>	<i>Approve with conditions, including a variance from Section 3-4.4.a.</i>

**APPLICANT REQUEST**

**Concept plan approval to create 269 single-family lots.**

Concept Plan

A request for concept plan approval to create 269 lots on properties located at 5905 Cane Ridge Road and Cane Ridge Road (unnumbered), approximately 3230 feet north of Old Hickory Boulevard, zoned Single-Family Residential (RS10) (104.03 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 453 residential lots.*

**PLAN DETAILS**

The site is approximately 104 acres in size and, is located in the Antioch area on the west side of Cane Ridge Road. It is adjacent to Old Hickory Hills to the south and west, and Cane Ridge Farms is located to the north. The site is densely wooded, and the terrain on the site is hilly, with the center of the site being the highest point. While the site contains pockets of slope at fifteen percent or greater, records do not indicate any slopes in excess of twenty-five percent. Environmental constraints include a stream as well as possible sink holes and wetlands.

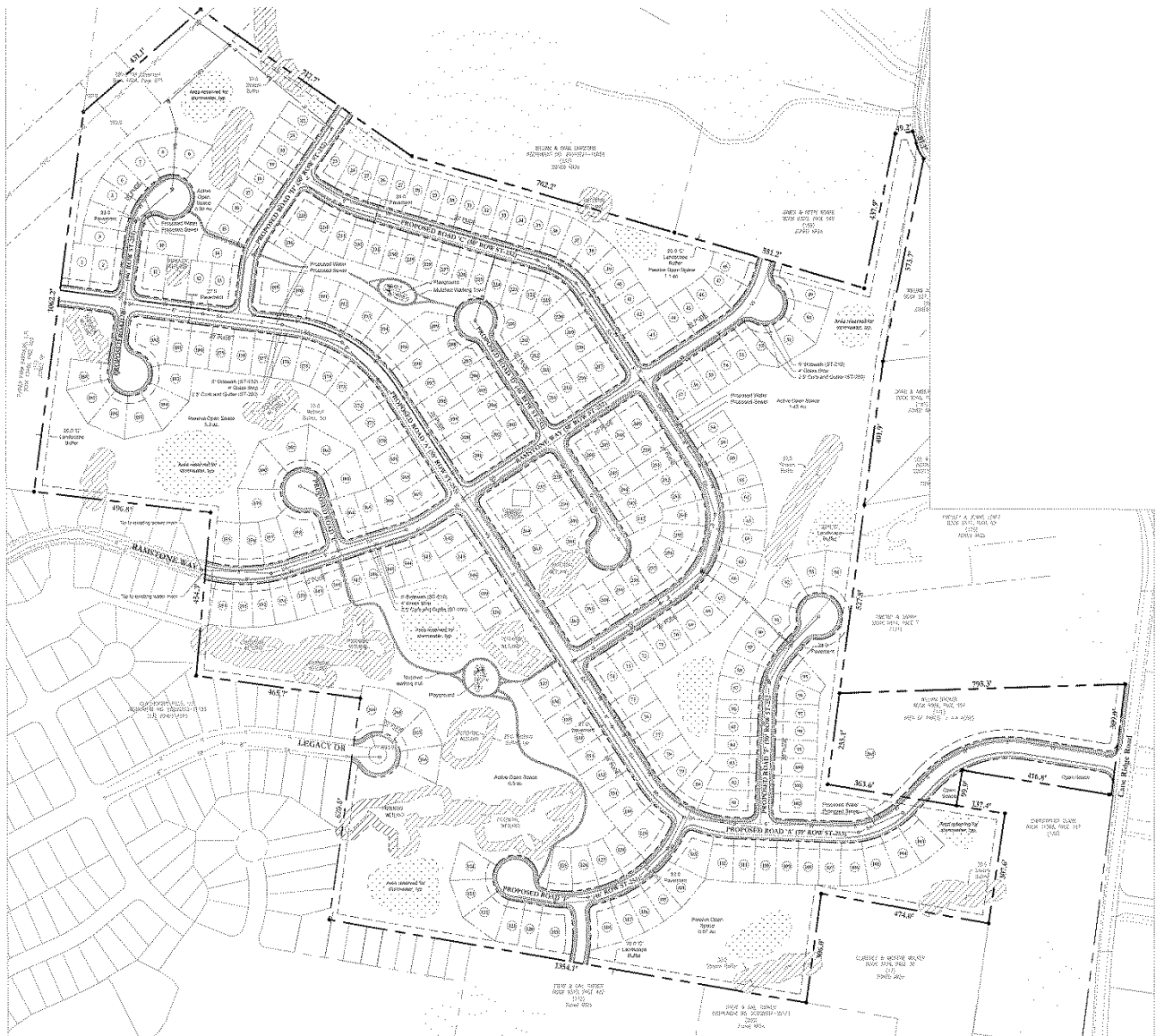
Site Plan

The plan proposes 269 single-family residential cluster lots. As proposed the density is approximately 2.5 dwelling units per acre. Lots range in size from approximately 5,200 square feet to 11,000 square feet.

Access to the site is proposed from Cane Ridge Road to the east and the continuation of Ramstone Way from the west. All proposed lots are accessed by new public streets. The plan proposes four future street connections to adjacent undeveloped properties to the north, south and west including a future collector that runs from east to west to Cane Ridge Road. The plan calls for a five foot wide sidewalk and a four foot wide grass strip along both sides of all new streets. The plan calls for a five foot wide sidewalk and four foot planting strip along Cane Ridge Road. The plan also identifies pedestrian pathways throughout the site.



# Metro Planning Commission Meeting of 12/13/18



**Proposed Concept Plan**



## **Metro Planning Commission Meeting of 12/13/18**

Out of the approximately 104 acre site, approximately 46 acres (45%) is designated as open space. Out of the approximately 46 acres of open space, approximately 2.7 acres is identified as active. The remaining areas designated as open space include areas for stormwater facilities, buffer yards as well as areas with environmentally sensitive features.

### **ANALYSIS**

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space and the preservation of natural features in Single-Family (RS) and One and Two-Family (R) zoning districts. To permit creative design necessary to meet the premise of the cluster lot option, residential lots are allowed to contain less land area than what is normally required by the base zoning district when certain standards are met. The minimum lot area within a cluster lot subdivision may be reduced down to a minimum of two smaller base zone districts. The proposed plan reduces the minimum lot area by two zone district to 5,000 square feet (RS5).

As proposed, the plan meets all standards in the Zoning Code for the cluster lot option. It also provides for the planned collector of the Major and Collector Street Plan (MCSP), connects to an existing street, and provides for future public street connections to adjacent properties that are currently undeveloped. It is important to note that the plan does not connect to Legacy Drive to the west. Instead, the plan proposes a permanent cul-de-sac. This is due to possible wetlands that would prohibit the connection. A condition of staff's recommendation of approval is that the connection be made if it is determined later that there are no wetlands or other environmental constraints that would prevent the connection.

The sidewalks identified on the proposed collector street and along Cane Ridge Road are not consistent with the MCSP. The MCSP calls for a six foot wide sidewalk and six foot wide planting strip along the future collector, and an eight foot wide sidewalk and six foot wide planting strip along Cane Ridge Road. A condition of staff's recommendation of approval is that the sidewalk and planting strip along the proposed collector and Cane Ridge Road meet the MCSP.

### **VARIANCE REQUEST**

This application includes a variance request from Section 3-4.4.a, of the Subdivision Regulations. This section pertains to driveways for residential lots from arterial and collector streets. It is intended to limit the number of curb cuts on high traffic roadways in order to maintain traffic flow and reduce conflict points between moving traffic and cars entering and exiting driveways. The section reads as follows:

Access for Attached and Detached Single Family Lots. Where driveway access for attached and detached single family lots is permitted from arterial or collector streets, lots shall be served by combined driveways (usually one driveway entrance shared by two lots), or by a private access drive serving more than two lots (if necessary shared maintenance arrangements shall be incorporated into the subdivision deeds) in order to limit driveway entrances and potential traffic hazards. A note shall be added to the plat that the platted joint access easement(s) shall be the only locations where access shall be permitted.

This section of the regulations requires that all of the lots fronting the proposed collector provide some form of coordinated access.



## Metro Planning Commission Meeting of 12/13/18

This can be in the form of shared driveways or rear access from a private or public alleyway. The proposed plan does not include any form of coordinated access along the proposed collector with each lot having its own driveway.

Section 1-11 of the Subdivision Regulations specifies the requirements for granting a variance. The section reads as follows:

1. *General.* If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance from these regulations may be granted, provided that such variance shall not have the effect of nullifying the intent and purpose of these regulations. The Planning Commission shall make findings based upon the evidence presented to it in each specific case that:
  - a. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
  - b. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
  - c. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
  - d. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).
2. *Procedures.* A petition for any such variance shall be submitted in writing by the applicant along with the initial filing of the concept plan. The petition shall state fully the grounds for the application and all of the facts upon which the petitioner is relying.
3. *Conditions.* In approving variances, the Planning Commission may impose such conditions as in its judgment, shall secure substantially the objectives, standards, and requirements of these regulations.
4. *Additional Findings.* Certain Sections of the regulations may require additional findings to be made by the Planning Commission in order to permit variances.

Due to topographic conditions staff finds that the requested variance meets the minimum requirements for granting the variance consistent with Section 1-11 of the Subdivision Regulations. As stated previously, the terrain on the site is hilly. The slopes on the site create a situation where homes along the proposed collector will be at different elevations. This makes shared drives infeasible. In this case, the specific site condition on the site creates a hardship and not a mere inconvenience if the strict letter of these regulations were carried out. While other sites in the county may have similar conditions, specific site conditions are different for all sites. Any recommendations for similar variance requests for future projects will be based on that project's site conditions. Furthermore, the requested variance does not conflict with the General Plan. A condition of staff's recommendation pertaining to the variance is that all lots along the collector have a minimum lot width of sixty feet. This will provide for the ability to permit a greater separation between driveways.





## **Metro Planning Commission Meeting of 12/13/18**

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Developer shall construct the project access on Cane Ridge Road with the first phase of the final subdivision plans to include one entering lane and two exiting lanes, striped as separate left and right turn lanes for exiting motorists. Each of these turn lanes should include at least 50 feet of storage with transition per AASHTO standards.
- Developer shall dedicate ROW along the Parks at Cane Ridge project frontage per the Major & Collector Street Plan standards at a minimum.
- The internal roads of the Parks at Cane Ridge subdivision shall be constructed prior to the connection to Ramstone Way.
- Developer shall construct a northbound left turn lane on Cane Ridge Road at the project access. The left turn lane should be designed and constructed according to AASHTO standards. The proposed connection at Cane Ridge Rd shall be located to provide maximum LTL storage and transitions per AASHTO standards while maintaining adequate sight distance.
- Developer shall contribute \$250/lot and based on the lot count provided in the approved concept plan. These funds are to be used for transportation improvements in the vicinity of the project including but not limited to the intersection of Old Hickory Blvd. and Burkitt Road, the intersection of Old Hickory Blvd. and Cane Ridge Road, or to improvements along Cane Ridge Road itself. The total contribution shall be made upon platting of the 100th lot.
- Developer shall provide adequate sight distance at access roads. For a speed of 40 mph, the minimum stopping sight distance is 305 feet. 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 Cane Ridge Road.
- Developer shall identify traffic control and pavement markings for subdivision streets.

### **WATER SERVICES**

#### **Approve with conditions**

- Approved as a Concept Plan only. Public water and sanitary sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans.  
Any required capacity must be reserved and any associated fees must also be paid prior to Final Site/Development Plan approval. There are current water capacity issues in the area.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions, including a variance from Section 3-4.4.a.



## Metro Planning Commission Meeting of 12/13/18

### CONDITIONS

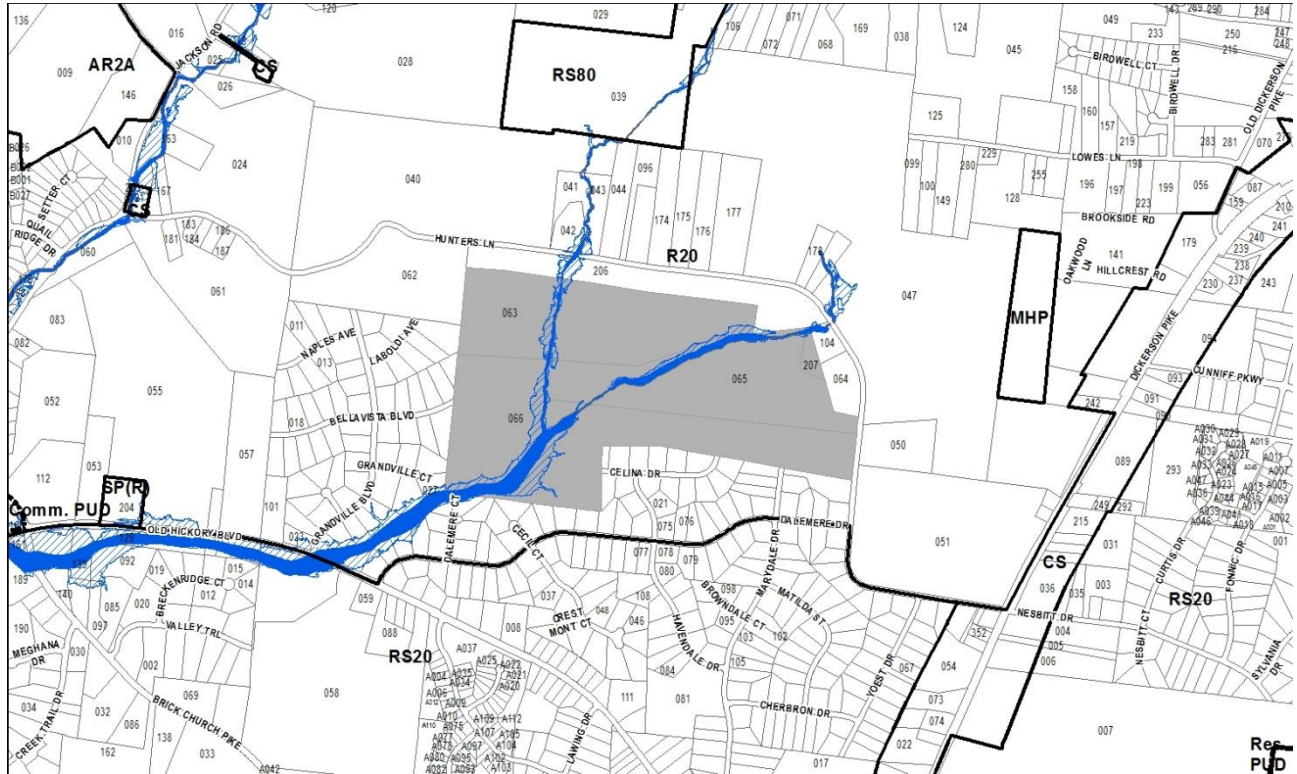
1. If it is determined that wetlands or other environmentally sensitive lands would not prevent a public roadway connection to Legacy Drive, then the connection shall be made and shown on the development plan.
2. A six foot wide sidewalk and six foot wide planting strip shall be provided along both sides of the proposed collector identified on the plan as Road A.
3. Right-of-Way dedication, sidewalk width and planting strip width consistent with the Major and Collector Street Plan shall be provided along Cane Ridge Road.
4. The minimum lot width for lots fronting onto the proposed collector (Road A) shall be sixty feet.
5. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
6. Comply with all conditions and requirements of Metro agencies.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



**2018S-204-001**

**HUNTERS RUN**

Map 032, Parcel(s) 063, 065-066, 207

02, Parkwood-Union Hill

03 (Brenda Haywood)



<b>Project No.</b>	<b>Concept Plan 2018S-204-001</b>
<b>Project Name</b>	<b>Hunters Run</b>
<b>Council District</b>	3 – Haywood
<b>School District</b>	3 - Speering
<b>Requested by</b>	Ragan-Smith and Associates, applicant; The Galbreath Family Gen. Partnership and P.J. Dunn, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Defer to the January 10, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Create 237 residential cluster lots.**

Concept Plan

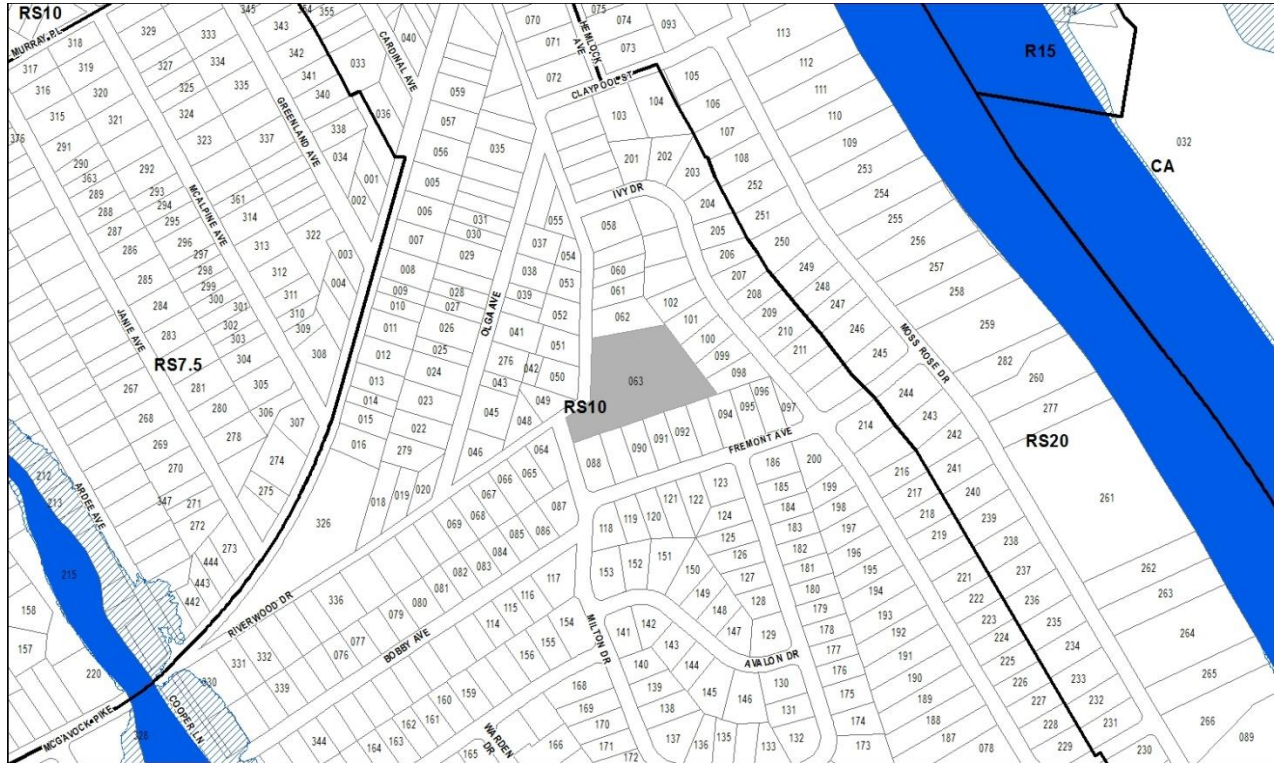
A request for concept plan approval to create 237 cluster lots on properties located at 1269 Hunters Lane and Hunters Lane (unnumbered), approximately 440 feet north of Dalemere Drive, zoned One and Two-Family Residential (R20) (149.45 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 10, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



**2018S-206-001**

1807 RIVERWOOD DRIVE

Map 073-01, Parcel(s) 063

05, East Nashville

07 (Anthony Davis)



<b>Project No.</b>	<b>Final Plat 2018S-206-001</b>
<b>Project Name</b>	<b>1807 Riverwood Drive</b>
<b>Council District</b>	07 - Davis
<b>School District</b>	1 - Gentry
<b>Requested by</b>	OHM Advisors, applicant; Brandon Sims, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Request for final plat approval to create three lots.**

Final Plat

A request for final plat approval to create three lots on property located at 1807 Riverwood Drive, at the northeast corner of Milton Drive and Riverwood Drive, zoned Single-Family Residential (RS10) (2.58 acres).

**Existing Zoning**

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

**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.

**PLAN DETAILS**

This request is for final plat approval to create three lots on property located at the southeast corner of Milton Drive and Riverwood Drive. The site contains two residential structures and one accessory structure; the accessory structure will be demolished if this plat is approved.

**ANALYSIS**

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

Zoning Code

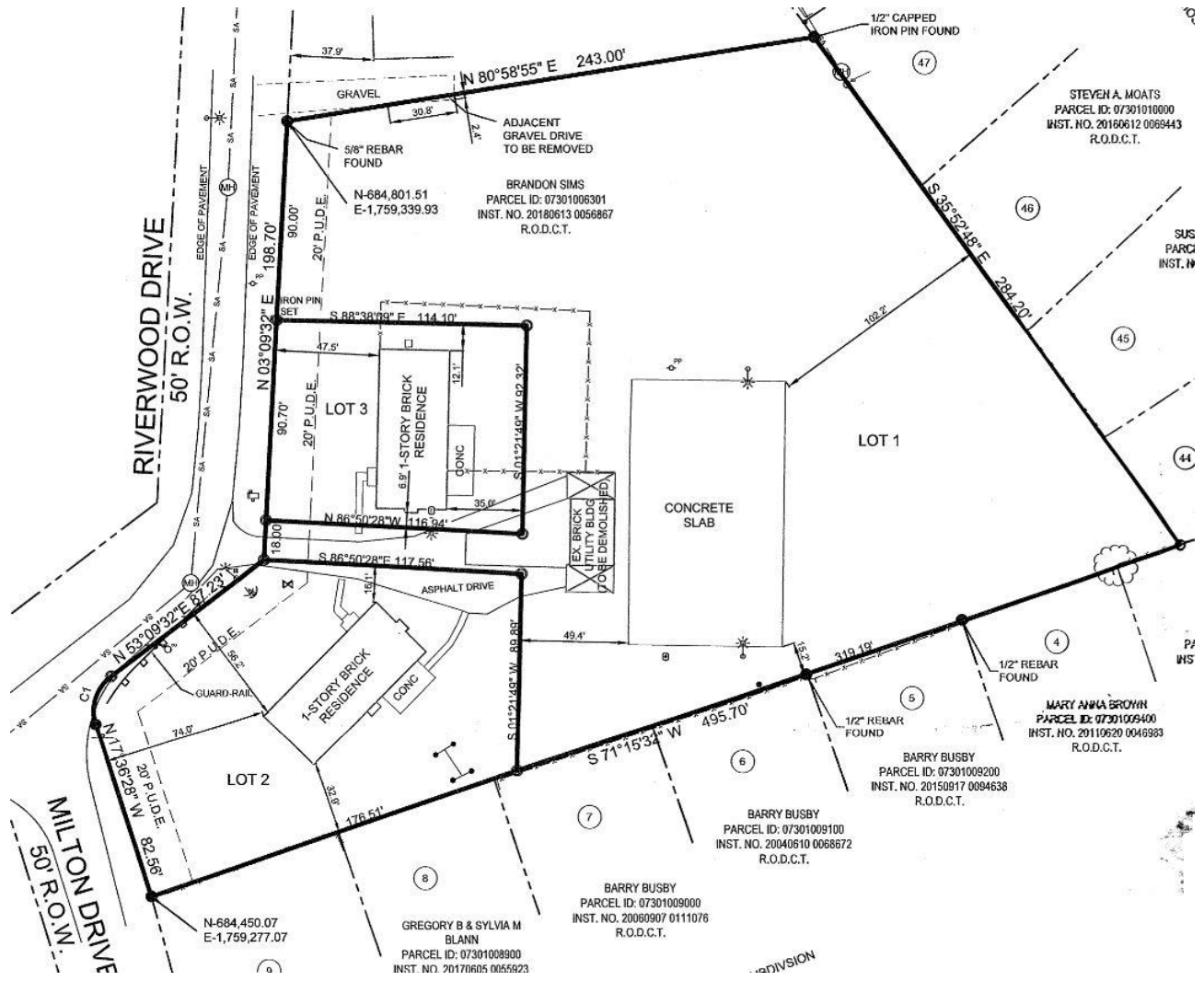
The proposed lots meet the minimum standards of the RS10 zoning district.

Street Frontage

Each lot as proposed contains frontage on a public street, Riverwood Drive.



# Metro Planning Commission Meeting of 12/13/18



**Proposed Subdivision**





## Metro Planning Commission Meeting of 12/13/18

### Community Character

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

1. Lot frontage analysis: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. Along Riverwood Drive, newly created lots must have frontage at least equal to 60 feet. Proposed Lot 1 has 108 feet of frontage. Proposed Lot 2 has 87.23 feet of frontage along Riverwood Drive. Lot 3 has 90.70 feet of frontage. All three lots meet compatibility requirements for frontage.

<b>Lot 1 Frontage</b>	
Proposed Frontage	108.26
<b>Minimum Frontage</b>	<b>60 ft.</b>
70% Average	56.14

<b>Lot 2 Frontage</b>	
Proposed Frontage	87.23
<b>Minimum Frontage</b>	<b>60 ft.</b>
70% Average	56.14

<b>Lot 3 Frontage</b>	
Proposed Frontage	90.70
<b>Minimum Frontage</b>	<b>60 ft.</b>
70% Average	56.14

2. Lot area analysis: The proposed lots must have a total area either equal to or greater than 70% of the average area of surrounding parcels or equal to or greater than the surrounding lot with the least amount of area, whichever is greater. Along Riverwood Drive, the proposed lots must be equal to or greater than approximately 10,416 square feet. Proposed Lot 1 is 76,688 square feet. Proposed Lot 2 is 21,196 square feet, Lot 3 is 10,687 square feet. All three lots meet compatibility for area.

<b>Lot 1 Size</b>	
Proposed Size	76,688 sq. f.t
<b>Minimum Size</b>	<b>10,172 sq. ft.</b>
70% Average	10,416

<b>Lot 2 Size</b>	
Proposed Size	21,196 sq. ft.
<b>Minimum Size</b>	<b>10,172 sq. ft.</b>
70% Average	10,416

<b>Lot 3 Size</b>	
Proposed Size	10,687 sq. ft.
<b>Minimum Size</b>	<b>10,172 sq. ft.</b>
70% Average	10,416



## **Metro Planning Commission Meeting of 12/13/18**

3. Street setbacks: Future structures would have to comply with setbacks as established by Metro Zoning Code.

4. Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels. Lots 1, 2, and 3 front Riverwood Drive and are consistent with the surrounding parcels.

### Agency Review

All review agencies have recommended approval.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Sanitary sewer capacity must be reserved for lot 1 prior to issuance of building permit. Water provided to this development by the Madison Suburban Utility District.

### **Madison Suburban Utility District**

#### **Approved**

### **STAFF RECOMMENDATION**

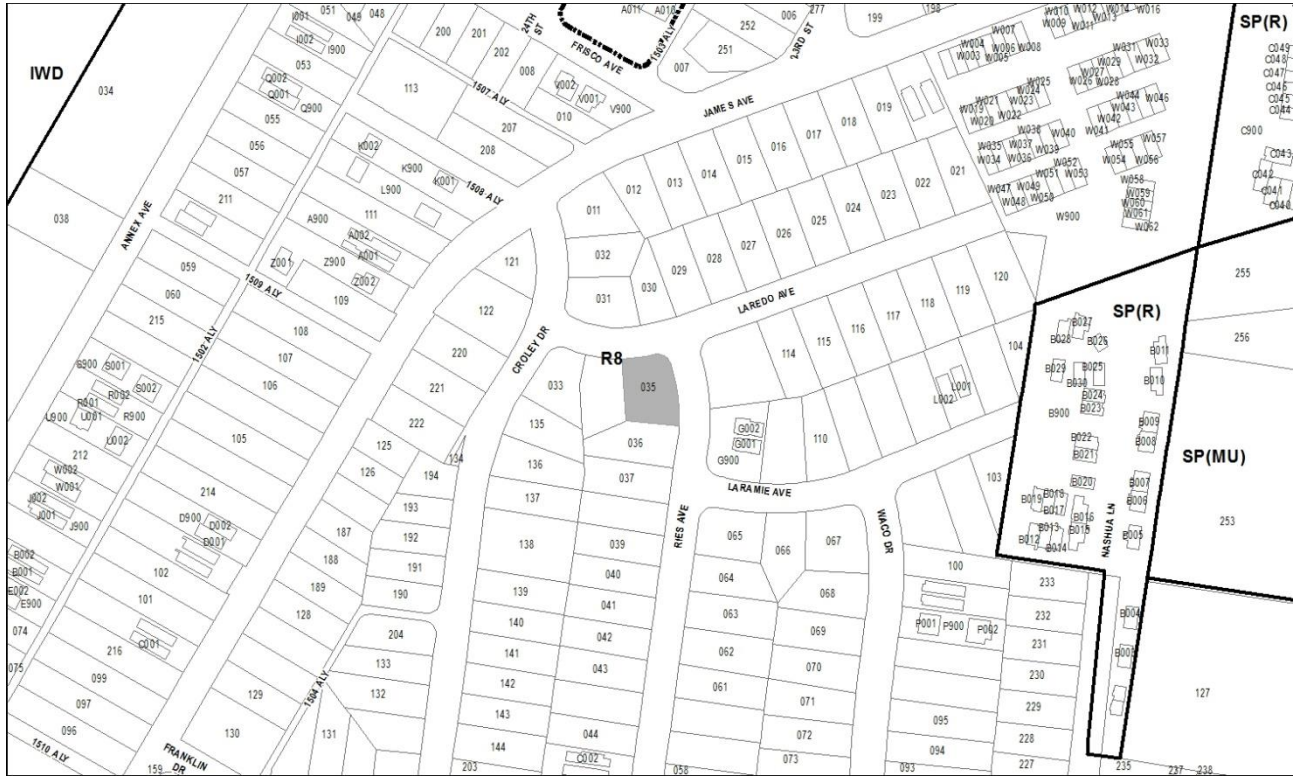
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



**2018S-210-001**

**MOSSWOOD LOT 57 SUBDIVISION AMENDMENT**

Map 091-05, Parcel(s) 035

07, West Nashville

20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Subdivision Plat Amendment 2018S-210-001</b>
<b>Project Name</b>	<b>Mosswood Lot 57 Subdivision Amendment</b>
<b>Council District</b>	20 - Roberts
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Dale & Associates, applicant; Edward Michaels, IV, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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**APPLICANT REQUEST**

**Amend subdivision plat to amend the platted setbacks.**

Subdivision Amendment

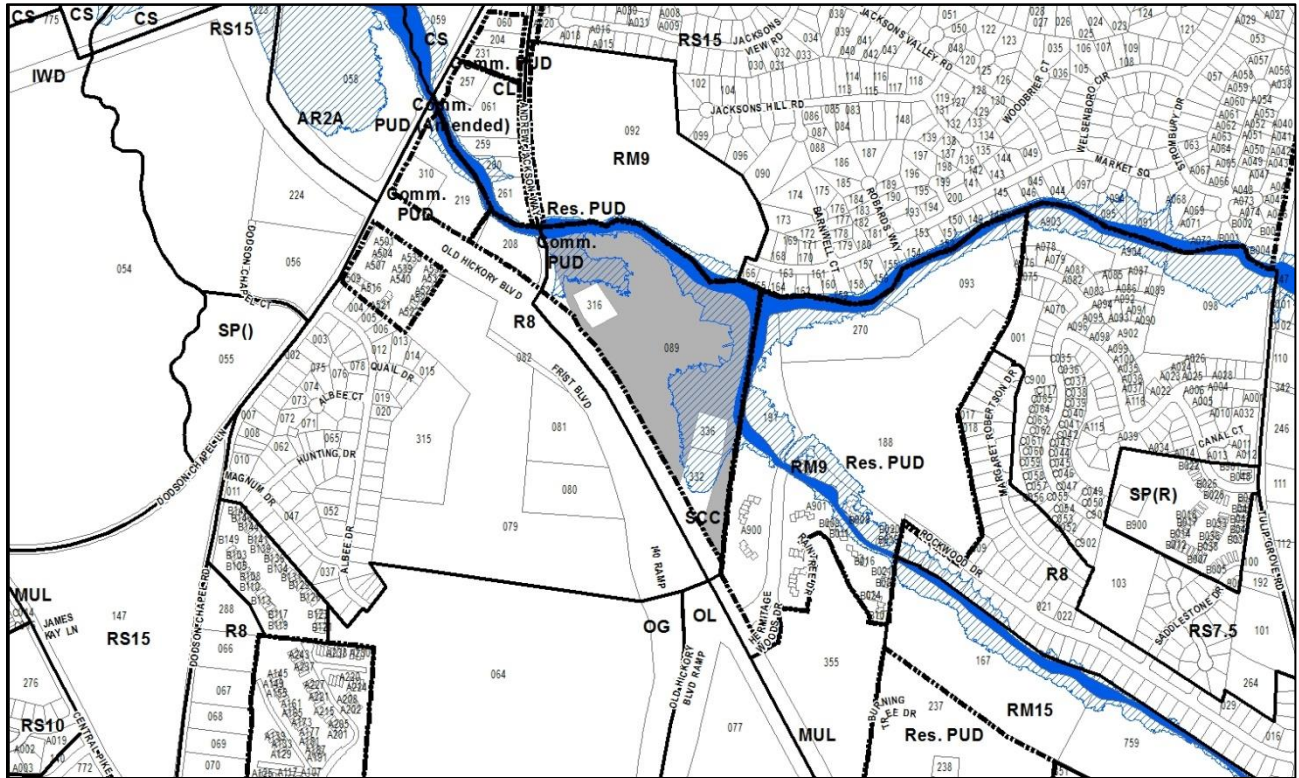
A request to amend the previously platted setbacks on property located at 715 Ries Avenue, at the southwest corner of Laredo Avenue and Ries Avenue, zoned One and Two-Family Residential (R8) (0.21 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 12/13/18



**60-86P-003**

**NORTH LAKE VILLAGE (REVISION AND FINAL)**

Map 086, Parcel(s) 089

14, Donelson - Hermitage

12 (Steve Glover)



<b>Project No.</b>	<b>Planned Unit Development 60-86P-003</b>
<b>Project Name</b>	<b>Northlake Village (Revision and Final)</b>
<b>Council District</b>	12 - Glover
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Perry Engineering LLC, applicant; North Lake Village Shopping Center, LLC, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

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

Revise PUD

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District on a portion of the property located at 5502 Old Hickory Boulevard, approximately 240 feet southeast of Andrew Jackson Parkway, zoned Shopping Center Regional (SCR) (19.05 acres), to permit a fuel center.

**Existing Zoning**

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

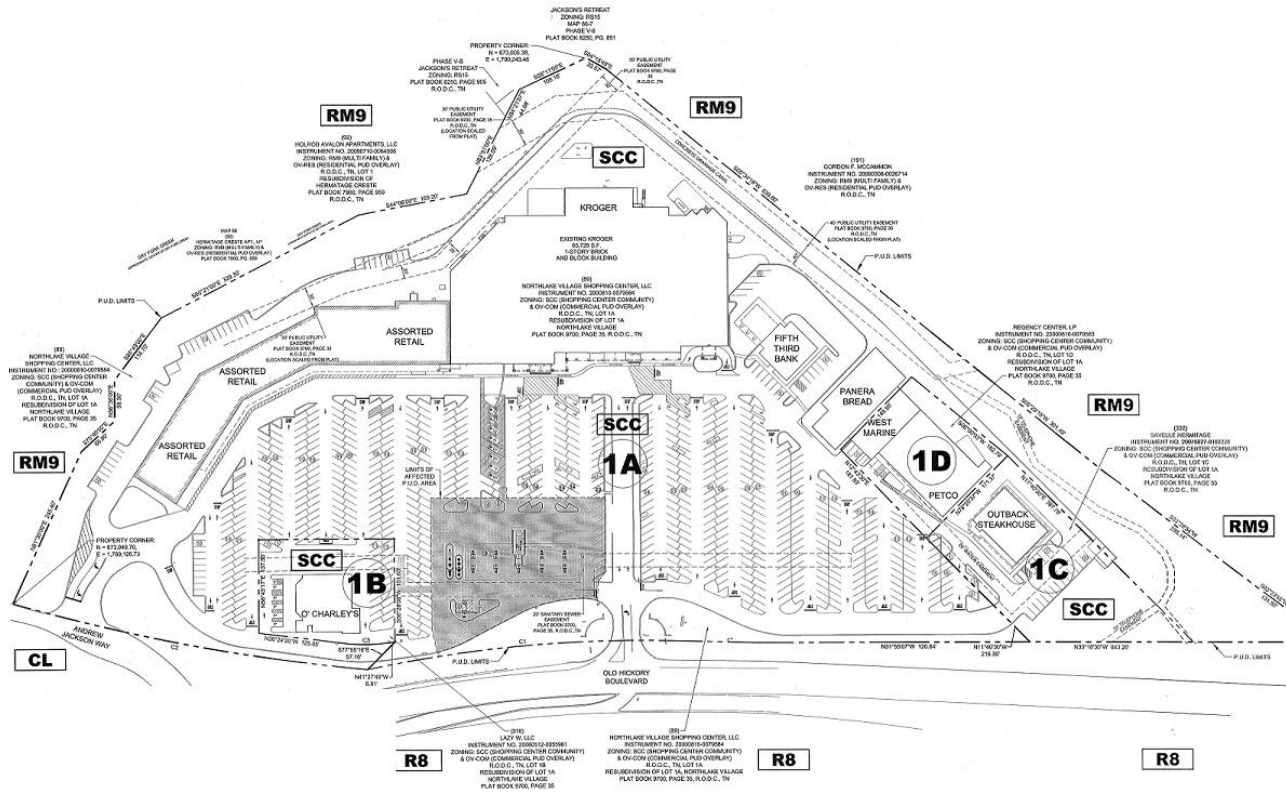
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provisions 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 provisions of essential utilities and streets.

**PLAN DETAILS**

The Northlake Village PUD was originally approved by Metro Council in 1986 for a total of 212,000 square feet of floor area. The PUD has since been revised numerous times. The most recent revision, in 2010, permitted the addition of an online grocery pick-up area. This revision did not contain any additional building square footage. To date, a total of 175,573 square feet of retail and restaurant uses have been constructed. The fuel center kiosk, which proposes 233 additional square feet, would bring the total constructed floor area to 175,806 square feet. While the current proposal increases the total retail area, it does not exceed the Council approved total floor area of the PUD.



# Metro Planning Commission Meeting of 12/13/18



Proposed Site Plan





## Metro Planning Commission Meeting of 12/13/18

### Site Plan

The property located at 5502 Old Hickory Boulevard, approximately 240 feet southeast of Andrew Jackson Parkway north of Interstate 40. The plan proposes to add a fuel center with 9 pump stations and a 233 square-foot kiosk. The site of the fuel center is currently occupied by surface parking. Access to the site is provided by two existing connections, one to Old Hickory Boulevard and a second to Andrew Jackson Parkway.

### **ANALYSIS**

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
  - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
  - b. The boundary of the planned unit development overlay district is not expanded;
  - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
  - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
  - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
  - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
  - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
  - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
  - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.



## **Metro Planning Commission Meeting of 12/13/18**

- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

The North Lake Village PUD was last revised in 2010 and the proposed square footage does not increase the total floor area of the PUD beyond the total square footage approved by Council. Staff finds that the request does not meet the threshold for Metro Council concurrence and may be approved by the Planning Commission as a revision to the PUD.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire Code issues for the structures will be addressed at permit application review.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

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

- Northlake Village Drive at Old Hickory Boulevard
  - For the NB approach, install Stop sign with "CROSS TRAFFIC DOES NOT STOP" W4-4P warning sign.



## Metro Planning Commission Meeting of 12/13/18

- Recommended pavement markings
  - Install 50' of Single Solid White Line (SSWL)
  - Install 50' of Double Solid Yellow Line (DSWL)
  - Install Left Turn Arrow Marking
- For the SB approach, replace existing wooden stop sign with retroreflective aluminum stop sign. Install "CROSS TRAFFIC DOES NOT STOP" W4-4P warning sign.
- Northlake Village Drive at Andrew Jackson Way
  - Install channelized pavement marking to help define traffic lanes and rear access drive.
- Recommended improvements for the WB approach,
  - Install a Stop sign
  - Install Stop Line Markings
  - Install Left Turn Arrow Markings
  - Install 75' of Single Solid White Line (SSWL)
  - Install 75' of Double Solid Yellow Line (DSWL)

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.

### **STAFF RECOMMENDATION**

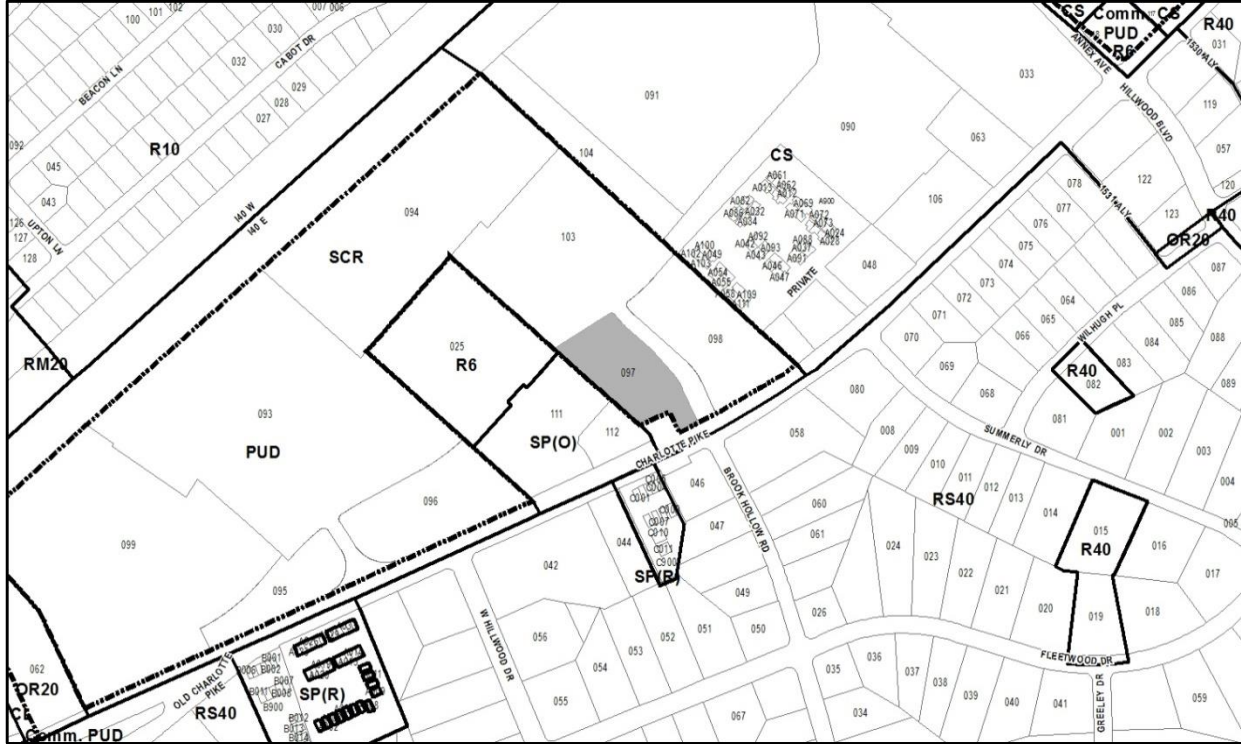
Staff recommends approval with conditions.

### **CONDITIONS**

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
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. 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.



## Metro Planning Commission Meeting of 12/13/18



**2004P-036-007**

**NASHVILLE WEST SHOPPING CENTER (REVISION AND FINAL)**

Map 102, Part of Parcel(s) 097

07, West Nashville

20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Planned Unit Development 2004P-036-007</b>
<b>Project Name</b>	<b>Nashville West Shopping Center (Revision and Final)</b>
<b>Council District</b>	20- Roberts
<b>School District</b>	9- Frogge
<b>Requested by</b>	Catalyst Design Group, applicant; NWSC-C LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<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 a portion of property located at 6704 Charlotte Pike, approximately 550 feet west of Summerly Drive (0.6 acres), zoned Shopping Center Regional (SCR), to permit financial institution uses.

**Existing Zoning**

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

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

**REQUEST DETAILS**

This is a request to revise the preliminary PUD and for final site plan approval for a portion of the Nashville West PUD. Metro Council approved the Nashville West PUD in 2005 for 474,484 square feet of retail, restaurant and office uses and 24 residential units. The Planning Commission subsequently approved several revisions to allow increases in the commercial floor area and overall PUD square footage, and to remove the 24 residential units. In 2017, the Planning Commission approved a revision to increase the overall commercial square footage from 527,458 square feet to 590,712 square feet.



# Metro Planning Commission Meeting of 12/13/18



**Proposed Site Plan**



## Metro Planning Commission Meeting of 12/13/18

In August of 2014, the Planning Commission reviewed and approved a revision to the preliminary plan and a final site plan at this site. The approved 2014 final site plan included retail and restaurant uses, which have since been developed.

The current request is for approval of a revision to the preliminary plan and for final site plan approval to permit financial institution uses.

### PLAN DETAILS

The proposed revision is to permit a financial institution on a portion of parcel 097 (approximately 0.60 acres of 2.06 acres). The plan proposes to replace a restaurant use with a financial institution. The proposed 2,200 square foot building will replace an existing 3,710 square foot building and will be in the same location as the former building, with surface parking surrounding. The proposed maximum height is approximately 15'-3 1/2". A total of 33 spaces are provided for the financial institution, exceeding the requirements of the Metro Zoning Code. The plan maintains the same access points, including one ingress/egress point on Brook Hollow Road that connects to Charlotte Pike, one along the northern property line, and an internal drive that connects to the neighboring property to the west.

No changes are proposed on the remaining portion of parcel 097, which contains retail uses.

### 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.



## **Metro Planning Commission Meeting of 12/13/18**

- 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.

The proposed square footage is well under the square footage permitted by the underlying zoning district, which for this site, would be approximately 26,000 square feet.

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 DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES**

#### **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.
- Indicate solid waste and recycling plan for this development.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. On the corrected copy, modify the required parking to reference financial institution uses, not business service uses (sheet C-130).
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



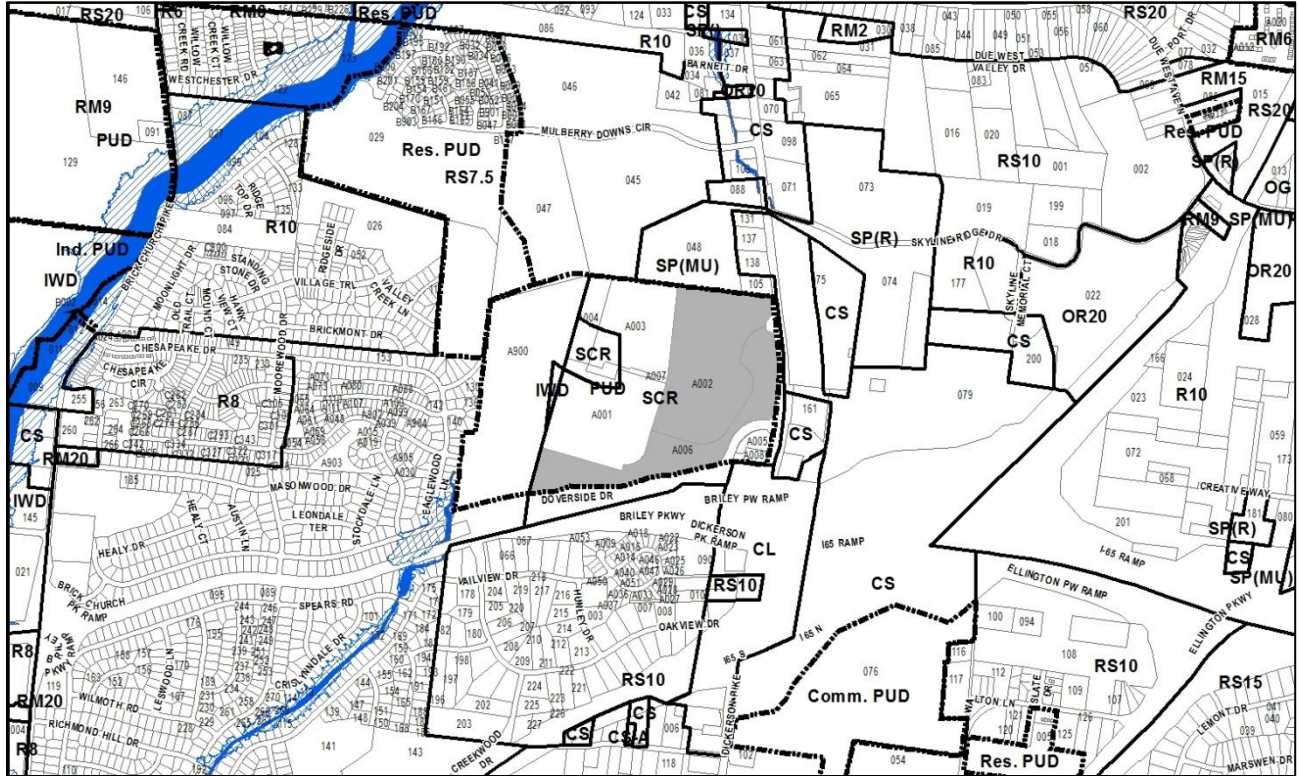


## **Metro Planning Commission Meeting of 12/13/18**

4. 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.
5. 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.
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 Stormwater Management division of Water Services.
7. 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.
8. 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.
9. 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.



# Metro Planning Commission Meeting of 12/13/18



**2005P-010-005**

**NASHVILLE COMMONS AT SKYLINE (REVISION)**

Map 050-12-0-A, Parcel(s) 002, 006

02, Parkwood – Union Hill

03 (Brenda Haywood)



<b>Project No.</b>	<b>Planned Unit Development 2005P-010-005</b>
<b>Project Name</b>	<b>Nashville Commons at Skyline (Revision)</b>
<b>Council District</b>	03 – Haywood
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Gresham Smith and Partners, applicant; Skyline Commons, LLC, owner.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise the preliminary plan for a portion of a Planned Unit Development.**

Revise Preliminary PUD

A request to revise the preliminary plan for a portion of a Planned Unit Development Overlay District on property located at 3438 and 3440 Dickerson Pike, approximately 825 feet south of Skyline Ridge Drive, zoned Shopping Center Regional (SCR), to permit retail space, restaurants and a hotel (45.3 acres).

**Existing Zoning**

Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional market area. *The PUD controls the land uses for this property. The PUD is a commercial PUD.*

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.

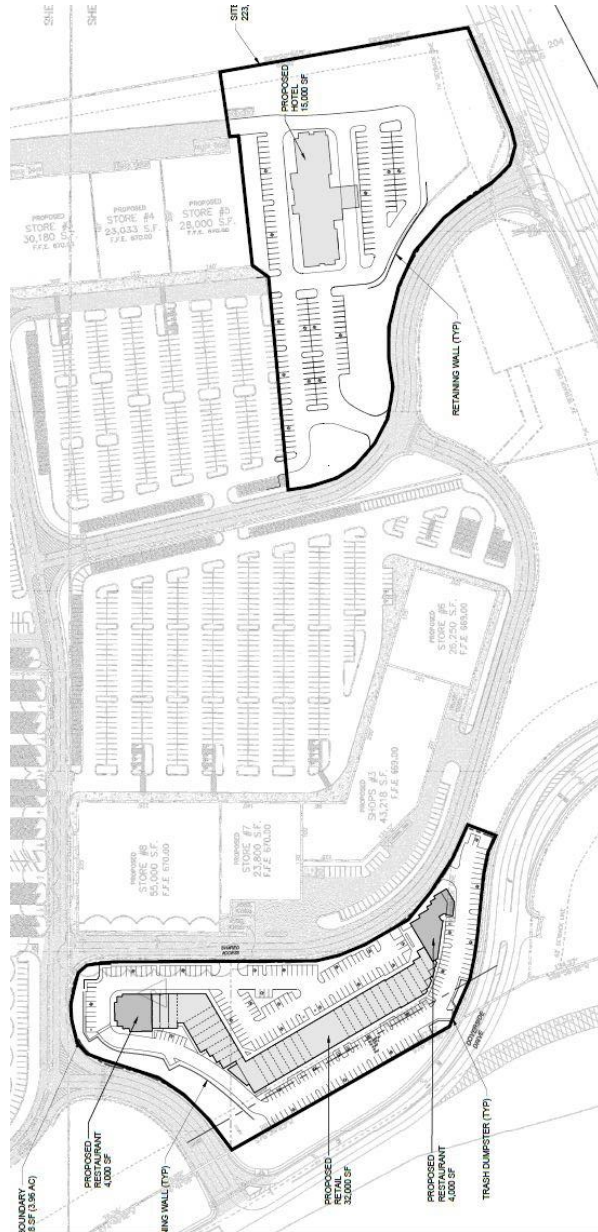
**REQUEST DETAILS**

This is a request to revise the preliminary PUD plan for a portion of the Nashville Commons at Skyline PUD. Metro Council approved the Nashville Commons at Skyline PUD in 2005, and it was last revised in 2009 to permit a 153,859 square foot retail building. The PUD is currently approved for 718,781 square feet of retail and restaurant uses.

The request pertains to a portion of parcel 002 and a portion of parcel 006. The applicant is requesting to redistribute previously approved retail and restaurant space within the PUD and to construct a new 60,000 square foot hotel. Retail and restaurant uses are currently allowed under the PUD and a hotel is a permitted use in the SCR zoning district.



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**Proposed Site Plan**



## Metro Planning Commission Meeting of 12/13/18

### PLAN DETAILS

The plan proposes the construction of a 4,000 square foot restaurant, a 3,450 square foot restaurant, and 32,000 square feet of retail space. Additionally the plan proposes the construction of a 60,000 square foot hotel. All proposed parking meets the requirements of the Zoning Code for the applicable uses. Access will be provided by private access drives throughout the PUD. An 8 foot sidewalk and 6 foot planting strip will be provided along Doverside Drive. An 8 foot planting strip and 12 foot mixed use path will be provided along the Dickerson Pike frontage, consistent with the Major and Collector Street Plan.

### ANALYSIS

Section 17.40.120.F permits the Planning Commission to approve “minor modifications” 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.
  - e.[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.

This request can be considered a minor modification because there is no proposed change in land use or development type beyond that permitted by the SCR zoning district.

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### STORMWATER RECOMMENDATION

#### Approve



## **Metro Planning Commission Meeting of 12/13/18**

### **WATER SERVICES**

#### **Approve with conditions**

- Approval of Preliminary PUD only. Prior to Final SP or Plat Revision: Awaiting submittal and approval of public water and sewer construction plans. Once these construction plans have been approved, they match the Final PUD/Site Plans, and the required capacity fees have been paid, the Final PUD/Site Plan can be approved.

### **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.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
- See MPW Traffic Engineer comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Trip generation comparison has been submitted. Additional analysis for access drive on Dickerson PK. may be required prior to final site plan approvals.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

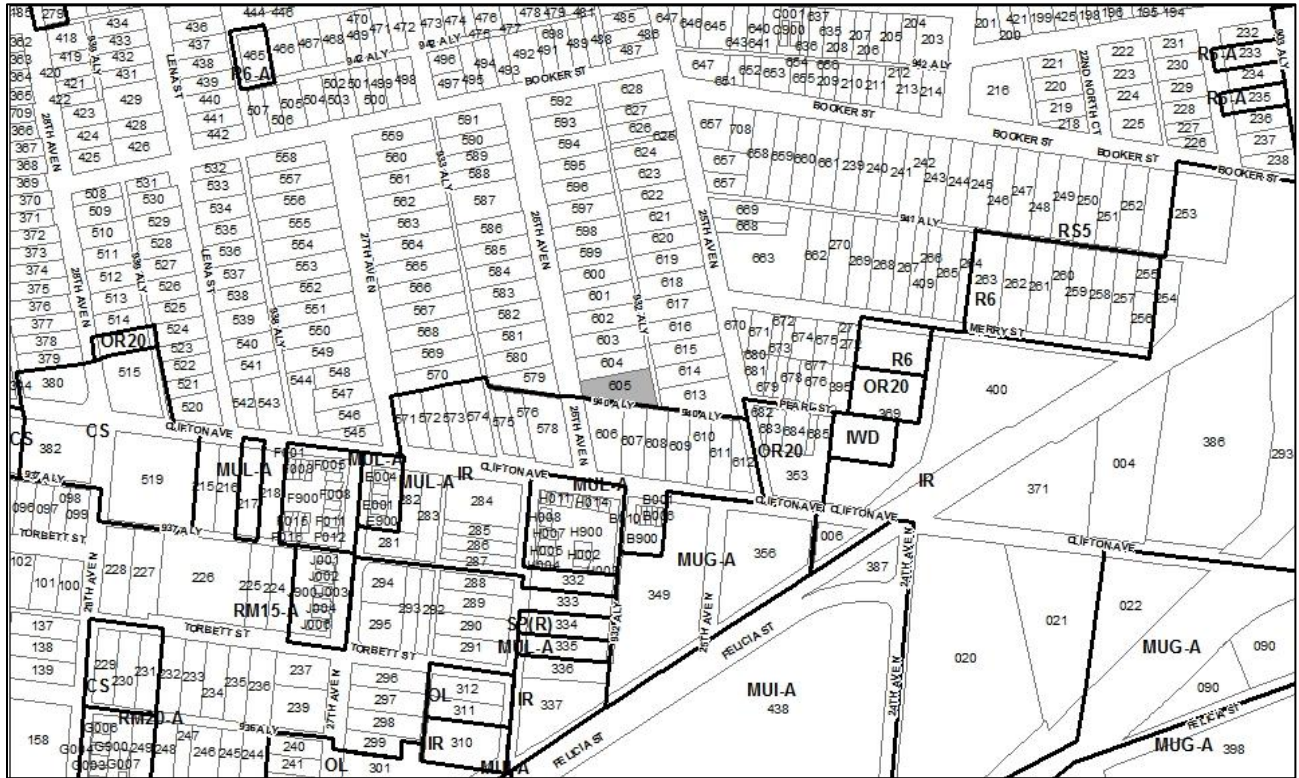
1. Comply with all conditions of Public Works and Traffic and Parking.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. 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.
4. 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.
5. 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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



**2018Z-068PR-001**

Map 092-06, Parcel(s) 605

08, North Nashville

21 (Ed Kindall)





<b>Project No.</b>	<b>Zone Change 2018Z-068PR-001</b>
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Catalyst Design Group, applicant; Joseph Bowman and Jere Pewitt, owners.
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Disapprove as submitted. Approve RM15-A.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to RM20-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential – Alternative (RM20-A) zoning on property located at 706 26th Avenue North, approximately 175 feet north of Clifton Avenue (0.22 acres).

**Existing Zoning**

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

**Proposed Zoning**

Multi-Family Residential – Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of four units.*

**NORTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The 0.22-acre site is located on the east side of 26<sup>th</sup> Avenue North, approximately 160 feet north of Clifton Avenue. Alley #940 runs east-west along the southern property line, separating the site from properties oriented to Clifton Avenue to the south. Alley #932 runs north-south along the eastern property line at the rear of the site.



## Metro Planning Commission Meeting of 12/13/18

Both alleys have substandard right-of-way, and neither is currently constructed to a Metro Public Works standard. The site contains an existing single-family residential use, and is located at the southern edge of a residential neighborhood with a consistent pattern of lots and blocks. The residential neighborhood contains a large number of vacant parcels. The developed parcels primarily contain single-family residential uses with scattered two-family and multi-family residential.

Properties immediately south of the site are oriented to Clifton Avenue, which is identified as a collector on the Major and Collector Street Plan (MCSP). Properties along Clifton are primarily zoned Industrial Restrictive (IR) and Mixed Use Limited – Alternative (MUL-A) and contain a mix of vacant parcels, single and multi-family residential, commercial, institutional and parking uses. The Planning Commission has recently considered several requests to rezone property from IR to MUL-A along Clifton Avenue between Lena Street and 26<sup>th</sup> Avenue North.

The site is located at the southern edge of an area of T4 NE policy which is intended to support the creation and enhancement of urban residential neighborhoods that contain a diversity of housing types and are well connected, with a complete, urban street network. The policy supports a range of residential development, including single-family, two-family, and multi-family residential, depending on location and context. The site is adjacent to an area of T4 Urban Mixed Use Corridor (T4 CM) policy, applied to properties along Clifton Avenue, which supports higher intensity mixed use development.

The requested rezoning to RM20-A is inconsistent with the T4 NE policy at this location. The site is relatively narrow at its frontage along 26<sup>th</sup> Avenue North, with only 34 feet of frontage where lots on the block average approximately 50 feet of frontage. The requested RM20-A zoning district will require dedication of additional right-of-way along both alleys to bring each alley up to a Public Works Standard of 20 feet, further narrowing the frontage and reducing the depth of the parcel. The requested RM20-A zoning, which is at the higher end of the range of zonings supported by the T4 NE policy, would permit a maximum of four dwelling units on the site. Given the constrained parcel configuration and requirements for right-of-way dedication, landscape buffer yards, and setbacks, the requested RM20-A zoning is unlikely to yield an appropriate transition from the corridor to the rest of the evolving neighborhood. The application of RM20-A to this individual parcel is inconsistent with the goals of the policy given the site's location and context; therefore, staff recommends disapproval of the requested RM20-A.

Although RM20-A is inappropriate at this location, the site's proximity to the Clifton Avenue corridor and more intense T4 CM policy, makes it an appropriate location for some additional intensity to provide a transition to the neighborhood to the north. Multi-Family Residential – Alternative (RM15-A) falls toward the middle of the range of intensity supported by the T4 NE policy, and would provide opportunities to increase diversity of housing at a level of intensity appropriate given the limited parcel frontage and constrained site configuration. Absent additional properties that could be redeveloped together, RM15-A zoning is the most appropriate zoning district given the policy, location and context; therefore, staff recommends approval of RM15-A.



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### 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)	0.22	8.71 D	1 U	16	6	2

Maximum Uses in Proposed Zoning District: **RM20-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)	0.22		4 U	54	8	5

Traffic changes between maximum: **RS5 and RM20-A**

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 RS5 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed RM20-A district: 3 Elementary 2 Middle 2 High**

The proposed RM20-A zoning district will generate seven additional students beyond what would be generated under the existing RS5 zoning. Students would attend Park Avenue Enhanced Option Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends disapproval of the requested RM20-A and approval of RM15-A.



# Metro Planning Commission Meeting of 12/13/18



## 2018Z-103PR-001

Map 071-10, Parcel(s) 094

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Decosta Hastings)



<b>Project No.</b>	<b>2018Z-103PR-001</b>
<b>Council District</b>	02 – Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Thomas Robert, applicant and owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Rezone from RS5 to R6**

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 616 Vester Avenue, approximately 230 feet southeast of Weakley Avenue, (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 one unit.*

**Proposed Zoning**

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

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

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

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan. 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. The 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.

**ANALYSIS**

The property is approximately 0.2 acres. It is located at the end of Vester Avenue which is a short local street. A single-family home is currently located on the property. The majority of the immediate area is zoned RS5; however, there are numerous properties in the area zoned R6.



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The proposed R6 zoning district would permit two residential units where only one unit is permitted today. The proposed R6 zoning district is consistent with the T4 MU policy and the Supplemental Policy that apply to the property. The proposed R6 zoning district will permit additional density which is necessary to support nonresidential uses within the policy area. While an alternative district is typically ideal in the T4 MU policy area, the unusual shape and location of the subject property makes R6 a better fit. Several properties in the immediate area have been rezoned to R6, including the property two down to the west of the subject property which was rezoned to R6 in 2017.

### 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

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

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

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

### METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R<sup>6</sup> district: 0 Elementary 0 Middle 0 High

The proposed R6 zoning district would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek 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 November 2018.

### STAFF RECOMMENDATION

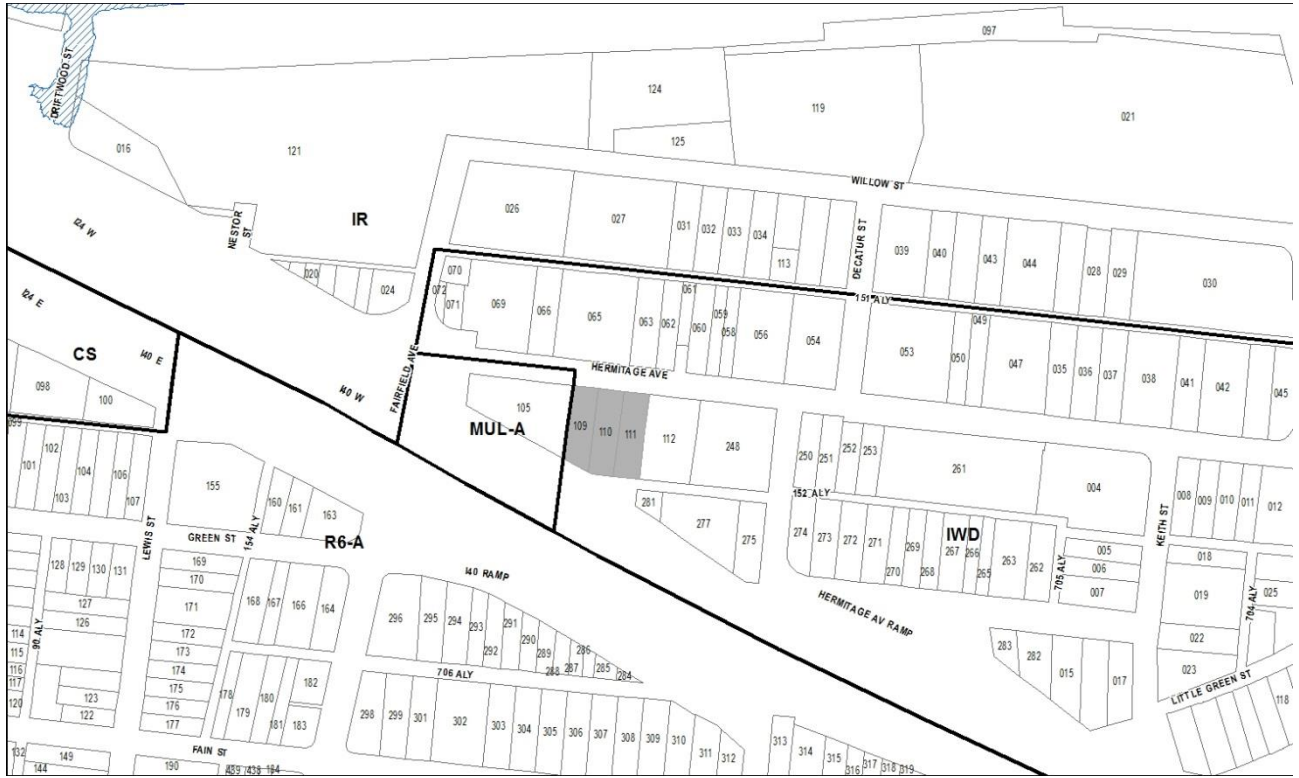
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



**2018Z-118PR-001**

Map 093-12, Parcel(s) 109-111

11, South Nashville

19 (Freddie O'Connell)





<b>Project No.</b>	<b>Zone Change 2018Z-118PR-001</b>
<b>Council District</b>	19- O'Connell
<b>School District</b>	5- Buggs
<b>Requested by</b>	Smith Gee Studio, applicant; Siya Hospitality, LLC. owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Industrial Warehousing and Distribution (IWD) to Mixed Use Limited – Alternative (MUL-A) zoning for properties located at 245, 247, and 249 Hermitage Avenue, approximately 270 feet east of Fairfield Avenue (0.56 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**SOUTH 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 request includes three properties totaling approximately half an acre. The properties are located on the south side of Hermitage Avenue, just east of Fairfield Avenue. All three properties back up to Interstate 40. The site is the former home of Ms. Kitty’s Lounge/Night Club. The building and surface parking lot remain. The site is level, and there are no known environmental constraints.

The proposed MUL-A is consistent with the T4 MU policy as it provides for a mixture of uses consistent with the policy. The development standards required for MUL-A are also consistent with the goals of the policy. It is also important to note that the existing IWD zoning district is not consistent with the policy.



## Metro Planning Commission Meeting of 12/13/18

The location of the site is appropriate for MUL-A. The Major and Collector Street Plan (MCSP) classifies Hermitage Avenue as an arterial. Moderate intensity development permitted under MUL-A is appropriate along arterials. The site has good access, and is in close proximity to an east bound access ramp to I-40 from Fairfield Avenue, and a west bound exit from I-40 to Hermitage Avenue.

Since the proposed MUL-A is consistent with the sites T4 MU policy, staff recommends approval.

### 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: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.56	0.8 F	19,514 S.F.	77	28	31

#### 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)	0.28		12 U	50	7	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.14	1.0 F	6,098 S.F.	71	33	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.14	1.0 F	6,098 S.F.	388	20	42

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+432	+32	+28



## **Metro Planning Commission Meeting of 12/13/18**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed MUL-A district: 4 Elementary 3 Middle 3 High**

The proposed MUL-A zoning district will generate ten additional students beyond what would be generated under the existing IWD zoning. Students would attend McGavock Elementary School, Two Rivers 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 November 2018.

### **STAFF RECOMMENDATION**

Staff recommends approval as the request is consistent with the Urban Mixed Use Neighborhood policy of the South Nashville Community Plan.



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**2018Z-119PR-001**

Map 161-08, Parcel(s) 009

12, Southeast

27 (Davette Blalock)



<b>Project No.</b>	<b>Zone Change 2018Z-119PR-001</b>
<b>Council District</b>	27- Blalock
<b>School District</b>	2 – Elrod
<b>Requested by</b>	NTCH-NM, LLC, applicant; JMM, LLC, owner.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from R6 and CL to MUL.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) and Commercial Limited (CL) to Mixed Use Limited (MUL) zoning for property located at 412 Brewer Drive, on the northwest corner of Nolensville Pike and Brewer Drive, (1.63 acres).

**Existing Zoning**

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

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

**Proposed Zoning**

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

**SOUTHEAST COMMUNITY PLAN**

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

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



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residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

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

### ANALYSIS

The site consists of one parcel totaling 1.63 acres, located at the northwest corner of Brewer Drive and Nolensville Pike. The site is currently vacant. This lot is split zoned; approximately 0.63 acres along Nolensville Pike is zoned CL and approximately one acre is zoned R6. The adjacent properties to the north and south, along Nolensville Pike, are zoned CS and CL. Properties to the northwest, southwest and west of the site are zoned R10.

This site includes two different land use policies. The portion of the site zoned CL is located within the T3 Suburban Mixed Use Corridor (T3 CM) policy. The portion of the site zoned R6 is located within the T3 Neighborhood Maintenance (T3 NM) policy.

The T3 CM policy is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development. The requested MUL zoning is not consistent with the T3 CM policy; however, MUL-A (Mixed Use Limited-Alternative) may be supported by this policy at this location.

The T3 NM policy is intended to maintain the general character of developed suburban residential neighborhoods and does not support non-residential zoning districts. The request of MUL zoning would permit a range of higher density residential and commercial uses adjacent to an established residentially zoned neighborhood to the west. The proposed rezoning would allow for development that would disrupt the existing character of the residential neighborhood and would permit uses that are not supported by the policy.

### 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: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.0	7.26 D	8 U	102	11	9

\*Based on two-family residential lots



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.63	0.6 F	16,465 S.F.	1046	53	113

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)	0.81		35 U	224	18	24

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)	0.41	1.0 F	17,859 S.F.	200	44	23

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)	0.41	1.0 F	17,859 S.F.	1134	57	123

Traffic changes between maximum: **R6, CL and MUL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+410	+55	+49

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 1 Elementary 1 Middle 1 High**  
**Projected student generation existing CL district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed MUL district: 8 Elementary 4 Middle 3 High**

The proposed MUL zoning district would generate 12 more students than what is typically generated under the existing R6 zoning district. Students would attend Tusculum Elementary School, McMurray Middle School, and Overton High School. Tusculum Elementary has been identified as being over capacity. There is capacity within the cluster for elementary school students. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends disapproval as the request is inconsistent with the goals of the T3 Suburban Mixed Use Corridor and T3 Suburban Neighborhood Maintenance policy.



# Metro Planning Commission Meeting of 12/13/18



**2018Z-120PR-001**  
Map 092-10, Parcel(s) 232  
08, North Nashville  
21 (Ed Kindall)





**Project No.** 2018Z-120PR-001  
**Council District** 21 – Kindall  
**School District** 5 - Buggs  
**Requested by** Land Development Solutions, applicant; Lance Fletcher, owner.

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

**APPLICANT REQUEST**

**Rezone from RS5 to RM20-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential – Alternative (RM20-A) zoning on property located at 2713 Torbett Street, approximately 150 feet east of 28th Avenue North, (0.20 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**

Multi-Family Residential - Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 4 units.*

**NORTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The property consists of approximately 0.20 acres and is located at 2713 Torbett Street 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 with some multi-family zoned properties throughout. The property has frontage on Torbett Street and is served by Alley #936 at the rear of the site.



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The T4 Neighborhood Evolving policy is intended to enhance urban residential neighborhoods that provide more housing choices. The request would allow a range of residential housing types at a moderate density in a highly connected area. Additionally, the bulk and building placement standards associated with RM20-A zoning will ensure development that addresses the pedestrian realm and requires access be taken from the existing alley at the rear of the site. 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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.18	8.71 D	1 U	16	6	2

Maximum Uses in Proposed Zoning District: **RM20-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)	0.18		4 U	30	2	3

Traffic changes between maximum: **RS5 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	+14	-4	+1

### METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R6-A district: 3 Elementary 2 Middle 2 High

The proposed RM20-A zoning district would generate 7 more students than what is typically generated under the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack 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 November 2018.

### STAFF RECOMMENDATION

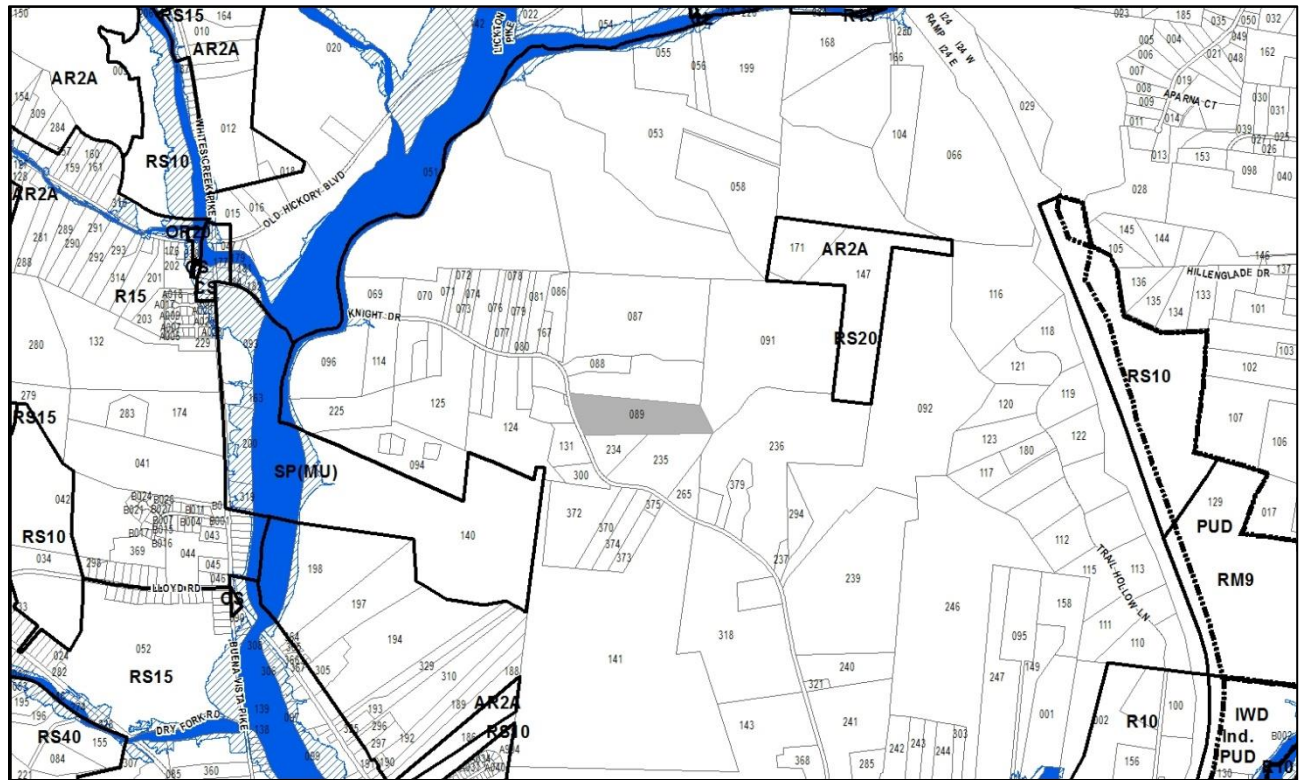
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 12/13/18



**2018Z-122PR-001**

Map 040, Parcel(s) 089

03, Bordeaux-Whites Creek-Haynes Trinity

03 (Brenda Haywood)



<b>Project No.</b>	<b>Zone Change 2018Z-122PR-001</b>
<b>Council District</b>	03 – Haywood
<b>School District</b>	1 - Gentry
<b>Requested by</b>	NashvilleRealtyGroup.com, LLC, applicant; IRA Innovations, LLC, and NashvilleRealtyGroup.com, LLC, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from RS20 to AR2a**

Zone Change

A request to rezone from Single-Family Residential (RS20) to Agricultural/Residential (AR2a) zoning for property located at 3801 Knight Drive, approximately 4,780 feet east of Whites Creek Pike (20.49 acres).

**Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 37 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

**Proposed 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 may permit a maximum of ten lots with two duplex lots for a total of 12 units, based on the acreage only. However, a final determination on duplex eligibility is made by Codes.*

**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.

T2 Rural Countryside (T2 RCS) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low-density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape.



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New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

### ANALYSIS

The vacant site is located on approximately 20.49 acres on the east side of Knight Drive, south of Old Hickory Boulevard and north of Brick Church Lane. Fontanel Park and the Whites Creek Greenway are located west of the site, between Knight Drive and Whites Creek Pike. Aside from an open area at the front of the site, the majority of the property contains heavy vegetation. The surrounding area includes primarily vacant and larger residential parcels.

The site is primarily located in CO policy, identifying problem soils, steep slopes, and streams/stream buffers associated with Whites Creek, with pockets of T2 RCS identified along Knight Drive and towards the back of the property. Steep slopes, in excess of 25 percent, cover the majority of the site with the exception of the T2 RCS policy area located at the front of the site. The site is bisected by problem soils, separating the western portion of the site from the eastern portion of the site, as well as streams/stream buffers located west of the problem soils. The small unencumbered area at the front of the site, in T2 RCS policy, may support low intensity development; however, the area within T2 RCS has limited development capacity given the surrounding features in CO policy. Rezoning to AR2a would encourage low intensity development that is more in keeping with CO policy guidance to balance future development with the protection and preservation of environmentally sensitive features.

### 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: **RS20**

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)	20.49	2.17 D	37 U	417	32	40

Maximum Uses in Proposed 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)	20.49	0.5 D	12 U	148	14	14

\*Based on two-family residential lots



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Traffic changes between maximum: **RS20 and AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	25 U	-269	-18	-26

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS20 district: 6 Elementary 6 Middle 6 High**

**Projected student generation proposed AR2a district: 2 Elementary 2 Middle 2 High**

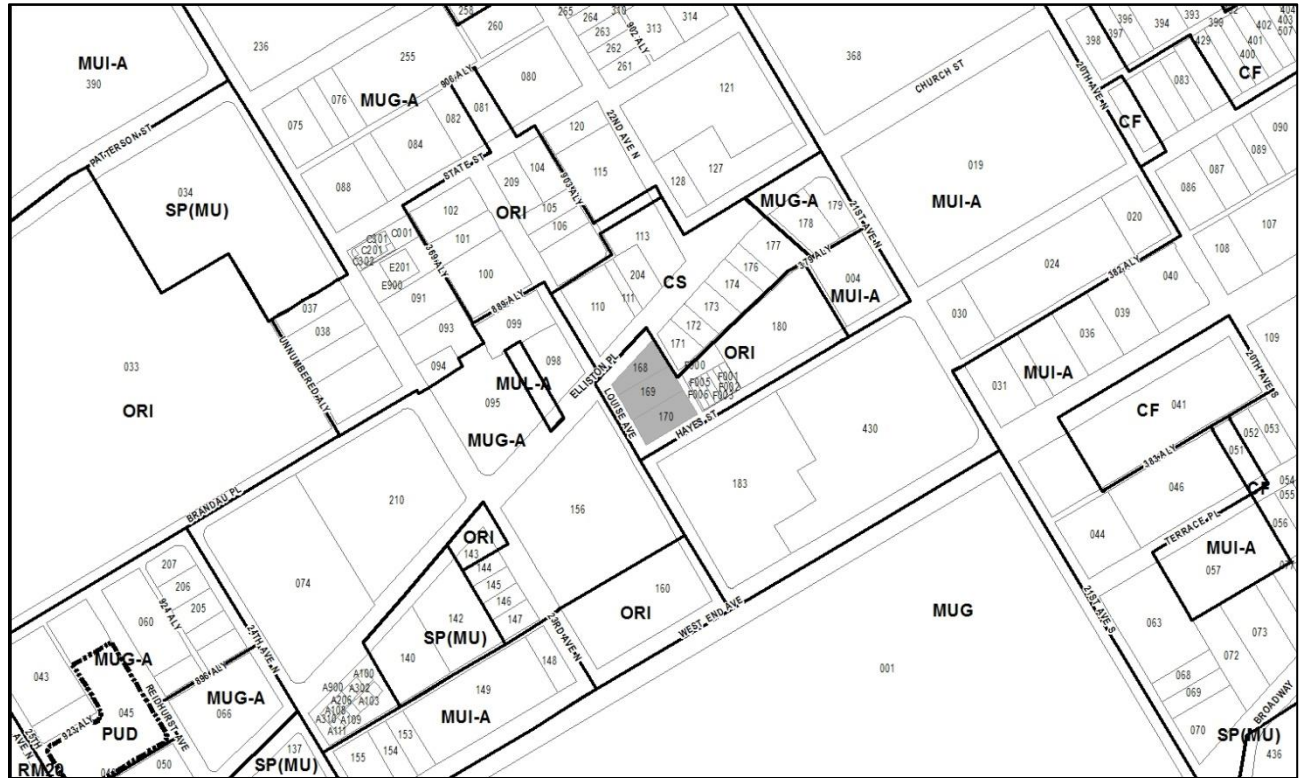
The proposed AR2a zoning is expected to generate 12 fewer students than the existing RS20 zoning. Students would attend Alex Green Elementary School, Brick Church College Prep Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 12/13/18



## 2018Z-124PR-001

Map 092-15, Parcel(s) 168-170

10, Green Hills - Midtown

21 (Ed Kindall)





<b>Project No.</b>	<b>Zone Change 2018Z-124PR-001</b>
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Triumph Hospitality, LLC, applicant; Hilsea Holdings, LTD., owner.
<b>Staff Reviewer</b>	Hill
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from ORI to MUI-A.**

Zone Change

A request to rezone from Office/Residential Intensive (ORI) to Mixed Use Intensive – Alternative (MUI-A) zoning for properties located at 2221 Elliston Place, 114 and 118 Louise Avenue, at the southeast corner of Elliston Place and Louise Avenue (0.64 acres).

**Existing Zoning**

Office/Residential Intensive (ORI) is intended for high intensity office and/or multi-family uses with limited retail opportunities.

**Proposed 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.

**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-03. The supplemental policy for T5 Center Mixed Use Neighborhood Area 3 includes specific guidance on preferred uses, building form, vehicular and pedestrian connectivity, and intensity. The supplemental policy does provide guidance in the aforementioned areas for this site and states that maximum building heights up to eight stories are generally most appropriate.

**ANALYSIS**

The site consists of three parcels totaling 0.64 acres and is located at the northeast corner of Elliston Place and Louise Avenue. The site is currently developed with three national register eligible multi-family residential buildings.



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The adjacent properties to the south, east, and west are developed with commercial uses while property to the north consists of multi-family residential uses. The existing zoning allows office and multi-family uses.

The Center Mixed Use Neighborhood policy is intended to 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.

As noted above, the site was included in the Midtown Study completed in 2005. The purpose of the study and adopted Supplemental Policies is to outline a comprehensive and integrated planning strategy to achieve the Midtown community vision for future growth, development, and preservation. The supplemental policies detailed in the Midtown Study provide additional guidance for future development in regards to use, form and intensity. The Supplemental Policy applicable to this site indicates that office and residential uses are preferred given the smaller lots, street pattern, and block structure. The request would permit a much broader range of uses than currently permitted, in conflict with the Supplemental Policy guidance. Additionally, the requested rezoning would permit buildings up to 15 stories in height while the guidance in the supplemental policy suggests that heights should not exceed 8 stories in most locations because of the areas numerous residentially sized lots. The proposed rezoning would allow for development at an intensity that is not supported by the land use policies for this site.

The current ORI zoning is more consistent with the policy guidance than the requested zoning in regards to both uses and bulk allowances.

### 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: **ORI**

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)	0.32	3.0 F	42 U	277	21	28

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.32	3.0 F	41,817 S.F.	456	66	50



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Maximum Uses in Proposed 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)	0.32	5.0 F	70 U	489	34	43

Maximum Uses in Proposed 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)	0.16	5.0 F	34,848 S.F.	382	60	42

Maximum Uses in Proposed 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
Shopping Center (820)	0.16	5.0 F	34,848 S.F.	2936	156	250

Traffic changes between maximum: ORI and MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+3074	+163	+257

### METRO SCHOOL BOARD REPORT

**Projected student generation existing ORI district: 2 Elementary 1 Middle 1 High**  
**Projected student generation proposed MUI-A district: 3 Elementary 2 Middle 1High**

The proposed MUI-A zoning district would generate two more students than what is typically generated under the existing ORI zoning district. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro 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 November 2018.

### STAFF RECOMMENDATION

Staff recommends disapproval as the request is inconsistent with the existing land uses policies at this location.



# Metro Planning Commission Meeting of 12/13/18



**2018Z-125PR-001**  
Map 071-12, Parcel(s) 236  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-125PR-001</b>
<b>Council District</b>	05 – Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Requested by Land Development Solutions, applicant; Donna Mule, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to R6.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 707 Ward Street, approximately 220 feet east of Jones 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. Application of the Subdivision Regulations may result in fewer lots on this property.*

**Proposed Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *The Metro Codes Department has confirmed that R6 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.

Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was recently approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was completed after an extensive community engagement process which resulted in updates to the community character policies for the area. The community character policy for this site changed from T4 Neighborhood Evolving to T4 Neighborhood Maintenance with adoption of the Highland Heights plan.



## Metro Planning Commission Meeting of 12/13/18

The Highland Heights Study also established a supplementary Building Regulating Plan and Mobility Plan for the area. This site is within the R3 sub-district of the Building Regulating Plan, which is intended to create and enhance neighborhoods with greater housing choice and improved connectivity, consistent with the goals of the general T4 NM policy. The R3 sub-district supports a range of residential uses, including single-family, two-family, and multi-family depending on the location and context. The R3 sub-district also supports a variety of building forms, including house (1 unit), detached accessory dwelling unit, duplex (2 unit), and Plex or Manor house.

The Mobility Plan component of the Highland Heights Study identifies Ward Street as a local street. When a property redevelops sidewalk infrastructure may be required per the requirements of the Metro Code.

### ANALYSIS

The property is located on approximately 0.34 acres at 707 Ward Street, approximately 220 feet east of Jones Avenue. The neighborhood consists of a mixture of one and two-family residential uses with an established street network. The site contains one existing single-family dwelling.

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 provides guidance for and supports gradual changes that retain the existing development pattern and are located in areas adequately served by existing infrastructure. As previously mentioned, this area features high levels of connectivity and a mixture of one and two-family residential uses. Rezoning to R6 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. The requested zone change is consistent with the T4 Urban Neighborhood maintenance land use policy and the Highland Heights Supplemental Policy.

### 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	29	7	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.34	7.26 D	4 U	54	8	5

\*based on two-family residential lots



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

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

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed R6 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, 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 November 2018.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 12/13/18



**2018Z-126PR-001**  
Map 161-08, Parcel(s) 008  
12, Southeast  
27 (Davette Blalock)





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

**Zone Change 2018Z-126PR-001**  
27- Blalock  
02 – Elrod  
James Jordan, applicant; James Jordan and Rosali Rowan, owners.

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

Birkeland  
*Disapprove.*

**APPLICANT REQUEST**

**Zone change from R6 to MUL.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Mixed Use Limited (MUL) zoning for property located at 414 Brewer Drive, approximately 310 feet west of Nolensville Pike (0.82 acres).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 units. Application of the Subdivision Regulations may result in fewer lots on this property.*

**Proposed Zoning**

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

**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.

**ANALYSIS**

The site consists of one parcel totaling 0.82 acres and is located along the north side of Brewer Drive, approximately 310 feet west of Nolensville Pike. The site is currently used as a day care center. This lot is zoned R10 which permits one and two-family residential uses with a minimum lot size of 10,000 square feet. The adjacent properties to the north, south, and west are zoned R10 and consist of one and two-family residential uses. Property to the east is zoned R6 and is currently vacant.



## Metro Planning Commission Meeting of 12/13/18

The Suburban Neighborhood Maintenance (T3 NM) policy is intended to maintain the general character of developed suburban residential neighborhoods and does not support non-residential zoning districts. The request would permit higher density residential and commercial uses within an established residentially zoned neighborhood. The proposed rezoning would allow for development that would disrupt the existing character of the residential neighborhood and would permit uses that are not supported by the policy.

### 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: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.82	4.35 D	6 U	79	10	7

\*Based on two-family residential lots

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)	0.40		17 U	125	8	10

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)	0.21	1.0 F	9,147 S.F.	105	36	12

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)	0.21	1.0 F	9,147 S.F.	581	30	63

Traffic changes between maximum: **R10 and MUL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+732	+64	+78



## **Metro Planning Commission Meeting of 12/13/18**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed MUL district: 4 Elementary 2 Middle 2 High**

The proposed MUL zoning district would generate 8 more students than what is typically generated under the existing R6 zoning district. Students would attend Tusculum Elementary School, McMurray Middle School, and Overton High School. Tusculum Elementary has been identified as being over capacity. There is capacity within the cluster for elementary school students. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

Staff recommends disapproval as the request is inconsistent with the goals of the T3 Suburban Neighborhood Maintenance policy.



# Metro Planning Commission Meeting of 12/13/18



**2018Z-127PR-001**

Map 071-16, Parcel(s) 278

5, East Nashville

5 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-127PR-001</b>
<b>Council District</b>	05- S. Davis
<b>School District</b>	5- Buggs
<b>Requested by</b>	SN Development, LLC., applicant; Jordan and Sloan Allison, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from SP-R to RM15-A.**

Zone Change

A request to rezone from Specific Plan – Residential (SP-R) to Multi-Family Residential - Alternative (RM15-A) zoning for property located at 1218 Montgomery Avenue, at the southwest corner of Douglas Avenue and Montgomery Avenue (0.20 acres).

**Existing Zoning**

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

**Proposed Zoning**

Multi-Family Residential – Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of three residential units.*

**EAST NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The approximately 0.2 acre site is located at the southwest corner of Douglas Avenue and Montgomery Avenue. The property does not have a driveway to Douglas or Montgomery, and vehicular access is from a rear alley. Sidewalks are located along both property frontages.



## Metro Planning Commission Meeting of 12/13/18

The current use is single-family residential, and there is an existing home that fronts Montgomery Avenue on the site. The existing SP-R zoning permits single-family with the addition of Detached Accessory Dwelling Units (DADU). The site is level, and there are no known environmental constraints.

The proposed RM15-A zoning district is consistent with the T4 NE policy. The T4 NE policy is a residential policy, and it can support a variety of appropriately designed residential uses at appropriate locations. The Major and Collector Street Plan (MCSP) classifies Douglas as a collector, and Douglas is a MTA bus route. Moderate to high density residential is often more appropriate along busy streets. Given the street classification, the proposed RM15-A zoning district is more appropriate than the current single-family zoning. The additional density permitted by RM15-A also helps support public transit along the Douglas corridor. The density permitted under RM15-A is consistent with other zonings in the area including a multi-family development on the opposite side of Douglas.

The development standards for RM15-A are also consistent with the goals of the policy. The proposed district requires that buildings be placed at the street, parking be located behind structures/away from the street, and that access be derived from alley ways. These requirements are consistent with the urban policy.

Since the proposed RM15-A is consistent with the sites T4 NE policy, staff recommends that the application be approved.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.20		2 U	29	7	3

Maximum Uses in Proposed Zoning District: **RM15-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)	0.20		4 U	30	2	3



## Metro Planning Commission Meeting of 12/13/18

Traffic changes between maximum: SP and RM15-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+1	-5	0

### METRO SCHOOL BOARD REPORT

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

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

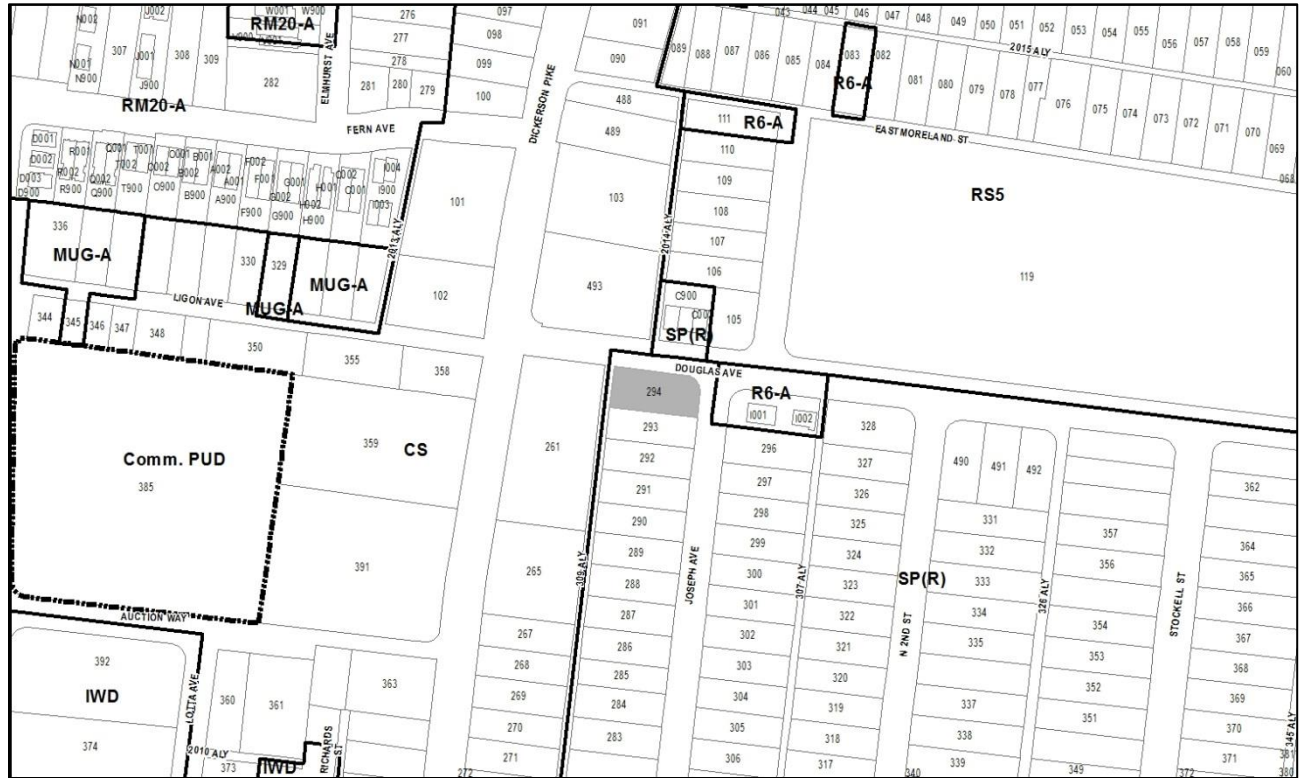
The proposed RM15-A zoning district would generate two more students than what is typically generated under the existing SP-R zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 12/13/18



**2018Z-128PR-001**  
Map 071-15, Parcel(s) 294  
05, East Nashville  
05 (Scott Davis)





<b>Project No.</b>	<b>Zone Change 2018Z-128PR-001</b>
<b>Council District</b>	05 - Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Metro Councilmember Scott Davis, applicant; Doris and Ronald Covington, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from SP-R to RM20-A.**

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to Multi-Family Residential-Alternative (RM20-A) zoning for property located at 108 Douglas Avenue, at the southwest corner of Joseph Avenue and Douglas Avenue (0.19 acres).

**Existing Zoning**

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan allows detached accessory dwelling units for various properties in the area, with all other standards of the RS5 district being applicable. There is no site plan associated with this Specific Plan.*

**Proposed Zoning**

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 4 units.*

**EAST NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The 0.19-acre site is located at the southwestern corner of Douglas and Joseph Avenues and currently contains a residential structure.



## Metro Planning Commission Meeting of 12/13/18

The site has frontage on Joseph Avenue, a local street, Douglas Avenue, a collector-avenue, and is approximately 150 feet east of Dickerson Pike, an arterial-boulevard, designated by the Major and Collector Street Plan. An existing alley runs parallel with the western property line, providing rear access to properties along Joseph Avenue (east) and Dickerson Pike (west). Properties directly west of the alley front Dickerson Pike and include higher intensity commercial and industrial uses. Properties along Douglas Avenue contain mixed residential, institutional, and commercial uses, transitioning to primarily residential uses interior to the neighborhood, away from the corridor.

The site is located on the western edge of the T4 NE policy, adjacent to higher intensity policy areas where additional residential density may be supported. Urban Community Center policy (T4 CC), which is intended to enhance urban centers with commercial and mixed-use development, is located directly west of the site, opposite the alley and on both sides of Dickerson Pike. Urban Mixed-Use Corridor policy (T4 CM), which encourages higher density residential and mixed use development along urban corridors, is located on the north side of Douglas Avenue and along Dickerson Pike.

NashvilleNext also identifies the site as within a Tier 2 Center in close proximity to a high capacity transit corridor (Dickerson Pike), identifying this area as appropriate for additional future growth. Policy guidance in the Community Character Manual recommends that properties on the edge of T4 NE policy with adjacency to Corridors and Centers, such as this property, are appropriate for higher density residential development in order to provide more housing choices in proximity to consumer services and transit, and to serve as a transition to adjoining policy areas. Multi-family development at this site will provide an appropriate transition from the non-residential policy areas along Dickerson Pike to the residential policy areas interior to the neighborhood. The site is also located approximately 300 feet from an existing MTA stop on Dickerson Pike, offering residents options beyond single occupancy vehicle trips.

The RM20-A zoning district is supported by the T4 NE policy and is appropriate given the surrounding land uses and land use policies. The bulk and building placement standards associated with the RM20-A district ensure that development addresses the pedestrian realm and limits the amount of parking between the building and the street, and the surrounding street network and public transportation service allows for improved pedestrian, bicycle and vehicular connectivity.

### **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: **SP-R**

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



## Metro Planning Commission Meeting of 12/13/18

Maximum Uses in Proposed Zoning District: **RM20-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)	0.19		4 U	30	2	3

Traffic changes between maximum: **SP-R and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+1	-5	0

### SCHOOL BOARD REPORT

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

**Projected student generation proposed RM20-A district: 1 Elementary 1 Middle 1 High**

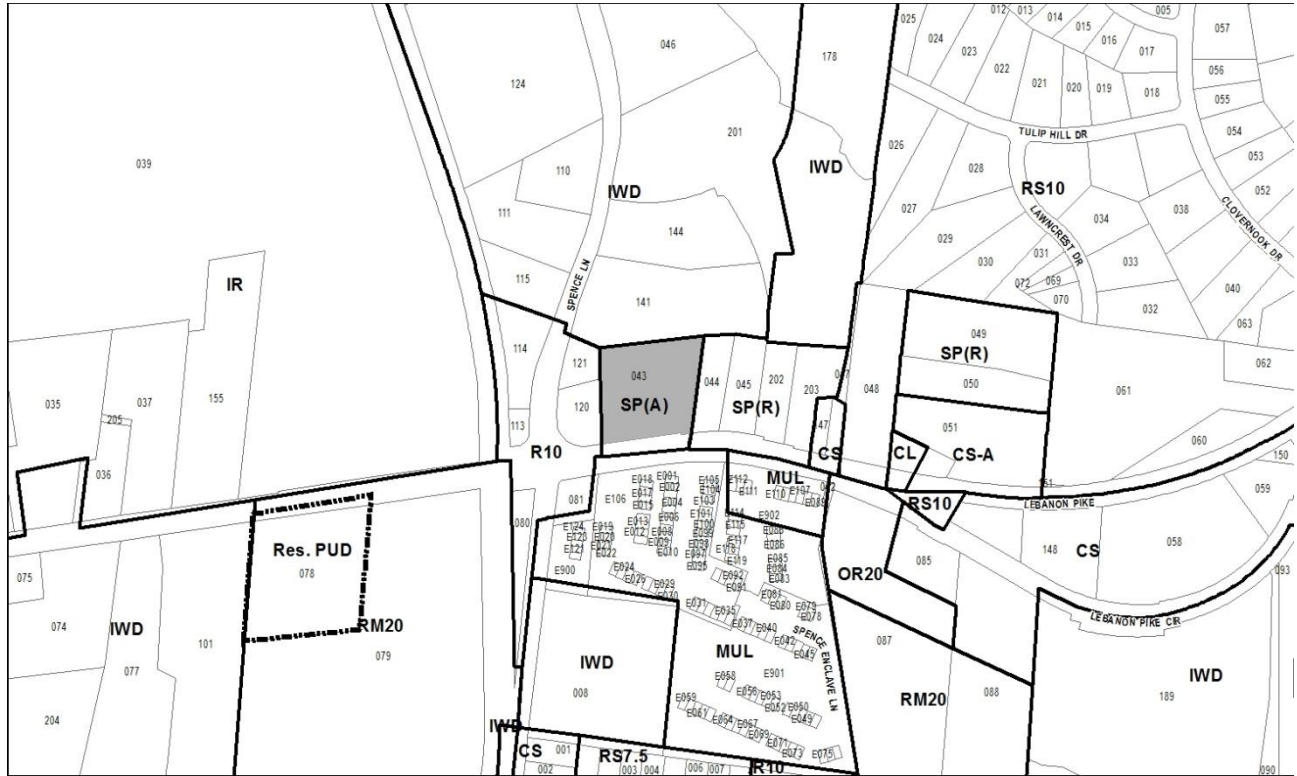
The proposed RM20-A zoning district will generate 2 additional students than what would be generated under the existing SP-R zoning. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 12/13/18



**2018Z-129PR-001**  
Map 094, Parcel(s) 043  
08, North Nashville  
15 (Jeff Syracuse)



<b>Project No.</b>	<b>Zone Change 2018Z-129PR-001</b>
<b>Council District</b>	15 - Syracuse
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Goodwyn, Mills, and Cawood Inc., applicant; Bodenhamer Florida Properties LLC, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the January 10, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Zone change from SP-C to MUL.**

Zone Change

A request to rezone from Specific Plan-Commercial (SP-C) to Mixed Use Limited (MUL) on property located at 1510 Lebanon Pike, approximately 150 feet east of Spence Lane (1.77 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 10, 2019, Planning Commission meeting at the request of the applicant.