

Metropolitan Planning Commission



Staff Reports

January 10, 2019



Metro Planning Commission Meeting of 1/10/2019

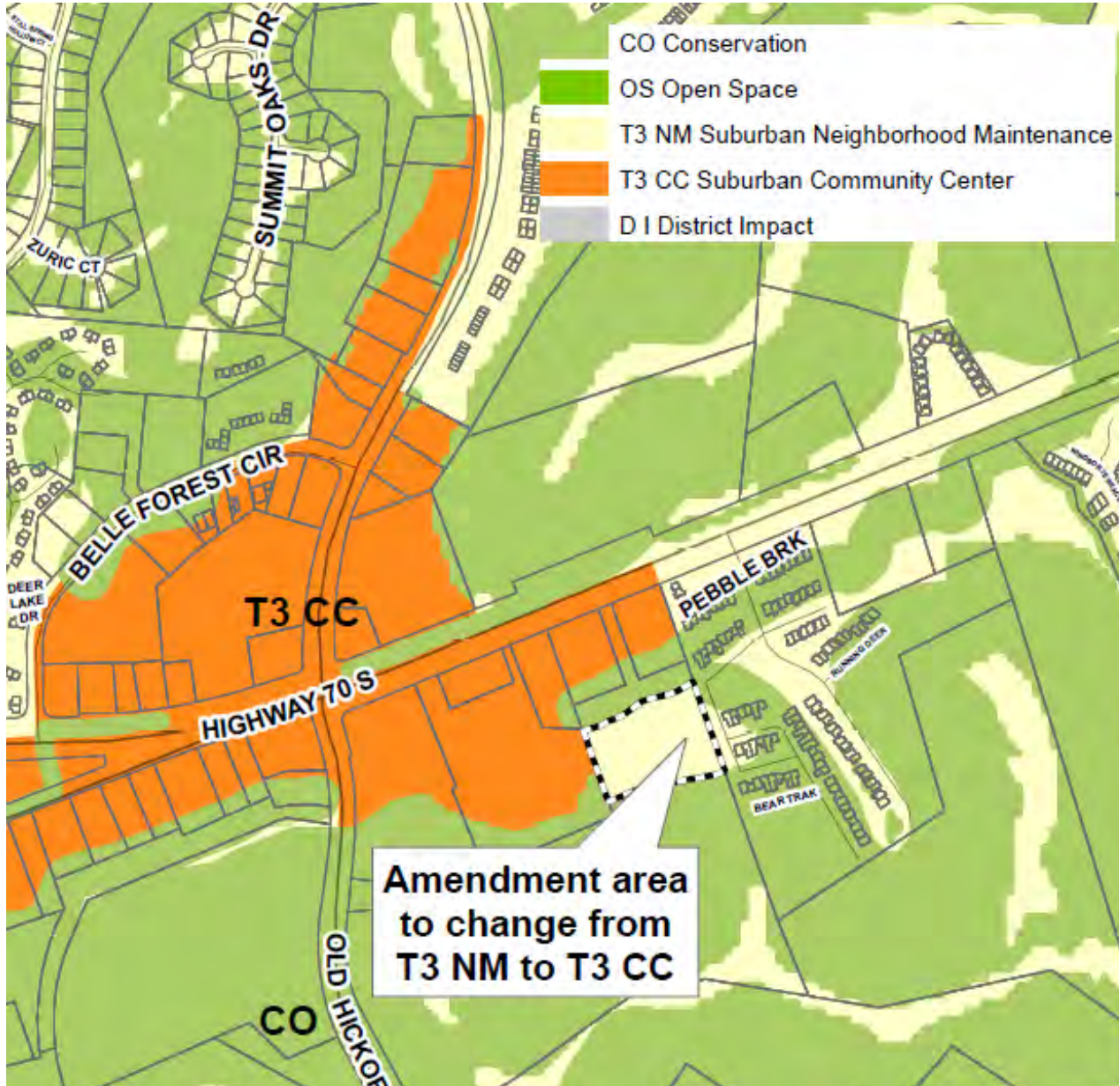
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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Metro Planning Commission Meeting of 1/10/2019



2018CP-006-002

BELLEVUE COMMUNITY PLAN AMENDMENT

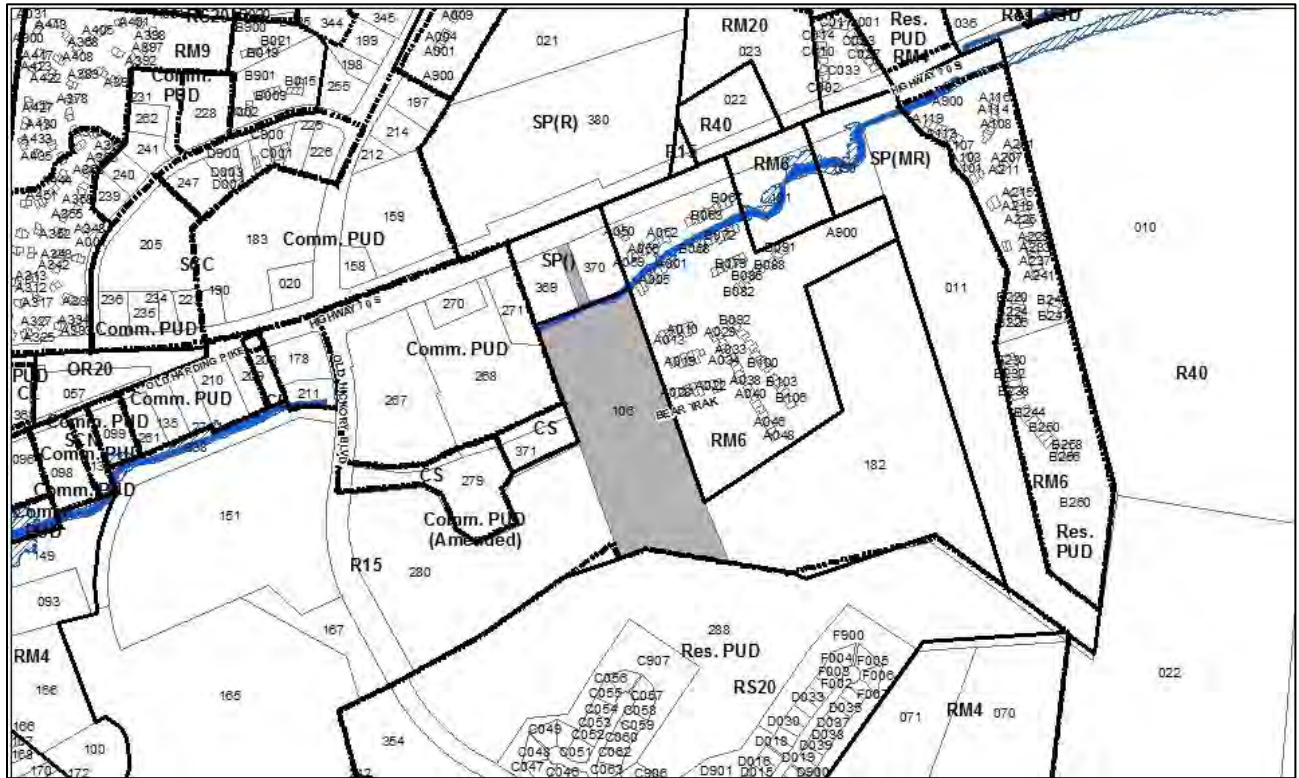
Map 142, Part of Parcel 106

06, Bellevue

34 (Henderson)



Metro Planning Commission Meeting of 1/10/2019



2018SP-043-001
SECURITY CENTRAL STORAGE SP
Map 142, Parcel(s) 106
06, Bellevue
34 (Angie Henderson)



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

Deferrals This item was deferred at the June 28, 2018, August 1, 2018, August 23, 2018, September 13, 2018, October 25, 2018, November 8, 2018, and the December 13, 2018, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer indefinitely.*

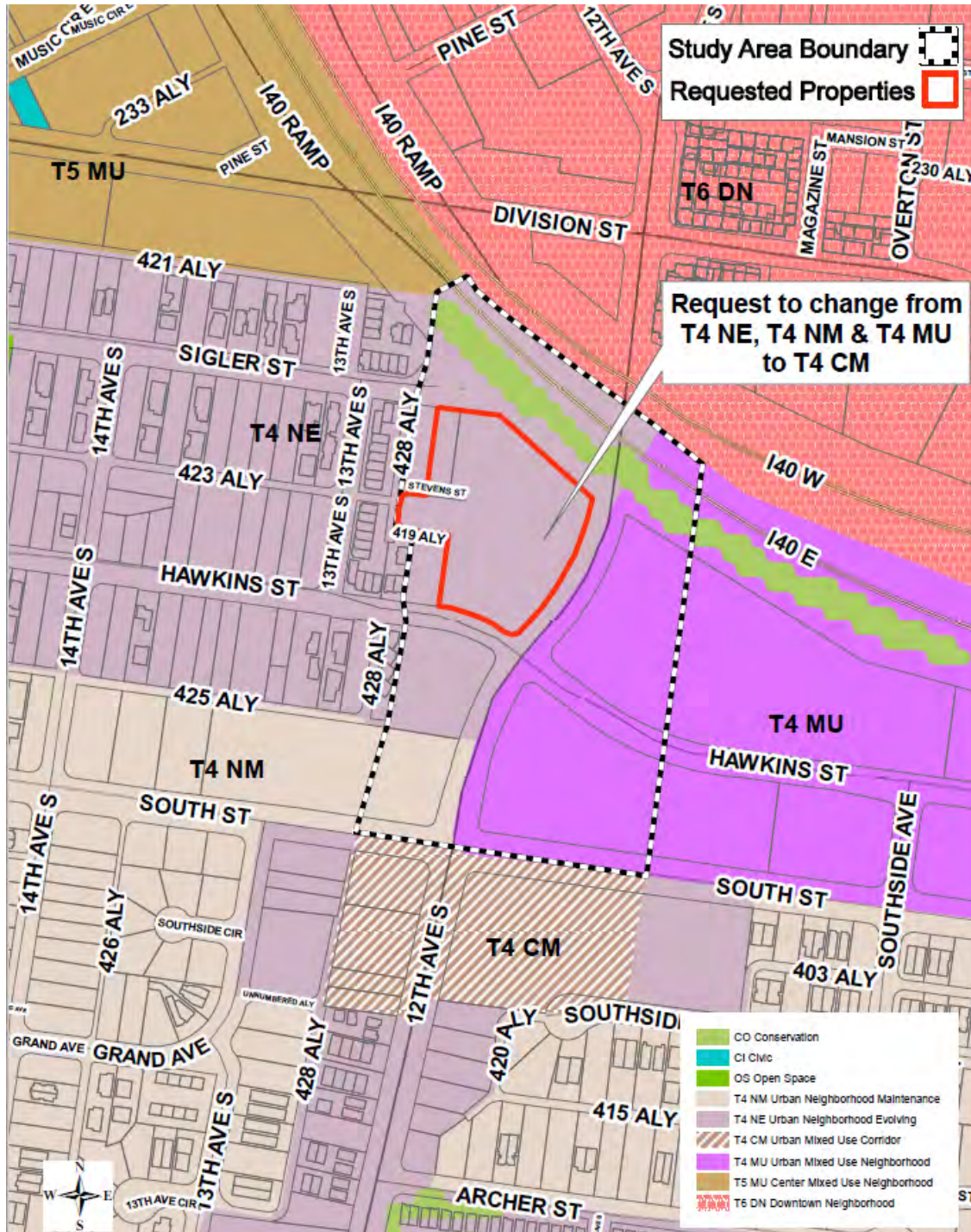
APPLICANT REQUEST
Zone change from R15 to SP-C.

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 indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 1/10/2019



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)



Project No.	Major Plan Amendment 2018CP-010-003
Project Name	Green Hills – Midtown Community Plan Amendment
Associated Case	2018SP-077-001
Council District	19 – O’Connell
School District	5 – Buggs
Requested by	Kimley-Horn and Associates, applicant; various owners.

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

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

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), One 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 24, 2019, Planning Commission meeting at the request of the applicant.



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2018SP-077-001

NOVEL EDGEHILL SP

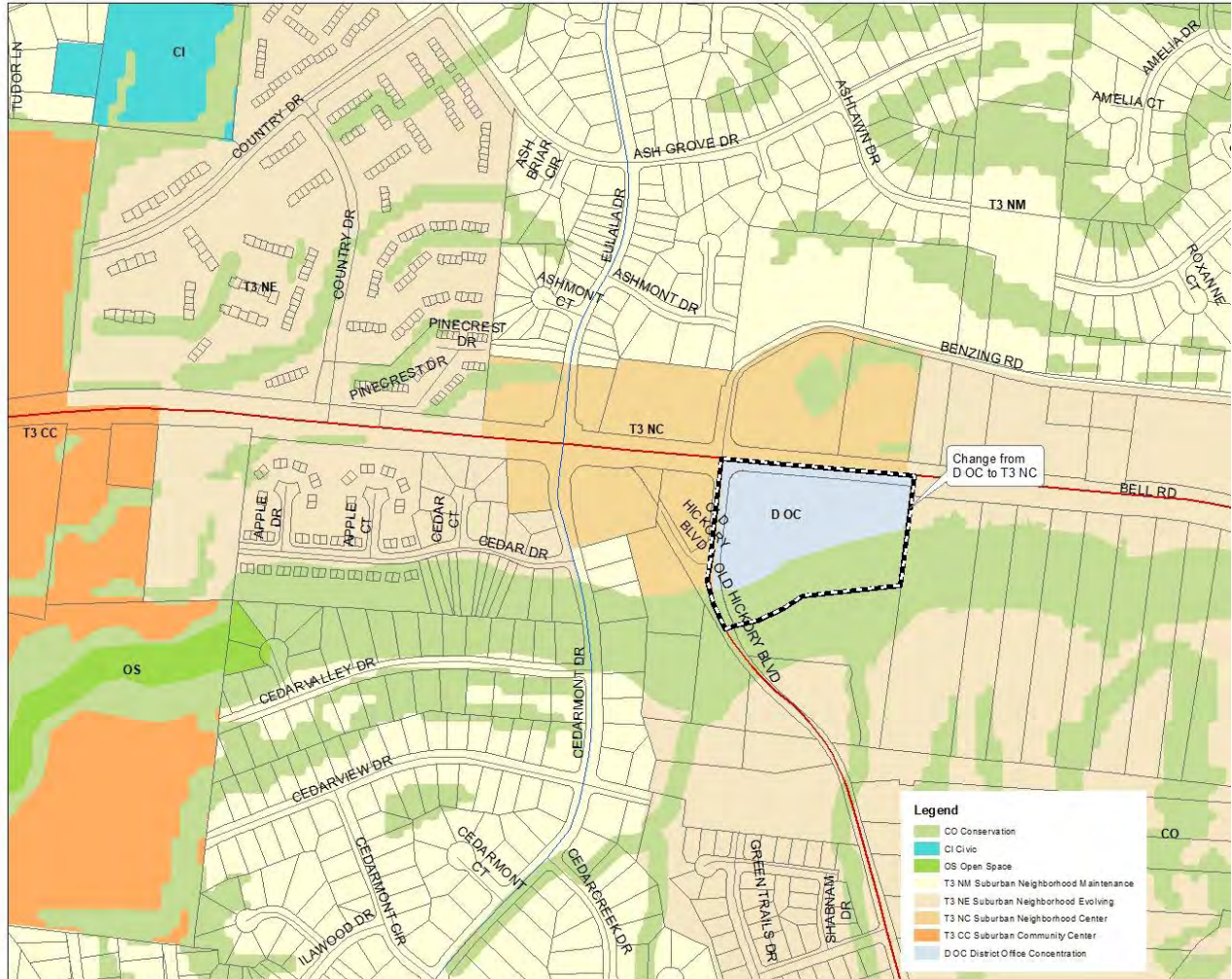
Map 093-13, Parcel(s) 280, 542

10, Green Hills-Midtown

19 (Freddie O'Connell)



Metro Planning Commission Meeting of 1/10/2019



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



Project No. **Minor Plan Amendment 2018CP-012-005**
Project Name **Southeast Community Plan Amendment**
Associated Case 2007SP-156-003
Council District 31 – Bedne
School District 2 – Brannon
Requested by Dale & Associates, applicant; Corolla Management Corporation, owners.

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

Staff Reviewer Sanders
Staff Recommendation *Approve.*

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 Specific Plan (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 *(Note CO policy will remain should this request be approved.)*

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.



Metro Planning Commission Meeting of 1/10/2019

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.



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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.

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.



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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

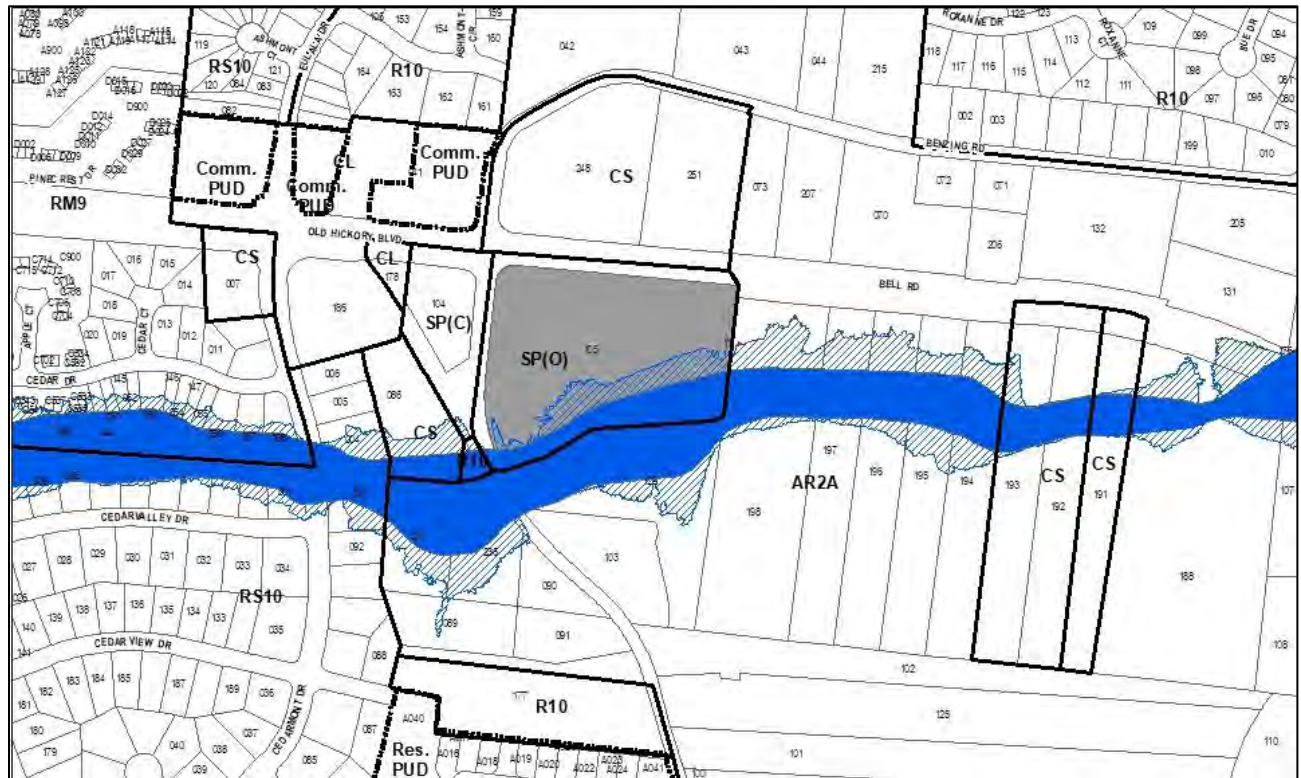
Staff recommends approval of the amendment request.



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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	2- Elrod
Requested by	Dale & Associates, applicant; Corolla Management Corporation, owner.

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

Staff Reviewer Birkeland
Staff Recommendation *Approve with conditions and disapprove 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 70 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 70 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.

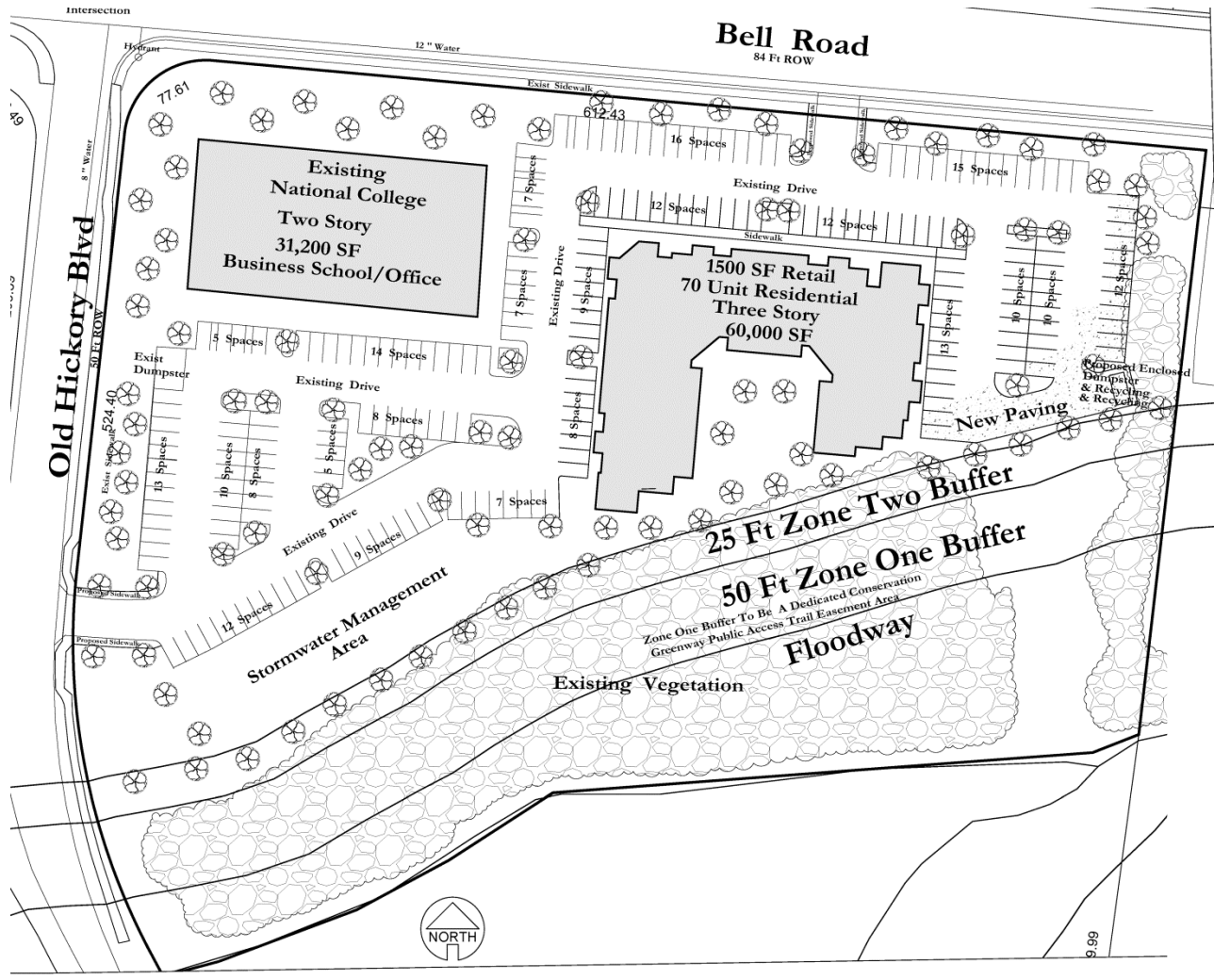
SOUTHEAST COMMUNITY PLAN

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.



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Proposed Site Plan



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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 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 70 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 70 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. A Dedicated Conservation Greenway Public Access Trail Easement has been included on the plan. 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.



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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.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

- Capacity fees and/or private site utility plans will likely be required in this case. Confirmation of capacity reserved for the intended use as well as Utility Plan approval tying the proposed metered water service line into the existing water main in Bell Rd (Airport Pressure Boundary) will be required prior to building permits being issued.

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



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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

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)			70 U	489	34	43

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
-	-	-		+585	+39	+54

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 8 Elementary 5 Middle 4 High

The proposed SP-MU zoning is anticipated to generate 17 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 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

1. Permitted land uses shall be limited to a maximum 31,200 square feet of business school/office use, 70 multi-family residential units and a maximum of 1,500 square feet of retail use.
2. Revise Standard SP Note No. 1 to reflect a maximum of 70 multi-family residential units.
3. 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.



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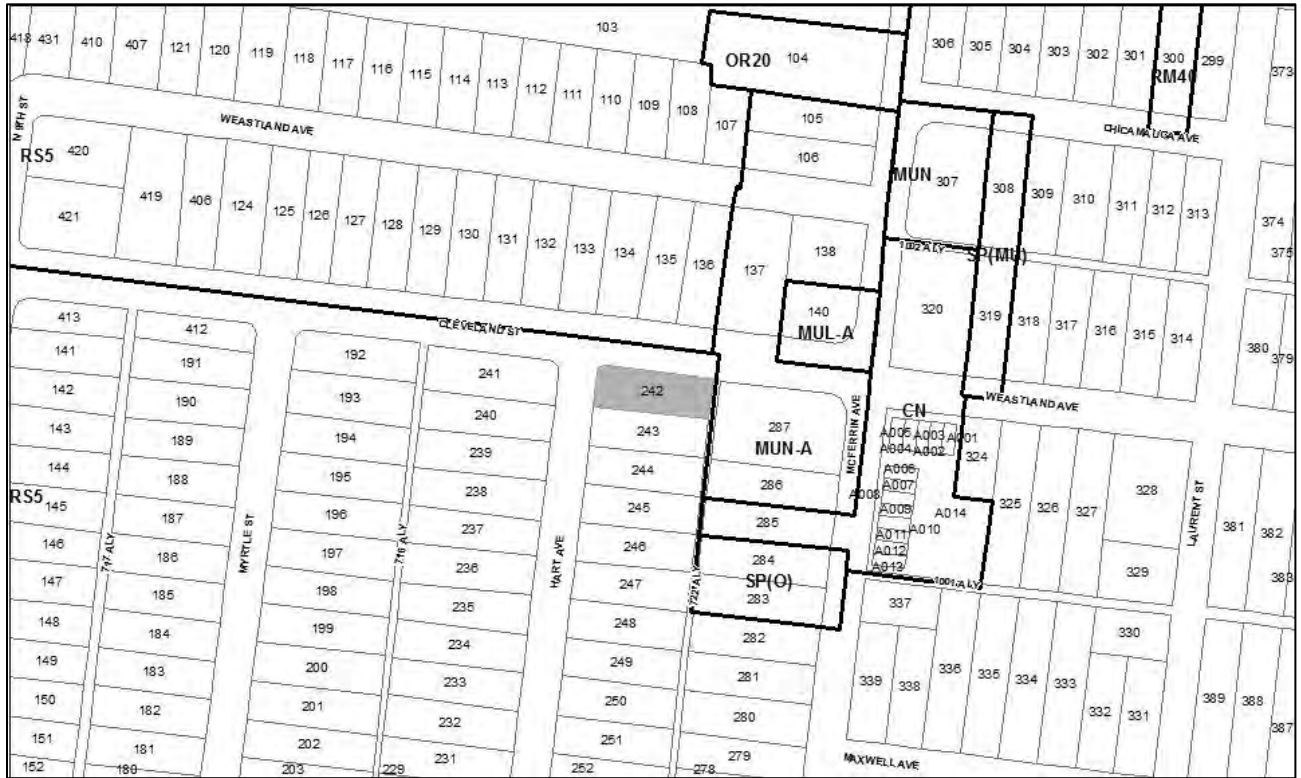
- The ground floor of the mixed use building shall have a minimum floor to ceiling height of 14 feet.
 - Articulations or alternating building materials shall be incorporated into the buildings to avoid long uninterrupted wall planes.
4. The Preliminary SP plan is the site plan and associated documents. 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 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.
 6. 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.
 7. 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.
 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. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permit



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Metro Planning Commission Meeting of 1/10/2019



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.

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

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions and disapprove 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.



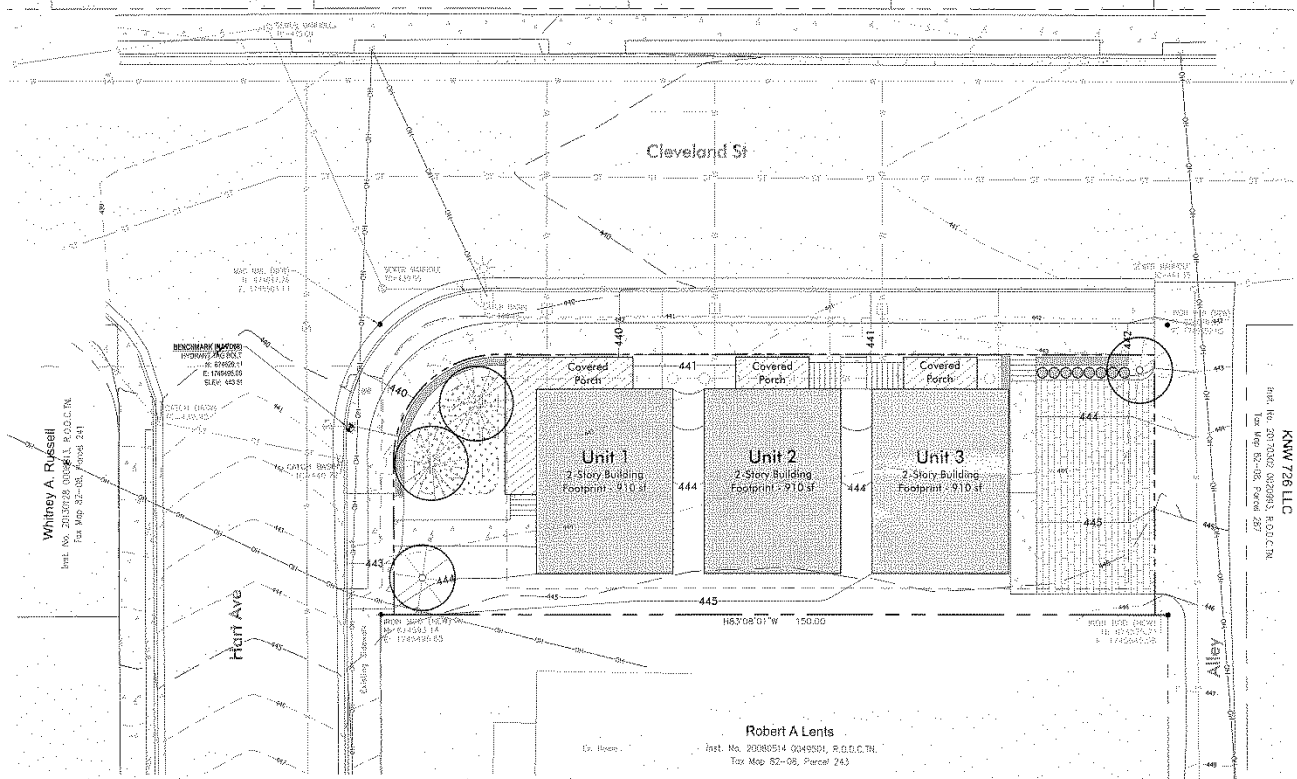
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Flordell Gordon
Inst. No. 20119824 0065564, R.O.C.T.N.
Tax Map 82-08, Parcel 242

M. D. H. A.
Inst. No. 00036247 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



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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 rental properties. Two units front to Cleveland Street, and the corner unit fronts onto Hart Avenue, and includes a wrap-around 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 policy explains that higher-intensity residential at such locations adds value, grows the market and demand for consumer services, and supports public transit. In this case the site has both characteristics as well as being within close proximity to a bus route. The site can also be seen as a transitional area 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.

In addition to meeting the locational criteria for more intense development within T4 NM policy areas, the project design also fits within the policy goals in regards to design. The plan includes detached units with a height limited to 2 stories, which is consistent with the current development pattern.

While the property meets the locational and design criteria for more intense residential development, the proposed not-owner occupied short term rental use, which is classified as a commercial use in the Zoning Code, is not consistent with the T4 NM policy. The Metro Council adopted a countywide framework regulating short term rental properties within base zoning districts. The countywide framework did not include guidance as to short term rental property use in specific plan zoning districts. The purpose and intent of a specific plan district is to better achieve the goals of the adopted land use policy through the review of a site specific plan. T4 Neighborhood Maintenance policy is intended to preserve and protect residential neighborhoods and does not support commercial uses, including not-owner occupied short term rental properties. Therefore, staff is including a condition to prohibit not-owner occupied short term rental properties.



Metro Planning Commission Meeting of 1/10/2019

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. 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 1/10/2019

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

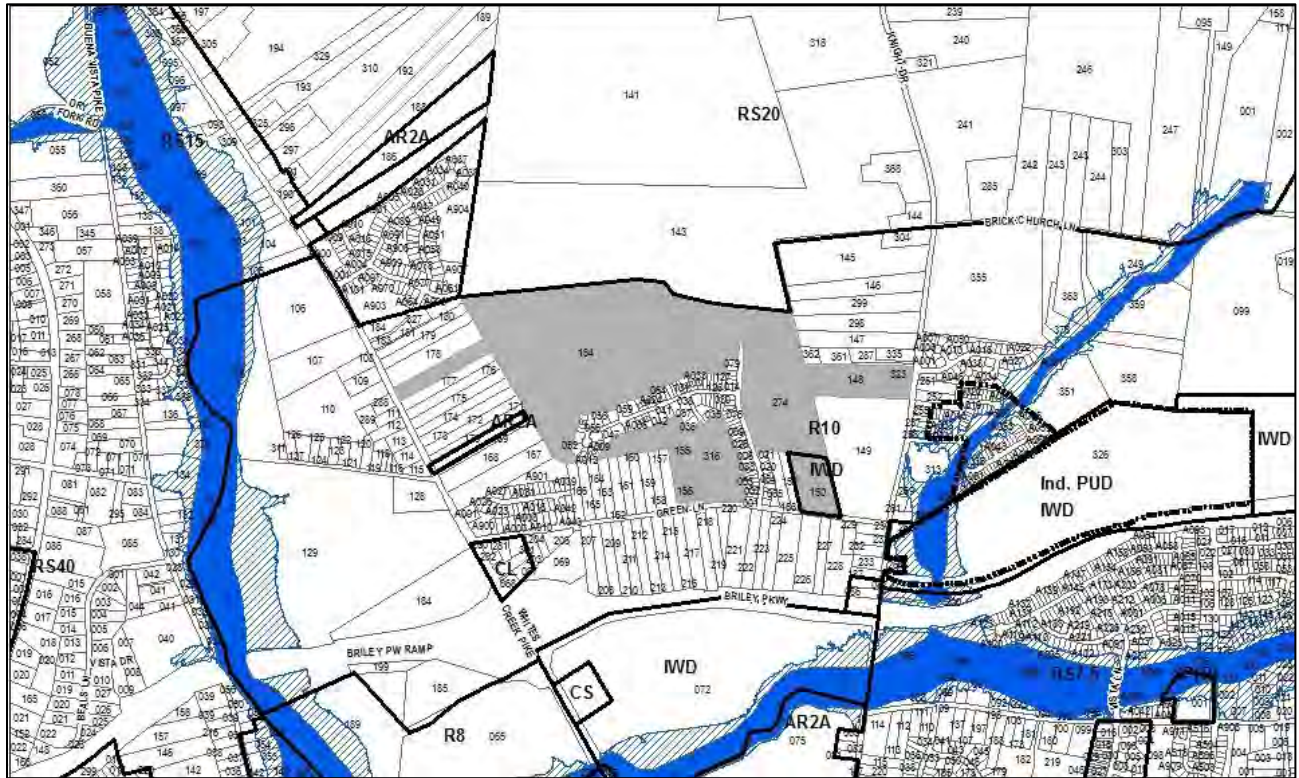
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to three multi-family residential units and Short Term Rental – owner occupied. Short term rental property – not owner occupied shall be prohibited.
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 1/10/2019



2018SP-069-001

RIDGECREST AT VISTA

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

03, Bordeaux-Whites Creek-Haynes Trinity

03 (Brenda Haywood)



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 at the October 25, 2018, and December 13, 2018, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Disapprove.*

APPLICANT REQUEST

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

Preliminary SP

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

Existing Zoning

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

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

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity.



Metro Planning Commission Meeting of 1/10/2019



Proposed Site Plan



Metro Planning Commission Meeting of 1/10/2019

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.

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

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

PLAN DETAILS

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

Site Plan

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

House Lots

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

Cottage Lots

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



Metro Planning Commission Meeting of 1/10/2019

The plan is made up of two standalone sections that are separated by open space and the adjacent Deer Meadows Subdivision. Section One is adjacent to Green Lane and consists of 59 cottage lots. Section One is accessed from Green Lane. Section Two has some frontage along Green Lane and Knight Drive. Section Two consists of 188 cottage lots and 56 house lots. Access to Section Two is from Green Lane and Knight Drive. All roadways in the development are gated private drives. In addition to the primary access points onto Green Lane and Knight Drive, there is a gated emergency entrance onto Tisdale Drive which is in the Deer Meadows Subdivision and connects to Green Lane.

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

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

ANALYSIS

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

Additionally, the proposed lot size and layout in the Suburban Neighborhood Maintenance policy areas are out of character with the neighboring Deer Meadows Subdivision and other subdivisions in the larger area. The proposed minimum lot size in the maintenance areas is 2,500 square feet. The average lot size for lots in Deer Meadows, which includes single-family, duplex and zero lot line lots, is approximately 6,600 square feet.

The smallest lots within Deer Meadows are approximately 4,500 square feet in size. The proposed lots in the maintenance areas are significantly smaller. Due to the proposed lot size and building type in the maintenance areas, the spacing between homes is narrow and not in keeping with Deer Meadows or other suburban development in the surrounding area. Lot size and spacing should be more consistent with existing suburban developments in the immediate area.

The plan includes some larger lots, but they are located in the Neighborhood Evolving policy area. These lots have a minimum lot size of 6,000 square feet, which is more consistent with the average



Metro Planning Commission Meeting of 1/10/2019

lot size for Deer Meadows and other subdivisions in the surrounding area. This lot size is more appropriate in the maintenance areas, while the smaller lots are more appropriate in the evolving policy area. Given the inconsistencies with the land use policy, staff recommends disapproval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

General Recommendations

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

Whites Creek Pike and Green Lane

- Based on *Evaluating Intersection Improvements: An Engineering Study Guide* (NCHRP 457), a two-lane approach is warranted under projected conditions for the westbound approach of Green Lane at Whites Creek Pike.

Therefore, separate left and right turn lanes with approximately 100 feet of storage should be provided at this intersection once the proposed development reaches approximately 20% occupancy or the platting of 60 lots and if the necessary right-of-way is available. Developer shall submit road construction plans prior to platting 60th lot. MPW records indicate that Green Lane has 50 ft of Row.



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- Based on the *Intersection Channelization Design Guide* (NCHRP 279), a right turn lane is warranted under projected conditions for the northbound approach of Whites Creek Pike at Green Lane. Therefore, a northbound right turn lane with approximately 100 feet of storage is recommended to be provided once the proposed development reaches approximately 20% occupancy and if the necessary right-of-way is available. Developer shall submit road construction plans prior to platting 60th lot.
- Developer shall conduct a signal warrant analysis with platting of 150th lot and signalize intersection when warranted. Developer shall submit signal plan to MPW traffic engineer and install signal when warranted.

Whites Creek Pike and Briley Parkway Westbound Ramps

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

Knight Drive and Green Lane

- Based on Harmelink methodology, a left turn lane is warranted under projected conditions for the northbound approach of Knight Drive at Green Lane. Therefore, a NB left turn lane with approximately 100 feet of storage is recommended to be constructed once the proposed development reaches approximately 50% occupancy or platting of 150th lot and if the necessary right-of-way is available.
- Based on the *Intersection Channelization Design Guide* (NCHRP 279), a right turn lane is warranted under projected conditions for the southbound approach of Knight Drive at Green Lane. Therefore, a SB right turn lane with approximately 100 feet of storage is recommended to be constructed once the proposed development reaches approximately 50% occupancy or platting of 150th and if the necessary right-of-way is available. Appropriate lane transition and lane alignment with new turn lanes shall be provided.



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- Due to the expected school traffic generated by residents of Ridgcrest development an EB left turn lane on Green Lane at Knight Drive shall be constructed by developer with the platting of 150 lots. It appears that Green Lane has 50 ft of ROW.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	5.02	0.8 F	174,936 S.F.	322	47	49

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	111.74	4.35 D	607 U	5431	433	571

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	116.76		303 U	2884	220	295

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

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

METRO SCHOOL BOARD REPORT

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

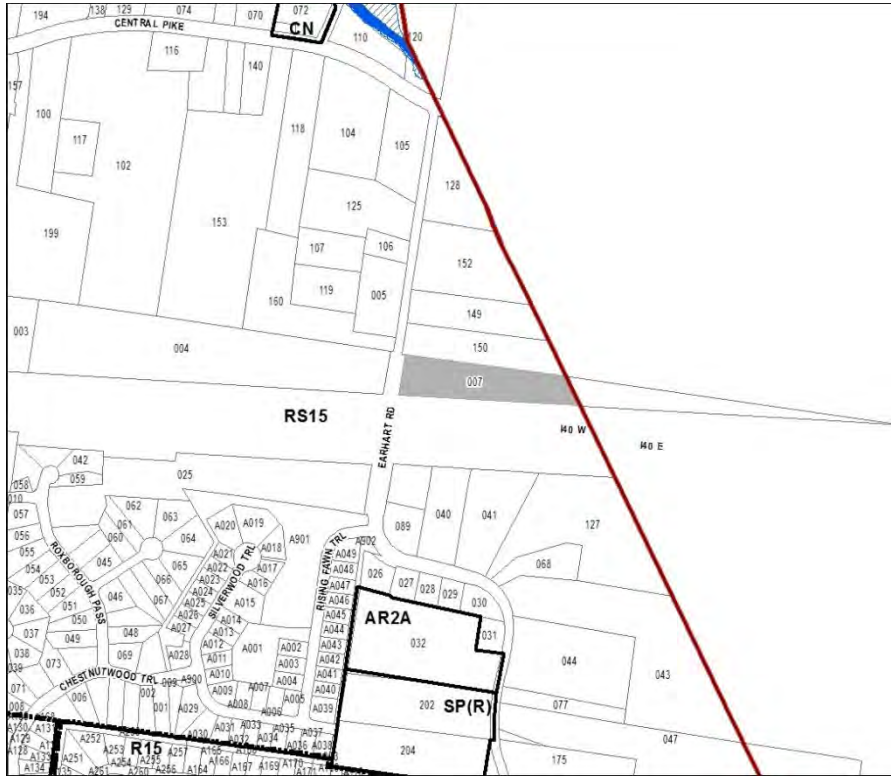
The proposed SP-R zoning district would generate 139 fewer students than what is typically generated under the existing RS15 zoning district. Students would attend Alex Green Elementary, Brick Church Middle School, and Whites Creek High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 1/10/2019



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
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 8, 2018 and December 13, 2018, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Rezone from RS15 to SP-C to permit an office/warehouse and billboards.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Commercial (SP-C) zoning for property located at 3049 Earhart Road, approximately 620 feet north of Rising Fawn Trail, (2.78 acres), to permit an office/warehouse and billboards.

STAFF RECOMMENDATION

Staff recommends deferral to the January 24, 2018, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 1/10/2019



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



Project No. Specific Plan 2018SP-076-001
Project Name 2138 18th Avenue North SP
Council District 02- Hastings
School District 1- Gentry
Requested by Maria Patton, applicant and owner.

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

Staff Reviewer Burse
Staff Recommendation *Withdraw.*

APPLICANT REQUEST

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

Preliminary SP

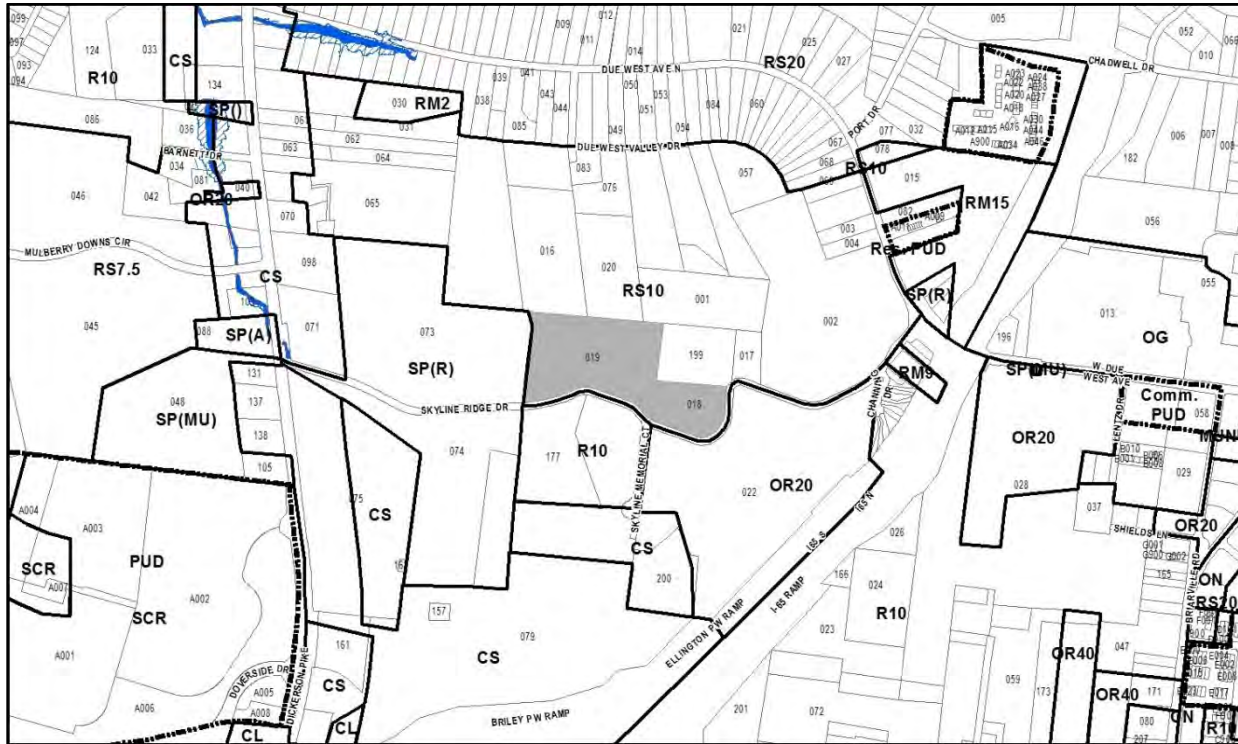
A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning for property located at 2138 18th Avenue North, approximately 60 feet north of Pecan Street, (0.59 acres), to permit up to ten multi-family residential units.

STAFF RECOMMENDATION

Staff recommends withdrawal at the request of the applicant.



Metro Planning Commission Meeting of 1/10/2019



2018SP-083-001

THE 808 AT SKYLINE RIDGE SP

Map 051, Parcel(s) 018-019

02, Parkwood-Union Hill

08 (Nancy VanReece)



Project No. Specific Plan 2018SP-083-001
Project Name The 808 at Skyline Ridge SP
Council District 08- VanReece
School District 3- Speering
Requested by Catalyst Design, applicant; Mckay, Timothy J. and Melissa P., and Sherrod, John R., III owners.

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

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

APPLICANT REQUEST

Rezone to SP to permit 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.

Existing Zoning

Single-Family Residential (RS10) zoning 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 54 single-family residential lots based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

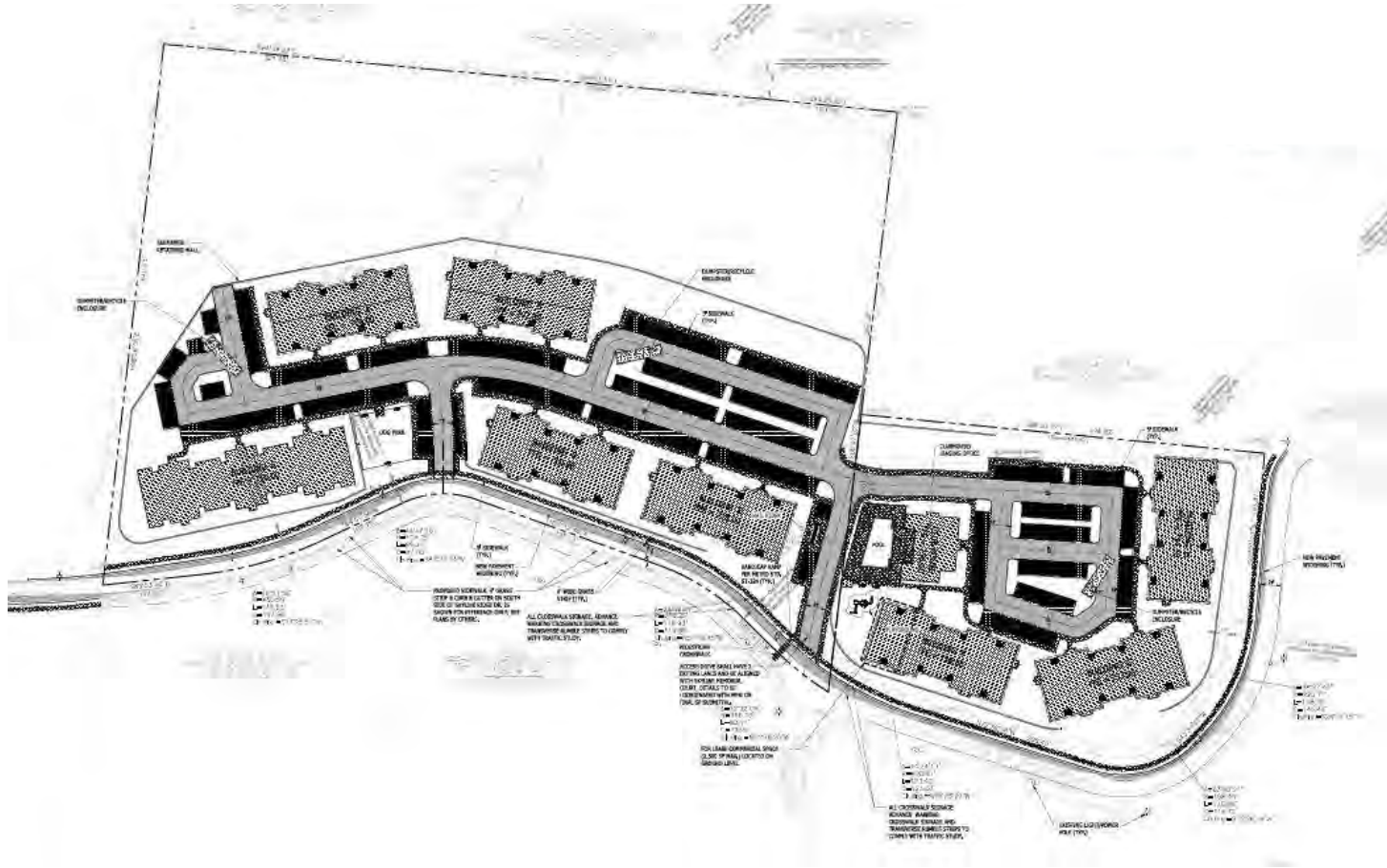
Specific Plan- Mixed Use (SP-MU) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

PARKWOOD-UNION HILL COMMUNITY PLAN

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.



Metro Planning Commission Meeting of 1/10/2019



Proposed Site Plan



Metro Planning Commission Meeting of 1/10/2019

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.

PLAN DETAILS

The 14.75 acre site is located approximately 1,600 feet east of the intersection of Dickerson Pike and Skyline Ridge Drive in the Parkwood-Union Hill Community Plan Area. This is a request for up to 214 multi-family residential units in eight buildings, space for a non-residential use up to 2,500 square feet, a clubhouse, associated amenities (dog park, pool, and playground) and surface parking. Proposed buildings have a maximum height of 3 stories. Site access is from Skyline Ridge Drive through two private drives. Surface parking is provided behind the proposed buildings along Skyline Ridge Drive. Space for a non-residential use, with a maximum of 2,500 square feet, is located on the ground floor of the building located at the northeast corner of Skyline Ridge Drive and the private drive. This plan provides onsite stormwater mitigation and sidewalk improvements along site frontage and extending to Dickerson Pike consistent with local standards.

ANALYSIS

Uses near the site consist of institutional, office, multi-family residential, single-family residential, commercial and vacant land. Multi-family residential is adjacent immediately east of the site at the intersection of Skyline Ridge Drive and Due West Avenue North. The site is within a larger area of Single-Family Residential (RS10) zoning. Nearby zoning districts include One and Two-Family Residential (R10), Specific Plan-Residential (SP-R), and Office/Residential (OR20). Existing site conditions include a single-family residential house and vacant land on two parcels that are 1,600 feet east of the intersection of Dickerson Pike and Skyline Ridge Drive.

The Conservation (CO) policy applicable to this site identifies an area of steep slopes that are part of a broader network of steep slopes and a stream buffer located along the north site boundary. This plan orients development away from these areas. Both T3 Suburban Neighborhood Evolving and T3 Suburban Neighborhood Center policy areas are located along the south site boundary. This proposal provides for additional diversity of housing and improves pedestrian connectivity.



Metro Planning Commission Meeting of 1/10/2019

Skyline Ridge Drive currently lacks sidewalks and this proposal provides sidewalks from the site to the intersection of Dickerson Pike and Skyline Ridge Drive. The proposal also provides a pedestrian connection to existing sidewalks that connect to the hospital south of the site. The plan includes a maximum of 2,500 square feet of a non-residential use that can provide services to the immediate area and neighborhoods located within a short drive of the site.

The proposal achieves goals of the T3 Suburban Neighborhood Center and T3 Suburban Neighborhood Evolving policies as it will provide non-residential services to serve nearby neighborhoods, enhanced pedestrian connectivity along Skyline Ridge Drive and additional diversity of housing within the immediate area.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES

Approve with conditions

- Approved as a Preliminary SP only. Public sewer construction plans and/or private site utility plans must be submitted and approved prior to Final SP approval. The approved plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval (Permit # T2018068933).

STORMWATER

Approve

PUBLIC WORKS

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to the issuance of a building permit by MPW submit a recorded copy of the ROW dedications.
- Prior to submission of the Final SP, submit recorded copies of the ROW dedications (off-site) and the construction/ slope easements (off-site.)
- Install ADA compliant ramp at pedestrian crossing at corner of Skyline Memorial Ct. and Old Due West.
- Sidewalks titled built by others to be built, if not built by others. ~ Show on final SP

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Access drive opposite Hospital drive shall have 2 exiting lanes and be aligned with Hospital drive lanes. Developer shall install pavement markings as needed. Sight distance exhibit shall include posted speed limit, intersection and stopping site distance per AASHTO and stamped plan. Comply with following TIS recommendations.
- In accordance with findings of TIS, the developer shall construct the following roadway improvements.



Metro Planning Commission Meeting of 1/10/2019

- The site access drives should be designed to include a minimum of one entering lane and one exiting lane. A “Stop” sign (R1-1) and stop bar pavement marking should be included on the egress approach of each site access drive.
- Access drive opposite Hospital drive shall have 2 exiting lanes and be aligned with Hospital drive lanes. Developer shall install pavement markings as needed. on Hospital drive. Developer shall construct ped crossing to Hospital drive sidewalks with necessary ped infrastructure.
- Field observations indicate that overgrown vegetation causes sight distance obstructions at the proposed locations of the site access drives. Vegetation should be removed along the southern property frontage such that sufficient sight distance is available in both directions at each site access drive, in accordance with AASHTO standards.
- Developer shall submit site distance exhibit in plan and profile to verify adequate sight distance is provided at access drives. No vegetation, walls fencing or signage shall obstruct sight distance.
- Upon widening of Skyline AKA Old Due West, it is expected that some existing area traffic may redistribute and use this new improved road. Additional LTL analysis shall consider trip redistribution by area residents to determine if LTL are warranted at access drives with appropriate lighting provided at access drives.
- If access drives are gated provide adequate queuing distance to Old Due West /Skyline Ridge Dr and a denial lane.
- In conjunction with the construction of the development, Skyline Ridge should be widened from Dickerson Pike to the eastern boundary of the property frontage. The new cross-section should include width for two 12-foot travel lanes with curb and gutter on at least one side of the street or as approved by MPW roads staff.
- As part of the roadway improvement project, sidewalk is also planned to be provided along the north side of Skyline Ridge west of the project site. Due to existing topography and utility constraints along the north side of Skyline Ridge, it will likely be necessary to transition the sidewalk to the south side of the roadway. The location of the sidewalk transition point should maximize sight distance for pedestrians utilizing the mid-block crossing. Preliminarily, the sidewalk transition point will be located on Skyline Ridge approximately 675 feet west of the Skyline Medical Center Drive.
- Adequate sight distance and lighting and ped signage per MUTCD standards shall be provided if a mid block ped crossing is approved.
- Additional analysis shall be required.
- The midblock pedestrian crossing should provide a crosswalk and a pedestrian warning sign with actuated rectangular rapid-flashing beacons facing each approach. Additionally, transverse rumble strips should be installed on each approach in advance of the mid-block crossing.
- A loading zone with appropriate signage should be included on-site for the high-turnover (sit-down) restaurant land use. Adequate parking per code shall be required for all land uses.
- No trails shall connect to Old Due West in the vicinity of the curved roadway section along the east frontage of project.



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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)	12.53	4.35 D	54 U	590	44	57

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)	14.75		214 U	1577	99	117

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			2,500 S.F.	159	8	18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1146	+63	+78

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 7 Elementary 6 Middle 6 High

Projected student generation proposed R6 district: 34 Elementary 18 Middle 21 High

The proposed SP-R zoning is expected to generate 54 more students than the existing RS10 zoning district. Students would attend Chadwell elementary School, Gra-Mar Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited up to a maximum of 214 multi-family residential units and up to 2,500 square feet of non-residential uses. Non-residential uses are only permitted within Building F at the northeast corner of the intersection of Skyline Ridge Drive and Skyline Memorial Court/Private Drive. Permitted non-residential uses include consignment sale, cultural center, day care (up to 75), community education, financial institution, general office, leasing/sales office, medical appliance sales, medical office, outpatient clinic, rehabilitation services, veterinarian, ATM, business service, furniture store, grocery store, home



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improvements sales, liquor sales, nano brewery, personal care services, restaurant- fast food, restaurant- full service, restaurant- take-out, retail, multi-media production, printing and publishing, radio/TV studio and manufacturing- artisan.

2. Sidewalks with a minimum width of 5 feet and a grass strip with a minimum width of 4 feet shall be installed along site frontage along Skyline Ridge Drive. Off-site sidewalks with a minimum width of 5 feet and a grass strip with a minimum width of 4 feet shall be installed along the northern or southern section of Skyline Ridge Drive from the site to the intersection of Dickerson Pike and Skyline Ridge Drive.
3. Comply with all conditions of Metro Public Works and Traffic and Parking.
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 RM15 zoning district as of the date of the applicable request or application.
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.



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2017Z-037PR-001

Map 071-08, Parcel(s) 272

Map 071-12, Parcel(s) 001

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2017Z-037PR-001
Council District	05- Davis
School District	5 - Buggs
Requested by	Councilmember Scott Davis, applicant; American Dream Developers, Inc., owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RS5 to RM20.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential (RM20) zoning on properties located at 1804 and 1806 Lischey Avenue, at the northwest corner of Edith Avenue and Lischey Avenue (2.3 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 20 lots. Application of the Subdivision Regulations may result in fewer lots on this property.*

Proposed Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 46 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

Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was recently approved and adopted by the Planning Commission on June 14, 2018.

The Highland Heights Study was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as establishment of a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this site, T4 NE, did not change with adoption of the Highland Heights plan.



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

Lischey Avenue is identified as a collector-avenue street on the Major and Collector Street Plan, and provides MTA transit stops. The Mobility Plan component of the Highland Heights Study identifies the need to provide an alley connection along a portion of the southern property line of 1804 Lischey Avenue.

ANALYSIS

The site consists of two parcels totaling 2.3 acres and is located along the west side of Lischey Avenue, approximately 600 feet south of East Trinity Lane. There is an existing single-family home on each parcel. These parcels are zoned RS5 which permits only single-family residential uses with a minimum lot size of 5,000 square feet. The adjacent properties to the south and west are zoned RS5 and consist of one and two-family residential uses. Property to the north is zoned SP(R).

The proposed zoning of RM20 at this location is not consistent with the guidance of the T4 NE policy and the supplemental policies of the Highland Heights Study. The T4 NE policy and R4 Subdistrict encompass this property as well as the properties immediately north, south and west of the site. The properties across Lischey Avenue are within an area of lower intensity, residential T4 Urban Neighborhood Maintenance policy, within the R3 Subdistrict, which is intended to maintain the existing low to moderate density, predominantly single-family residential development pattern. Plex house or manor houses may be appropriate at some corner lots along connector streets.

The requested multi-family residential zoning (RM20) zoning is the most intense zoning district identified within the R4 subdistrict of the supplemental policy and building regulating plan. RM20 zoning is not appropriate given the location at the easternmost edge of the R4 subdistrict. RM20 zoning would permit up a maximum of 46 units on the subject parcels. RM20 zoning does not provide a transition from the lower intensity R3 subdistrict within T4 Neighborhood Maintenance policy across Lischey Avenue.

Additionally, the Highland Heights Study envisioned that the R4 area would accommodate additional density in concert with the installation of infrastructure, specifically an integrated road and alley network. The Mobility Plan provides a blueprint for this road and alley network and calls for an alley along the southern property line of 1804 Lischey Avenue. Currently, there is no alley right-of-way for this area. RM20 zoning does not guarantee the dedication of alley right-of-way, as identified as a need in the Highland Heights Study. Without the infrastructure prescribed by the mobility plan, the requested is inappropriate.



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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)	2.3	8.71 D	20 U	237	19	22

Maximum Uses in Proposed Zoning District: **RM20**

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)	2.3	-	46 U	307	23	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-		-	+26 U	+70	+4	+8

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 5 Elementary 4 Middle 4 High

Projected student generation proposed RM20 district: 15 Elementary 6 Middle 6 High

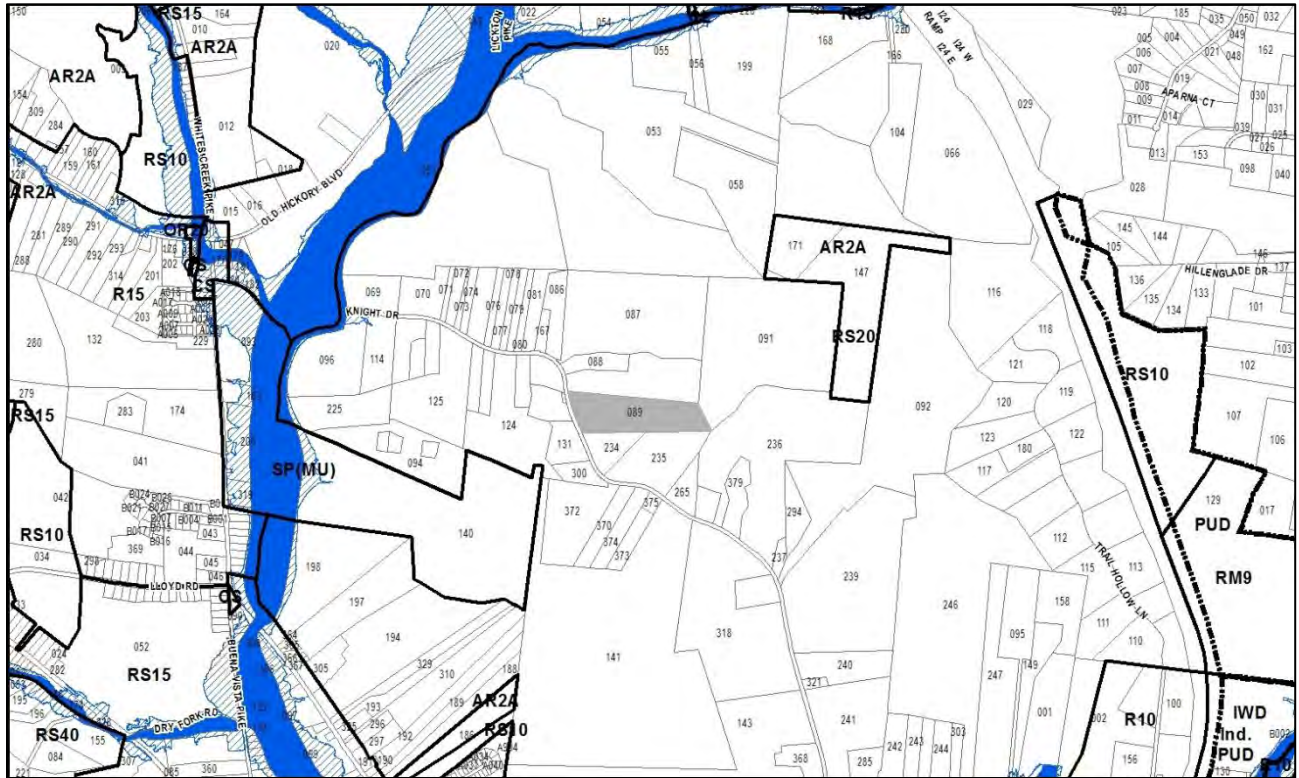
The proposed RM20 zoning district would generate 14 more students than what is typically generated under the existing R6 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. Each school has been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends disapproval as the request is inconsistent with the goals of the T4 Urban Neighborhood Evolving policy and the Highland Heights Supplemental policy.



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2018Z-122PR-001

Map 040, Parcel(s) 089

03, Bordeaux-Whites Creek-Haynes Trinity

03 (Brenda Haywood)



Project No.
Council District
School District
Requested by

Zone Change 2018Z-122PR-001
03 – Haywood
1 - Gentry
NashvilleRealtyGroup.com, LLC, applicant; IRA Innovations, LLC, and NashvilleRealtyGroup.com, LLC, owners.

Deferrals

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

Staff Reviewer
Staff Recommendation

Rickoff
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



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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.

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

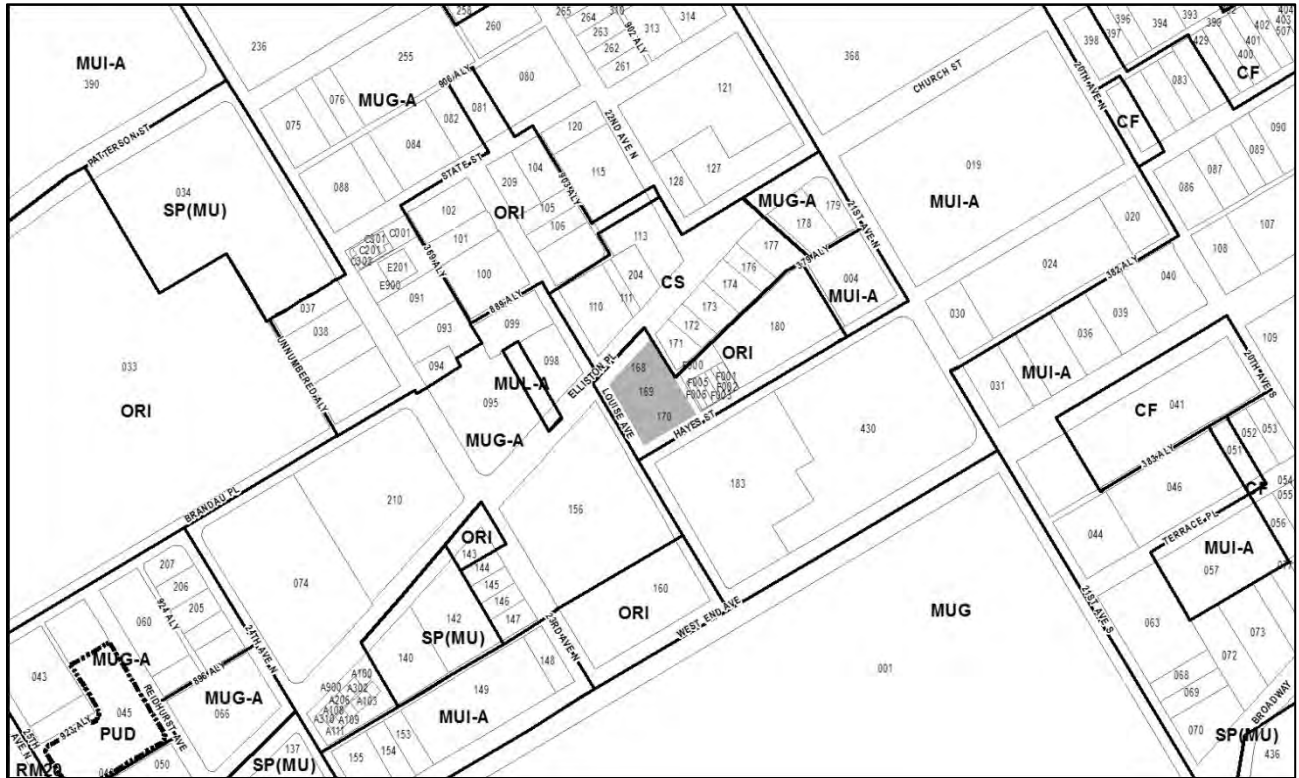
The proposed AR2a zoning is expected to generate 12 fewer students than the existing RS20 zoning. Students would attend Alex Green Elementary School, Brick Church College Prep Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information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

STAFF RECOMMENDATION

Staff recommends approval.



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2018Z-124PR-001

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

10, Green Hills - Midtown

21 (Ed Kindall)



Project No. **Zone Change 2018Z-124PR-001**
Council District 21 – Kindall
School District 5 – Buggs
Requested by Triumph Hospitality, LLC, applicant; Hilsea Holdings, LTD., owner.

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

Staff Reviewer Shepard
Staff Recommendation *Disapprove.*

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.



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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.

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 1 High

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.



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



Project No. **Zone Change 2018Z-125PR-001**
Council District 05 – Davis
School District 5 – Buggs
Requested by Requested by Land Development Solutions, applicant;
Donna Mule, owner.

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

Staff Reviewer Napier
Staff Recommendation *Approve.*

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.



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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.

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



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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

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.



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2018Z-127PR-001

Map 071-16, Parcel(s) 278

5, East Nashville

5 (Scott Davis)



Project No. Zone Change 2018Z-127PR-001
Council District 05- S. Davis
School District 5- Buggs
Requested by SN Development, LLC., applicant; Jordan and Sloan Allison, owners.

Deferrals This request was deferred at the December 13, 2018, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation 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.



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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. 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



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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

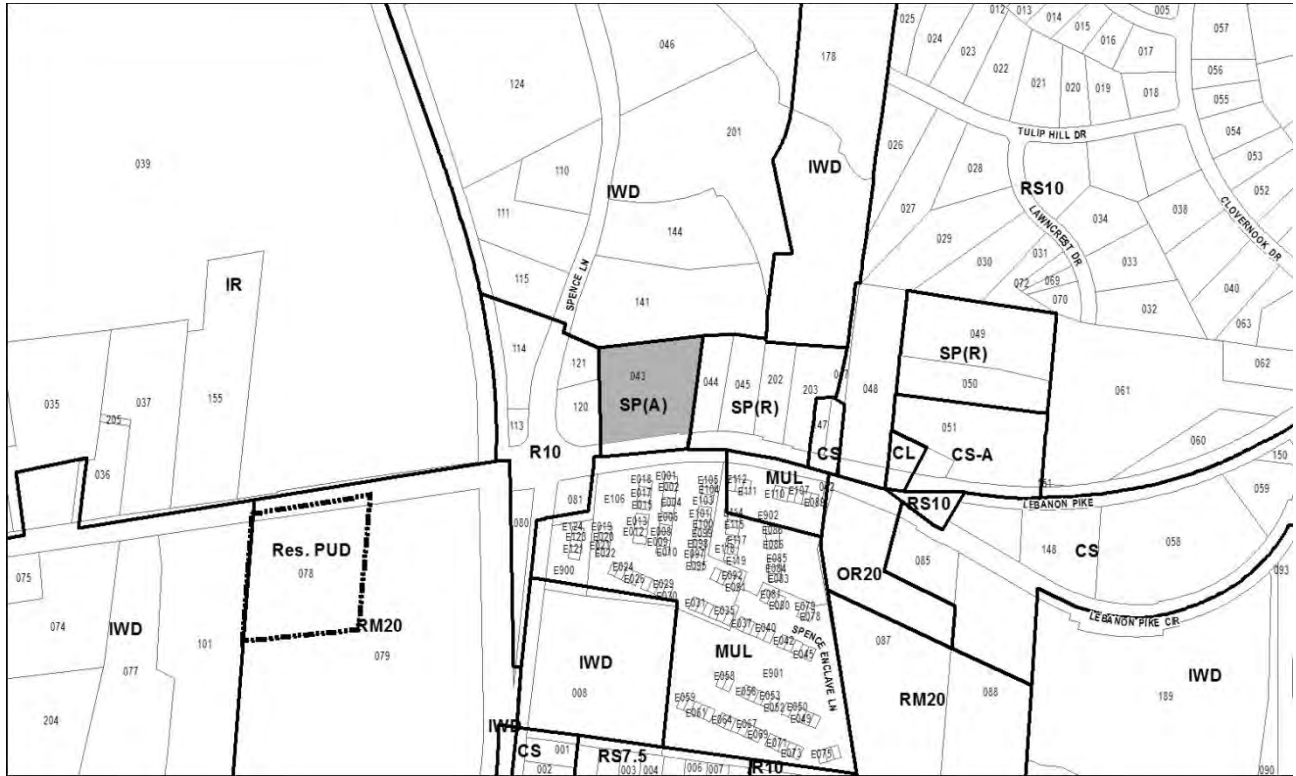
The proposed RM15-A zoning district would generate no more students than what is typically generated under the existing SP-R zoning district. Students would attend Shawab Elementary School, Jere Baxter Middle School, and Maplewood High School. None of the schools has been identified as being over capacity. 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 1/10/2019



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



Project No. **Zone Change 2018Z-129PR-001**
Council District 15 - Syracuse
School District 4 - Shepherd
Requested by Goodwyn, Mills, and Cawood Inc., applicant; Bodenhamer Florida Properties LLC, owner.

Deferrals This request was deferred at the December 13, 2018, Planning Commission meeting. No public hearing was held.

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

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



NO SKETCH



Project Nos.	Text Amendment 2018Z-010TX-001
Project Name	Tree Density, Removal and Replacement
Council Bill No.	BL2018-1416
Council District	Countywide
School District	Countywide
Requested by	Councilmembers Angie Henderson and Anthony Davis
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve with a substitute.</i>

APPLICANT REQUEST

Amend the Zoning Code pertaining to tree density, removal and replacement.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend Chapter 17.24 of the Zoning Code by deleting Subsection 17.24.010 in its entirety and substituting the following (deleted text is shown in strike-thru; new text is shown in underline):

Chapter 17.24 - LANDSCAPING, BUFFERING AND TREE ~~REPLACEMENT~~
REQUIREMENTS

Article I. - General Provisions

17.24.010 - Purpose and intent.

The general purpose of this chapter is to set standards for landscaping, ~~and buffering, and tree requirements~~ in order to implement the precepts of the general plan and the associated subarea plans, as well as the requirements of the various zone districts set out previously, including properties zoned DTC district as set forth in Chapter 17.37. This chapter further establishes standards for the protection and replacement of trees to ~~insure~~ ensure their continued presence and associated benefits; establishes standards for screening and landscaping parking areas to reduce their impact on adjacent properties and public thoroughfares, as well as to mitigate the ~~environ-mental~~ environmental impacts of large areas of unbroken pavement; establishes standards for buffering between different zone districts or selected land uses to mitigate the results of differing activities; and sets standards for plant materials, maintenance of required plants, planting in scenic easements and standards for the screening of unsightly areas.

The proposed bill would amend Chapter 17.24 of the Zoning Code by deleting Subsection 17.24.020 in its entirety and substituting the following (new text is shown in underline):



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17.24.020 - Landscape plan required.

A landscape plan shall accompany any application for ~~master development plan or final site plan approval~~ under Section 17.40.170, unless exempted by Section 17.24.050, Exceptions. The plan shall show location, size, spacing, species, form and quality of all existing and proposed materials intended to fulfill the requirements of this chapter. The plan shall also show topography, location of all utilities, and either an under-ground sprinkler system or hose bib attachments. The plans and specifications submitted pursuant to this section shall be prepared by, or under the direction of, and bear the seal of a professional landscape architect registered in Tennessee.

The proposed bill would amend Chapter 17.24 of the Zoning Code by deleting Subsection 17.24.090 in its entirety and substituting the following (deleted text is shown in strike-thru; new text is shown in underline):

17.24.090 - Removal of ~~protected~~ trees.

A. It is the intent of this article to minimize the removal of protected trees and to ensure that property owners and developers take reasonable measures to design and locate the proposed improvements so that the number of protected trees to be removed is minimized. In particular, the design shall attempt to preserve specimen and historic trees. For purposes of this chapter, the term 'protected tree' means a tree with at least a six-inch diameter at breast height (DBH) that is selected to be saved or preserved for purposes of being counted toward the required tree density for the property.

B. Any tree with a diameter at breast height (DBH) of twenty-four inches (24") or more shall be survey located and depicted on the final site plan.

The proposed bill would amend Chapter 17.24 of the Zoning Code by deleting Subsections 17.24.100.A and 17.24.100.B.1 through B.3 in their entirety and substituting the following (deleted text is shown in strike-thru; new text is shown in underline):

17.24.100 - Replacement of trees.

- A. Trees removed pursuant to Section 17.40.470 -- tree removal permit procedures -- shall be replaced at the expense of the property owner or developer to meet the required tree density standard.
- B. Tree density.
 - 1. Each property, other than those residential properties provided for in subsection B.2. of this section, shall attain a tree density factor of at least ~~fourteen~~ twenty units per acre using protected or replacement trees, or a combination of both.
 - 2. Residential properties shall attain the following tree density factors:
 - a. Property within a single and/or two-family residential subdivision for which the preliminary site plan is filed with the planning commission after the date of enactment of this subsection B.2. shall attain a tree density factor of at least ~~fourteen~~ twenty units per acre using protected or replacement trees, or a combination of both, within the common area and



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excluding the area of the building lots. Proof of compliance with this requirement shall be provided prior to the release of any applicable public infrastructure bonds.

- b. Requirements for individual single and two-family residential lots.
 - (i) Individual single and two-family lots, other than those lots zoned AG or AR2a, shall include at least one two-inch caliper tree for each thirty feet of lot frontage (or portion thereof), excluding alley frontage, placed within the front setback. Such trees must be chosen from the Forestry Recommended and Prohibited Tree and Shrub List, and shall be of a form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
 - (ii) Individual single and two-family lots on a cul-de-sac shall attain a tree density factor of at least two two-inch caliper trees for each thirty feet of lot frontage (or portion thereof). Such trees must be chosen from the Forestry Recommended and Prohibited Tree and Shrub List, and shall be of a form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
 - (iii) ~~If the width of an individual single or two-family lot is less than twenty-five percent of the average lot depth, the lot shall attain a tree density factor of at least seven units per acre using protected or replacement trees, or both.~~
 - (iv) Proof of compliance with this subsection B.2.b. shall be provided prior to the issuance of a certificate of occupancy.
 - c. Alternative tree density requirements for single and two-family residential lots. In lieu of the requirements of subsection B.2.b. of this section, a home builder may petition the urban forester for credit for protecting existing trees on the building lot, provided that the overall tree density, including both replacement and protected trees, is not less than seven units per acre. Protected trees used to satisfy this requirement shall be protected according to Section 17.24.110. Proof of compliance with this requirement shall be provided prior to the issuance of a certificate of occupancy.
3. Compliance with this subsection B. shall be calculated using gross acreage of the property but shall not include the following:
- a. The portion of the land area currently or proposed to be covered by buildings which meet sustainable design protocols established under section 16.36.050 of the Metropolitan Code of Laws;
 - b. The fenced area of any athletic field;
 - c. The area of a lake or pond which is covered by water year round;
 - d. ~~Semi-trailer and tractor-trailer service areas, semi-trailer and tractor-trailer drive aisles, and semi-trailer and tractor-trailer parking and loading areas;~~ and
 - e. Open areas of golf facilities.
- Protected and replacement trees shall contribute toward the tree density.



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ANALYSIS

Chapter 17.24 of the Metro Zoning Code establishes requirements for landscaping, buffering and tree replacement to provide for screening of development and parking areas, buffer yards separation between varying intensities of uses, and replacement of trees removed during development.

The proposed amendment includes updates to several sections of Chapter 17.24, particularly those pertaining to trees. NashvilleNext identifies protection and enhancement of Nashville's tree canopy as a county-wide goal due to the benefits trees provide in terms of enhancing air and water quality, moderating temperature, providing wildlife habitat, and enhancing the beauty and livability of Nashville's built areas. The proposed changes to Chapter 17.24 serve to bring the zoning code closer in line with NashvilleNext goals.

One key change in the proposed amendment is an increase in the tree density requirements. Currently, Section 17.24.100 of the zoning code requires multi-family and commercial developments to achieve a tree density factor of 14 units per acre using a combination of protection of existing trees on a site and replacement of any trees removed during development. The amendment proposes to increase the tree density requirement to 20 units per acre.

The proposed amendment also makes adjustments to the calculation of tree density. Currently, tree density requirements are based on the gross acreage of the site excluding land area currently or proposed to be covered by buildings as well as areas in athletic fields, water, open areas of golf facilities, or semi-trailer and tractor trailer service and parking areas. The proposed amendment would eliminate the exemption of semi-trailer and tractor trailer areas, and would also only exempt areas covered by buildings if those buildings meet the sustainable design requirements in Title 16 of the Code which pertains to building and construction codes (Section 16.36.050).

In addition to the primary changes, the proposed amendment also includes updates to the purpose and intent section to incorporate tree requirements, where currently the purpose and intent solely references landscaping and buffering. Additionally, the amendment adds a standard that required landscape plans be prepared by and bear the seal of a professional landscape architect, and requires that trees required for one and two-family homes based on site frontage be placed within the front setback. Finally, the amendment includes some minor housekeeping updates to correct typographical errors in the current code.

Collectively, these updates bring Chapter 17.24 closer in line with the goals of NashvilleNext to protect and enhance Nashville's tree canopy. The increase in tree density and the alterations to how tree density is calculated will result in a higher rate of tree replacement for trees removed during multi-family and commercial development. The other changes and clarifications will help facilitate more consistent application of the code.

In keeping with the goal of making Chapter 17.24 easier to apply consistently across all developments, staff is recommending approval of a substitute ordinance to incorporate updated figures. Chapter 17.24 currently includes a number of drawings and diagrams designed to illustrate the landscaping, buffering and tree replacement requirements. These drawings were originally prepared in a manner that has resulted in their becoming blurred and incorrectly scaled as they have been replicated in the code over time. Updated illustrations have been prepared using a CAD



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format, so that they can be appropriately scaled and inserted into the code while remaining legible; the updated figures are unchanged in substance. Staff recommends a substitute to delete the following figures in their entirety and replace with updated figures.

- Figure 17.24.11
- Figure 17.24.150-1
- Figure 17.24.150-2
- Figure 17.24.150-5
- Figure 17.24.160
- Figures 17.24.240A-D

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken to this bill.

STAFF RECOMMENDATION

Staff recommends approval with a substitute.

SUBSTITUTE ORDINANCE BL2018-1416

An ordinance amending Chapter 17.24 of Title 17 of the Metropolitan Code, Zoning Regulations regarding tree density, removal, and replacement requirements, all of which is more particularly described herein (Proposal No. 2018Z-010TX-001).

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

Section 1. That Chapter 17.24 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, entitled “Landscaping, Buffering and Tree Replacement”, and Section 17.24.010 thereof, be hereby amended by deleting both the title and Section 17.24.010 in their entirety and substituting therefore the following:

Chapter 17.24 - LANDSCAPING, BUFFERING AND TREE REQUIREMENTS

Article I. - General Provisions

17.24.010 - Purpose and intent.

The general purpose of this chapter is to set standards for landscaping buffering, and tree requirements in order to implement the precepts of the general plan and the associated subarea plans, as well as the requirements of the various zone districts set out previously, including properties zoned DTC district as set forth in Chapter 17.37. This chapter further establishes standards for the protection and replacement of trees to ensure their continued presence and associated benefits; establishes standards for screening and landscaping parking areas to reduce their impact on adjacent properties and public thoroughfares, as well as to mitigate the environmental impacts of large areas of unbroken pavement; establishes standards for buffering between different zone districts or selected land uses to mitigate the



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results of differing activities; and sets standards for plant materials, maintenance of required plants, planting in scenic easements and standards for the screening of unsightly areas.

Section 2. That Section 17.24.020 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting this section in its entirety and substituting therefore the following:

17.24.020 - Landscape plan required.

A landscape plan shall accompany any application for final site plan approval under Section 17.40.170, unless exempted by Section 17.24.050, Exceptions. The plan shall show location, size, spacing, species, form and quality of all existing and proposed materials intended to fulfill the requirements of this chapter. The plan shall also show topography, location of all utilities, and either an under-ground sprinkler system or hose bib attachments. The plans and specifications submitted pursuant to this section shall be prepared by, or under the direction of, and bear the seal of a professional landscape architect registered in Tennessee.

Section 3. That Section 17.24.090 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting this section in its entirety and substituting therefore the following:

17.24.90 - Removal of trees.

- A. It is the intent of this article to minimize the removal of protected trees and to ensure that property owners and developers take reasonable measures to design and locate the proposed improvements so that the number of protected trees to be removed is minimized. In particular, the design shall attempt to preserve specimen and historic trees. For purposes of this chapter, the term 'protected tree' means a tree with at least a six-inch diameter at breast height (DBH) that is selected to be saved or preserved for purposes of being counted toward the required tree density for the property.
- B. Any tree with a diameter at breast height (DBH) of twenty-four inches (24") or more shall be surveyed located and depicted on the final site plan.

Section 4. That Sections 17.24.100.A and 17.24.100.B.1 through B.3 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, are hereby amended by deleting these sections in their entirety and substituting therefore the following:

17.24.100 - Replacement of trees.

- A. Trees removed pursuant to Section 17.40.470 -- tree removal permit procedures -- shall be replaced at the expense of the property owner or developer to meet the required tree density standard.
- B. Tree density.
 1. Each property, other than those residential properties provided for in subsection B.2. of this section, shall attain a tree density factor of at least twenty units per acre using protected or replacement trees, or a combination of both.
 2. Residential properties shall attain the following tree density factors:
 - a. Property within a single and/or two-family residential subdivision for which the preliminary site plan is filed with the planning commission after the date of



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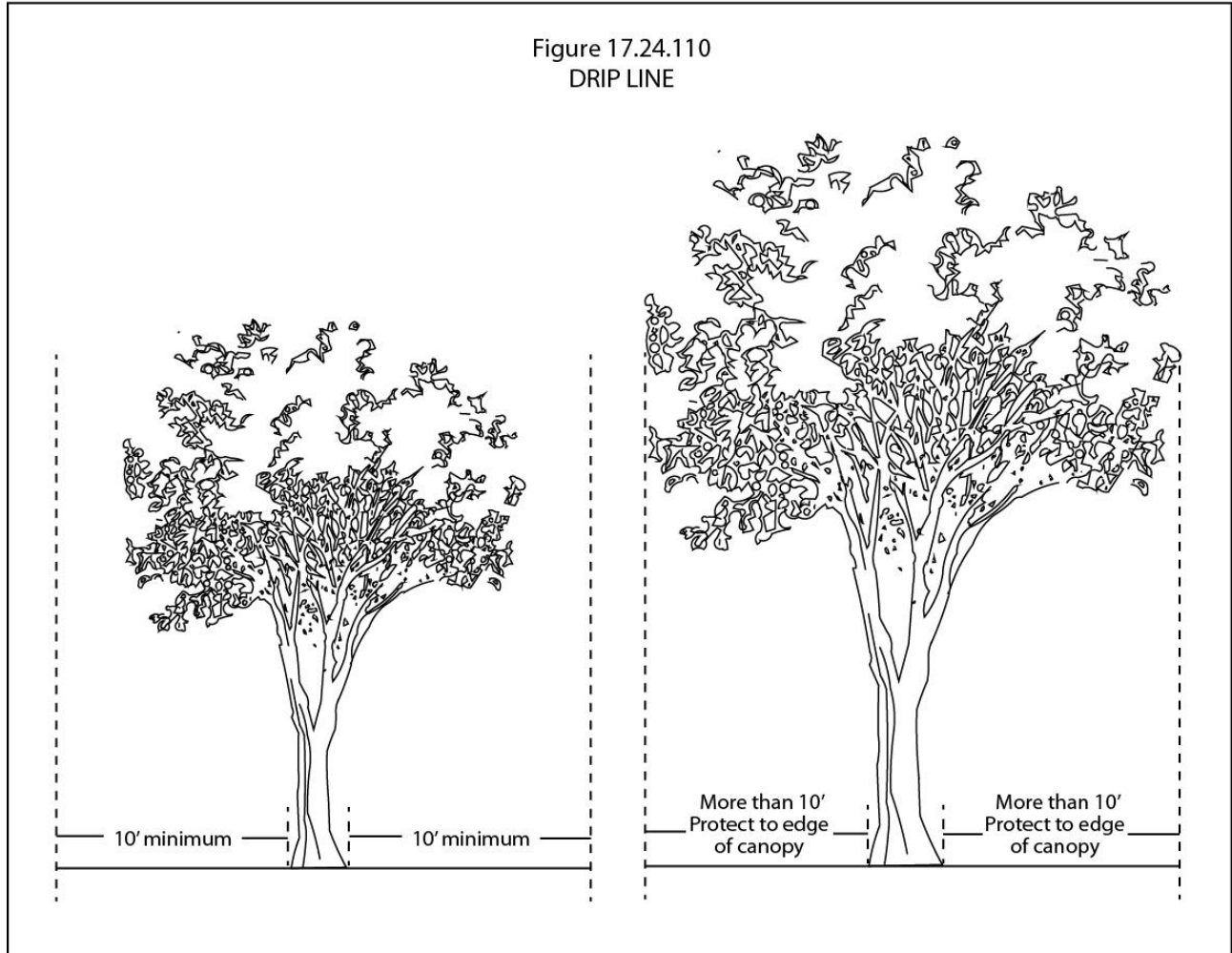
- enactment of this subsection B.2. shall attain a tree density factor of at least twenty units per acre using protected or replacement trees, or a combination of both, within the common area and excluding the area of the building lots. Proof of compliance with this requirement shall be provided prior to the release of any applicable public infrastructure bonds.
- b. Requirements for individual single and two-family residential lots.
 - i. Individual single and two-family lots, other than those lots zoned AG or AR2a, shall include at least one two-inch caliper tree for each thirty feet of lot frontage (or portion thereof), excluding alley frontage, placed within the front setback. Such trees must be chosen from the Forestry Recommended and Prohibited Tree and Shrub List, and shall be of a form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
 - ii. Individual single and two-family lots on a cul-de-sac shall attain a tree density factor of at least two two-inch caliper trees for each thirty feet of lot frontage (or portion thereof). Such trees must be chosen from the Forestry Recommended and Prohibited Tree and Shrub List, and shall be of a form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
 - iii. (Proof of compliance with this subsection B.2.b. shall be provided prior to the issuance of a certificate of occupancy.
 - c. Alternative tree density requirements for single and two-family residential lots. In lieu of the requirements of subsection B.2.b. of this section, a home builder may petition the urban forester for credit for protecting existing trees on the building lot, provided that the overall tree density, including both replacement and protected trees, is not less than seven units per acre. Protected trees used to satisfy this requirement shall be protected according to Section 17.24.110. Proof of compliance with this requirement shall be provided prior to the issuance of a certificate of occupancy.
3. Compliance with this subsection B. shall be calculated using gross acreage of the property but shall not include the following:
- a. The portion of the land area currently or proposed to be covered by buildings which meet sustainable design protocols established under section 16.36.050 of the Metropolitan Code of Laws;
 - b. The fenced area of any athletic field;
 - c. The area of a lake or pond which is covered by water year round; and
 - d. Open areas of golf facilities.
- Protected and replacement trees shall contribute toward the tree density.



Metro Planning Commission Meeting of 1/10/2019

Section 5. That Section 17.24.110 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting Figure 17.24.110 and substituting therefore the following:

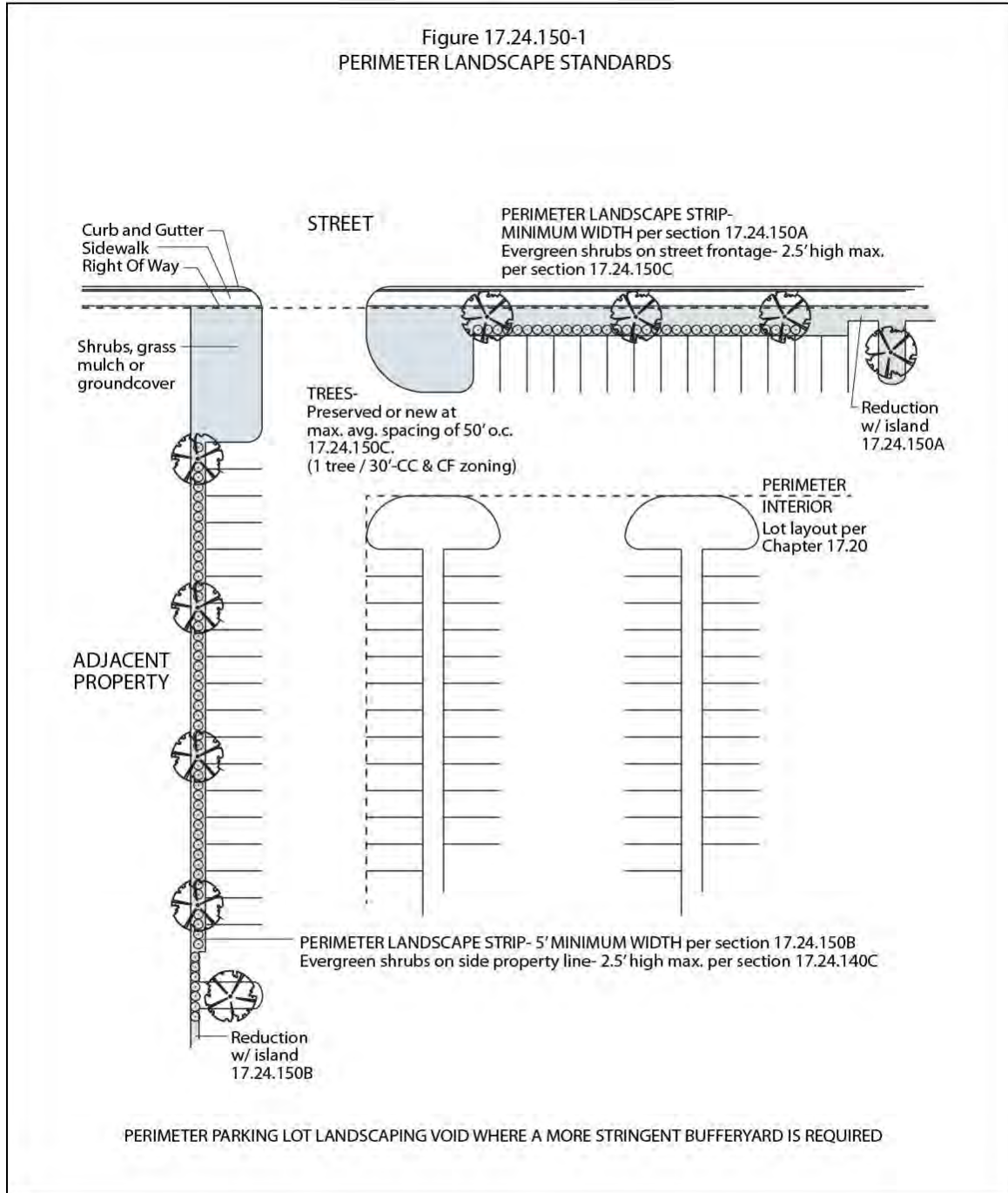
REVISED ILLUSTRATION





Metro Planning Commission Meeting of 1/10/2019

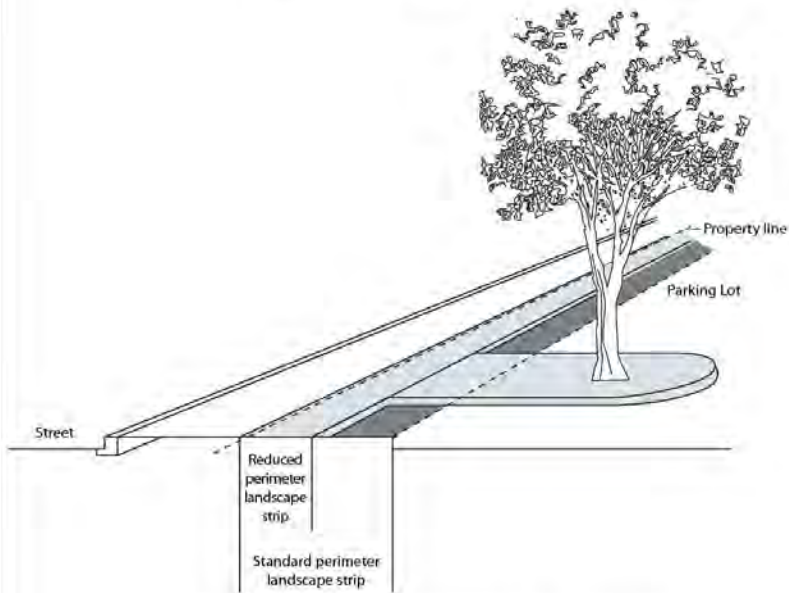
Section 6. That Section 17.24.150 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting Figures 17.24.150-1, 17.24.150-2, and 17.24.150-5 and substituting therefore the following:





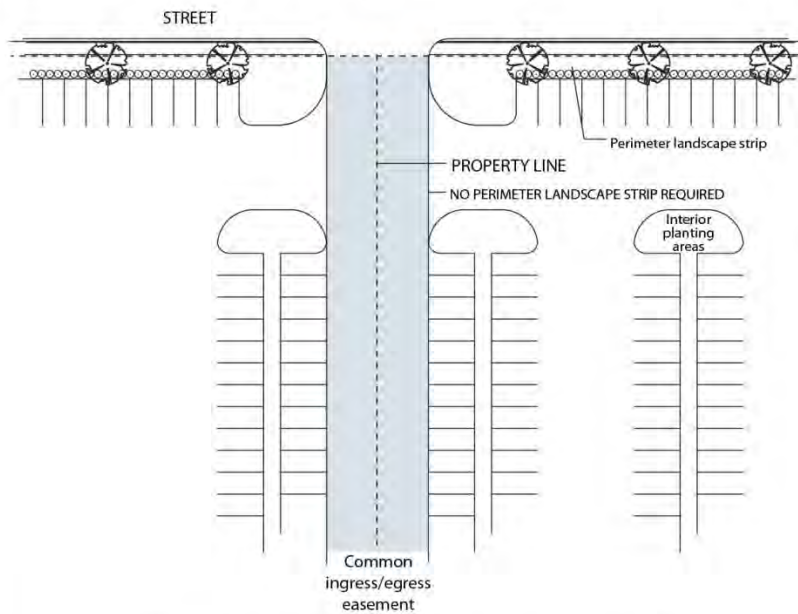
Metro Planning Commission Meeting of 1/10/2019

Figure 17.24.150-2
REDUCTION OF PERIMETER LANDSCAPE STRIP



The perimeter landscape strip may be reduced to half the standard depth if the required trees are planted in islands between parking spaces. 17.24.150A

Figure 17.24.150-5
WAIVER OF LANDSCAPE STRIP

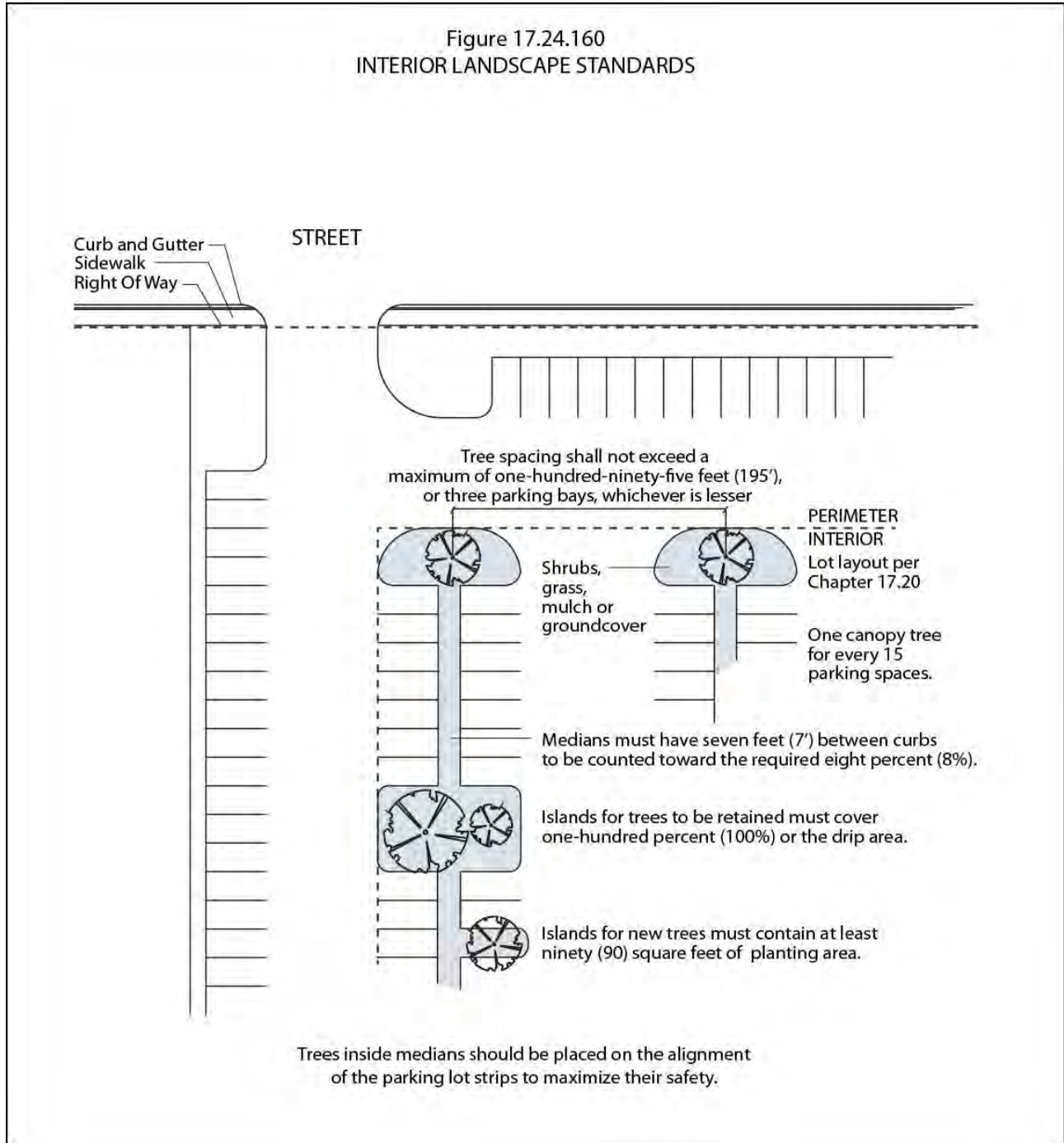


PERIMETER LANDSCAPE STRIP WAIVED WITH COMMON ACCESS AGREEMENT 17.24.150E



Metro Planning Commission Meeting of 1/10/2019

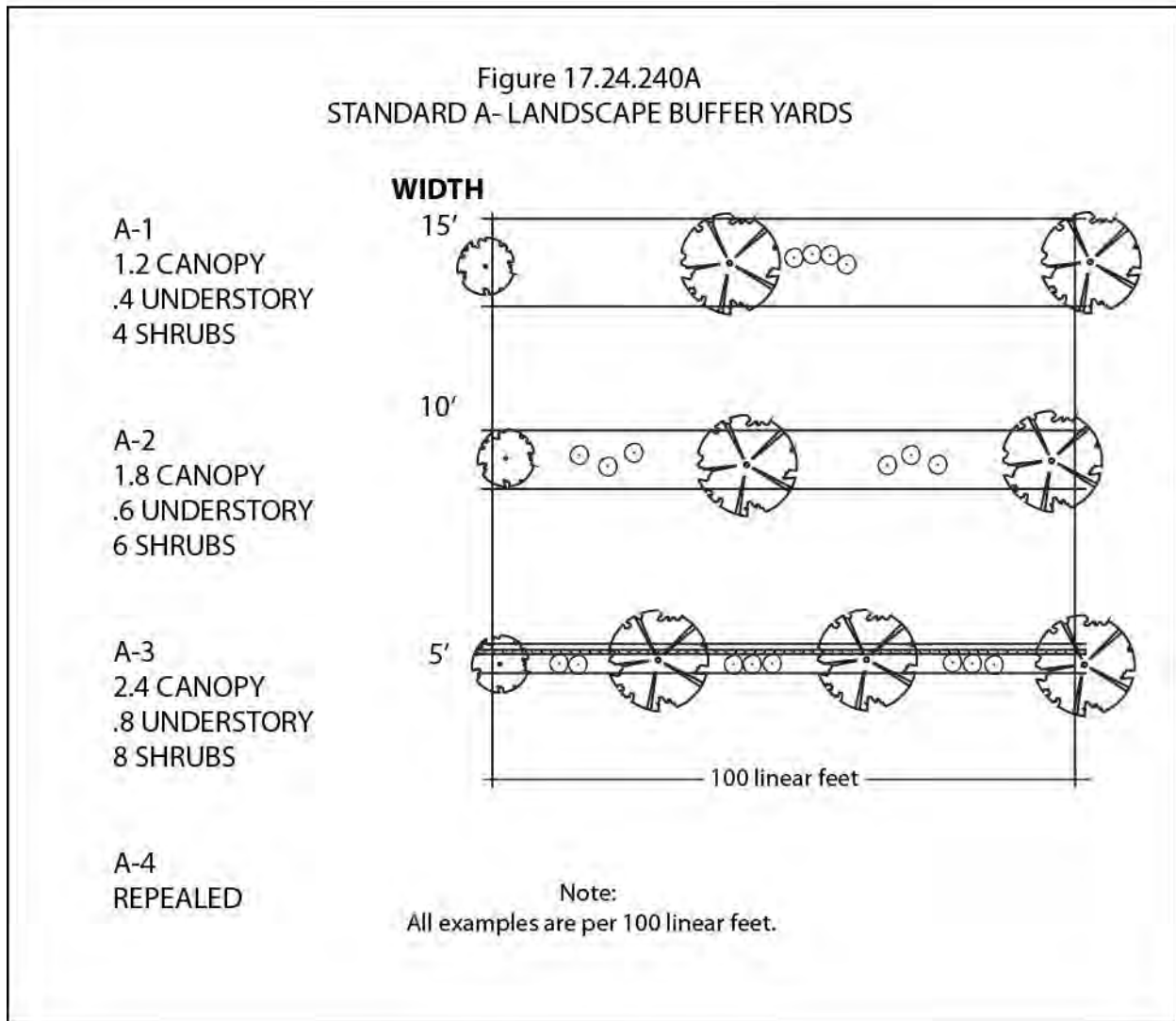
Section 7. That Section 17.24.160 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting Figure 17.24.160 substituting therefore the following:





Metro Planning Commission Meeting of 1/10/2019

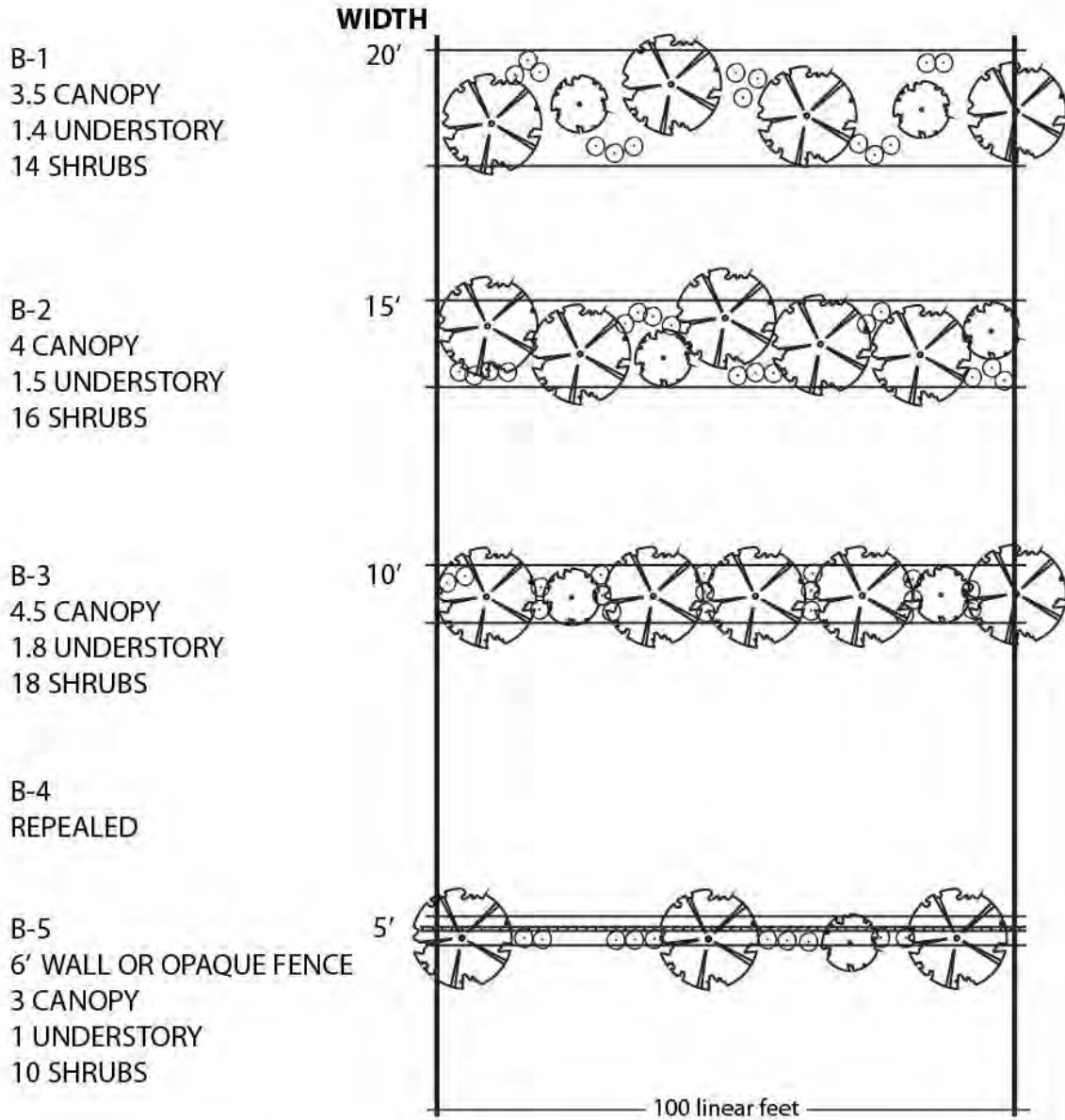
Section 8. That Section 17.24.240 of the Code of The Metropolitan Government of Nashville and Davidson County, Zoning Regulations, is hereby amended by deleting Figures 17.24.240A, 17.24.240B, 17.24.240C, and 17.24.240D substituting therefore the following:





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Figure 17.24.240B
STANDARD B- LANDSCAPE BUFFER YARDS

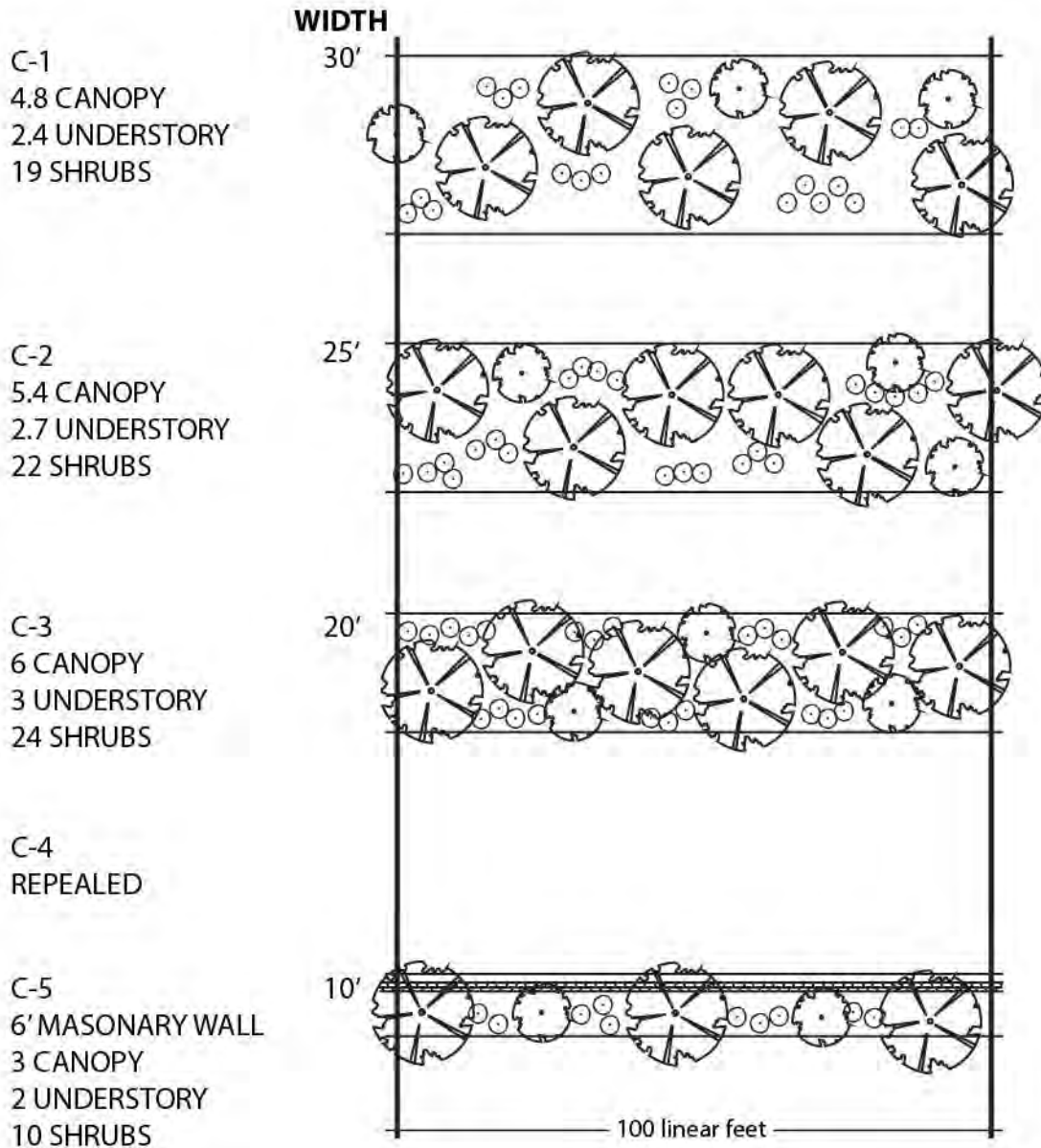


Note: Landscape Buffer Yard B-5 is only available within the urban zoning overlay district.
all examples are per 100 linear feet.



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Figure 17.24.240C
STANDARD C- LANDSCAPE BUFFER YARDS

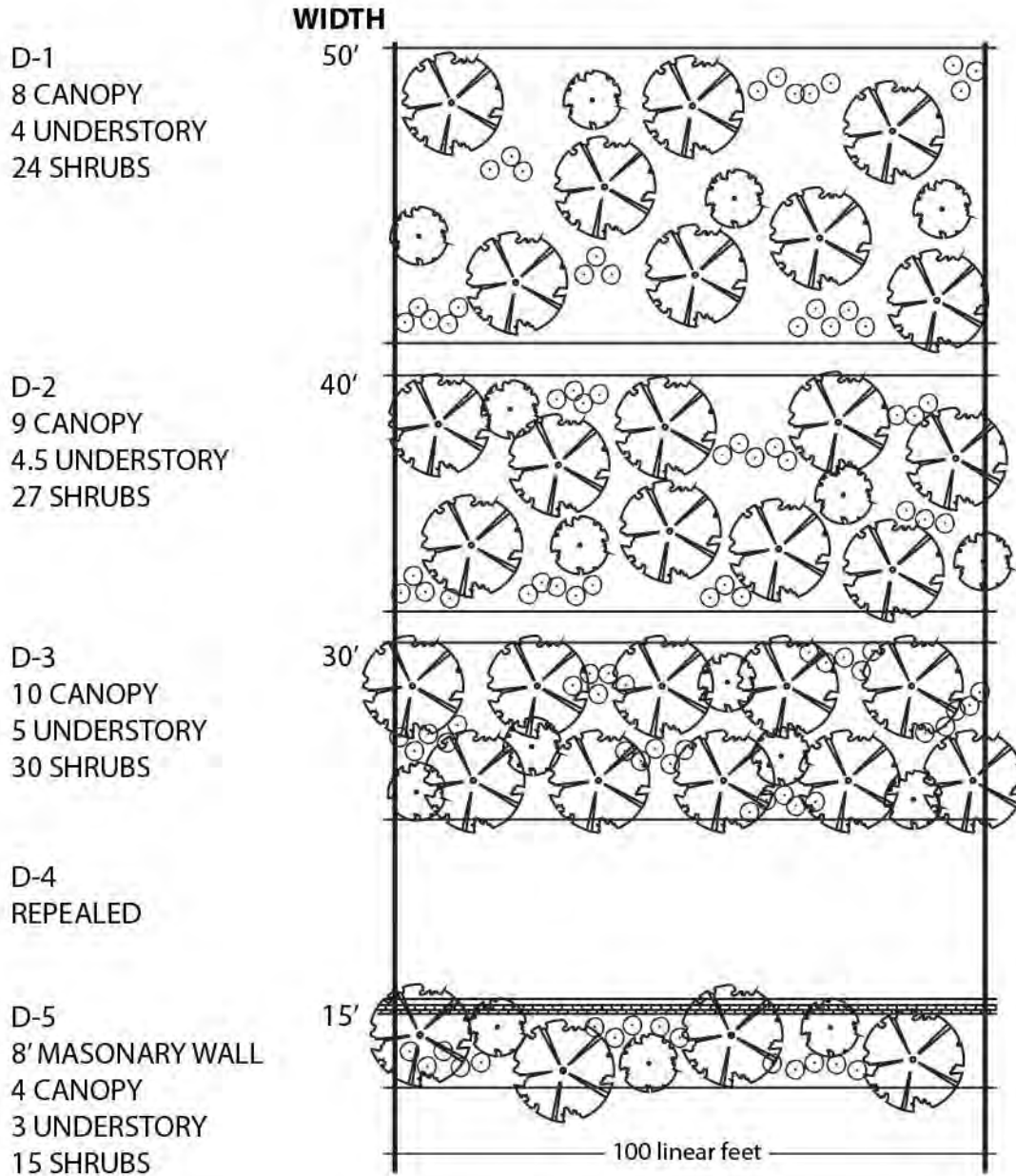


Note: Landscape Buffer Yard C-5 is only available within the urban zoning overlay district.
all examples are per 100 linear feet.



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Figure 17.24.240D
STANDARD D- LANDSCAPE BUFFER YARDS



Note: Landscape Buffer Yard D-5 is only available within the urban zoning overlay district.
all examples are per 100 linear feet.



Metro Planning Commission Meeting of 1/10/2019

Section 59. 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) Angie Henderson, Anthony Davis, Colby Sledge, Freddie O'Connell, Brett Withers, Burkley Allen, Mary Carolyn Roberts



SEE NEXT PAGE



NO SKETCH



Project Nos.	Text Amendment 2018Z-011TX-001
Project Name	Preservation Permits
Council Bill No.	BL2018-1418
Council District	Countywide
School District	Countywide
Requested by	Councilmembers Burkley Allen and Freddie O’Connell
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Zoning Code pertaining to require preservation permits before any action within historic overlay districts.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend Chapter 17.40 of the Zoning Code to amend Section 17.40.420 add a new subsection A. and re-lettering the sections that follow accordingly. The new subsection A. shall read as follows:

- A. Permit Required. Any person undertaking any action for or with respect to any structure located within any of the historic overlay districts listed in 17.36.110 shall first obtain a preservation permit from the historic zoning commission. No person may undertake any action for or with respect to any structure located within any of the historic overlay districts listed in 17.36.110 without first obtaining a preservation permit. These actions include exterior alteration, repair, relocation, demolition in whole or in part, or new construction. In the case of Historic Landmark Interior (HI) designations, these actions include interior renovations, alterations, repairs, or demolition in whole or in part. The design and demolition review of the historic zoning commission shall be memorialized in the preservation permit. The preservation permit must be followed from commencement through completion of the work.

ANALYSIS

Article IX of Chapter 17.40 of the Metro Zoning Code establishes the Metro Historic Zoning Commission and outlines the powers and duties of the Commission, which include establishment of design review guidelines for historic overlay districts and application of those guidelines when evaluating construction, alteration, addition and repair to, and relocation or demolition of structures and other improvements within historic overlay districts. Section 17.40.420 of the code outlines the administrative procedures for design review via a preservation permit. Preservation permits are issued by the historic zoning commission and transmitted to the zoning administrator to ensure that any permits or zoning compliance determinations that are issued are in accordance with the preservation permit and the applicable design review guidelines.

The proposed amendment would clarify Section 17.40.420 by adding a section to establish when a preservation permit is required. The current procedures for review and issuance of the permit by the historic zoning commission remain unchanged. This clarification is a housekeeping amendment intended to ensure consistent application of this section of the zoning ordinance.



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Metro Council is currently considering additional legislation, BL2018-1417, which proposes the addition of a new historic zoning overlay district, Historic Landmark Interiors. This amendment incorporates language to address preservation permit requirements within those districts should the legislation be adopted by Council. Should BL2018-1417 fail to be approved and enacted by Metro Council, staff recommends that this proposed amendment be altered to remove the fourth sentence of Subsection 17.40.420.A pertaining to Historic Landmark Interiors.

HISTORIC ZONING COMMISSION RECOMMENDATION

Approve.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken to this bill.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 1/10/2019

ORDINANCE BL2018-1418

An ordinance amending Section 17.40.420 of the Metropolitan Code of Laws to require Preservation Permits before any action within historic overlay districts (Proposal No. 2018Z-011TX-001).

WHEREAS, under Metropolitan Code of Laws § 17.40.410, the Historic Zoning Commission is empowered to adopt design guidelines for each historic overlay district and apply those guidelines when considering preservation permit applications; and,

WHEREAS, upon approval of an application, the Historic Zoning Commission shall issue a preservation permit to the applicant; and,

WHEREAS, clarification is necessary regarding the requirement to obtain a preservation permit before commencing work on properties within the historic overlays districts, and the continuing obligation to follow the preservation permit throughout completion of the work.

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

Section 1: That the Council of the Metropolitan Government of Nashville and Davidson County does hereby amend Section 17.40.420 of the Metropolitan Code of Laws by adding a new subsection A. and re-lettering the sections that follow accordingly. The new subsection A shall read as follows:

A. Permit Required. Any person undertaking any action for or with respect to any structure located within any of the historic overlay districts listed in 17.36.110 shall first obtain a preservation permit from the historic zoning commission. No person may undertake any action for or with respect to any structure located within any of the historic overly districts listed in 17.36.110 without first obtaining a preservation permit. These actions include exterior alteration, repair, relocation, demolition in whole or in part, or new construction. In the case of Historic Landmark Interior (HI) designations, these actions include interior renovations, alterations, repairs, or demolition in whole or in part. The design and demolition review of the historic zoning commission shall be memorialized in the preservation permit. The preservation permit must be followed from commencement through completion of the work.

Section 2: This ordinance shall take effect from and after its final passage, the welfare of the Metropolitan Government of Nashville and Davidson County requiring.

Sponsor(s) Burkley Allen, Freddie O'Connell, Brett Withers



NO SKETCH



Project Nos.	Text Amendment 2018Z-012TX-001
Project Name	Historic Landmark Interiors
Council Bill No.	BL2018-1417
Council District	Countywide
School District	Countywide
Requested by	Councilmembers Burkley Allen and Freddie O’Connell
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Zoning Code pertaining to historic overlay districts.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend Chapter 17.36 of the Zoning Code to delete Subsection 17.36.100.B in its entirety and replace it as follows:

- B. To regulate exterior, and in some cases interior, design, arrangement, texture and materials proposed to be used within the historic districts to ensure compatibility.

The proposed bill would amend Section 17.36.110 of the Zoning Code to add a new Subsection E to read as follows:

- E. Historic Landmark Interiors (HI) District. The boundaries shall be shown on the zoning map or on special overlays thereto that are made a part of this Zoning Code and noted by name on such maps, in which no interior feature shall be constructed, altered, repaired, relocated or demolished in whole or in part within an interior space unless the action complies with the requirements set forth in this title.

The proposed bill would amend Section 17.36.120 of the Zoning Code to add a new Subsection D to read as follows:

- D. Historic Landmark Interiors. An historic landmark interior is defined as the public interior space of a building or structure of high historical, cultural, and architectural value; where alteration, demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville and Davidson County; and that meets one or more of the following criteria:
 1. The historic landmark interior is associated with an event that has made a significant contribution to local, state or national history;
 2. It is associated with the lives of person significant in local, state or national history;
 3. It embodies the distinctive characteristics of a type, period, or method of construction;
 4. It is a Historic Landmark; or
 5. It is listed or eligible for listing in the National Register of Historic Places.



Metro Planning Commission Meeting of 1/10/2019

ANALYSIS

The Metro Zoning Code establishes historic overlay districts to insure the ongoing preservation of structures of historic value to Metropolitan Nashville and Davidson County. The code currently contains two overlay districts that protect neighborhoods or areas, Historic Preservation and Neighborhood Conservation Districts, and two overlay districts that can be applied to individual sites or structures, Historic Landmark and Historic Bed and Breakfast Homestay Districts. Although the scope of protection afforded by each type of overlay varies, each of the overlay districts is a zoning tool to provide for additional protection of the exterior of historic buildings or areas through design review. None of the existing overlays involves review of changes to the interior of a historic structure.

The amendment proposes establishment of an additional historic overlay district, Historic Landmark Interiors, which is defined as the public interior space of a building or structure of high historical, cultural and architectural value due to its association with a significant event or person in local, state or national history.

The staff of the Metro Historic Zoning Commission provided the following background regarding the proposal:

The intent of the proposal is to create an additional historic preservation tool that would allow for the designation and therefore the long-term protection of highly significant historic interior spaces. This tool could be useful in preserving the grand public space of a hotel, bank or municipal building, for instance, or could be useful in cases where an interior space is significant, but not necessarily the building itself, as the building may have had too many exterior changes or alterations. In cases where only an interior space or room is significant, such designation would allow for radical changes and partial-demolition of the building while retaining the significant interior space. An example of this would be a historic music studio located in an office building.

The additional overlay district represents an additional zoning tool available to property owners seeking to ensure protection of historically, culturally or architecturally significant features.

HISTORIC ZONING COMMISSION RECOMMENDATION

Approve.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken to this bill.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 1/10/2019

ORDINANCE BL2018-1417

An ordinance amending Title 17 of the Metropolitan Code of Laws to allow public interior spaces to be afforded Historic Landmark protection (Proposal No. 2018Z-012TX-001).

WHEREAS, Tenn. Code Ann. §13-7-401 established historic zoning to promote the educational, cultural, and economic welfare of the people of the state of Tennessee by enabling municipalities and counties to preserve and protect historic structures, areas, and districts which serve as visible reminders of the history and cultural heritage of Tennessee and the United States; and

WHEREAS, Tenn. Code Ann. §13-7-401 provides further that one of the purposes of historic zoning is to preserve and rehabilitate buildings which are of significance to historic districts; and

WHEREAS, Title 17 of the Metropolitan Code of Laws charges the Metropolitan Historic Zoning Commission with the preservation of important historic sites through a design review process; and

WHEREAS, interior public spaces can be considered to be of special historical or architectural significance, such that these interior structures should be extended the same protections as apply to the exterior of a Historic Landmark.

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

Section 1. That Title 17, Section 17.36.100, Subsection B of the Metropolitan Code of Laws is hereby amended by deleting said subsection in its entirety and replacing it as follows:

B. To regulate exterior, and in some cases interior, design, arrangement, texture and materials proposed to be used within the historic districts to ensure compatibility.

Section 2. That Title 17, Section 17.36.110 of the Metropolitan Code is hereby amended by adding a new subsection E to read as follows:

E. Historic Landmark Interiors (HI) District. The boundaries shall be shown on the zoning map or on special overlays thereto that are made a part of this Zoning Code and noted by name on such maps, in which no interior feature shall be constructed, altered, repaired, relocated or demolished in whole or in part within an interior space unless the action complies with the requirements set forth in this title.

Section 2. That Title 17, Section 17.36.120 of the Metropolitan Code is hereby amended by adding a new subsection D to read as follows:

D. Historic Landmark Interiors. An historic landmark interior is defined as the public interior space of a building or structure of high historical, cultural, and architectural value; where alteration, demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville and Davidson County; and that meets one or more of the following criteria:



Metro Planning Commission Meeting of 1/10/2019

1. The historic landmark interior is associated with an event that has made a significant contribution to local, state or national history;
2. It is associated with the lives of persons significant in local, state or national history;
3. It embodies the distinctive characteristics of a type, period, or method of construction;
4. It is a Historic Landmark; or,
5. It is listed or is eligible for listing in the National Register of Historic Places.

Section 3. This ordinance shall take effect from and after its adoption, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.

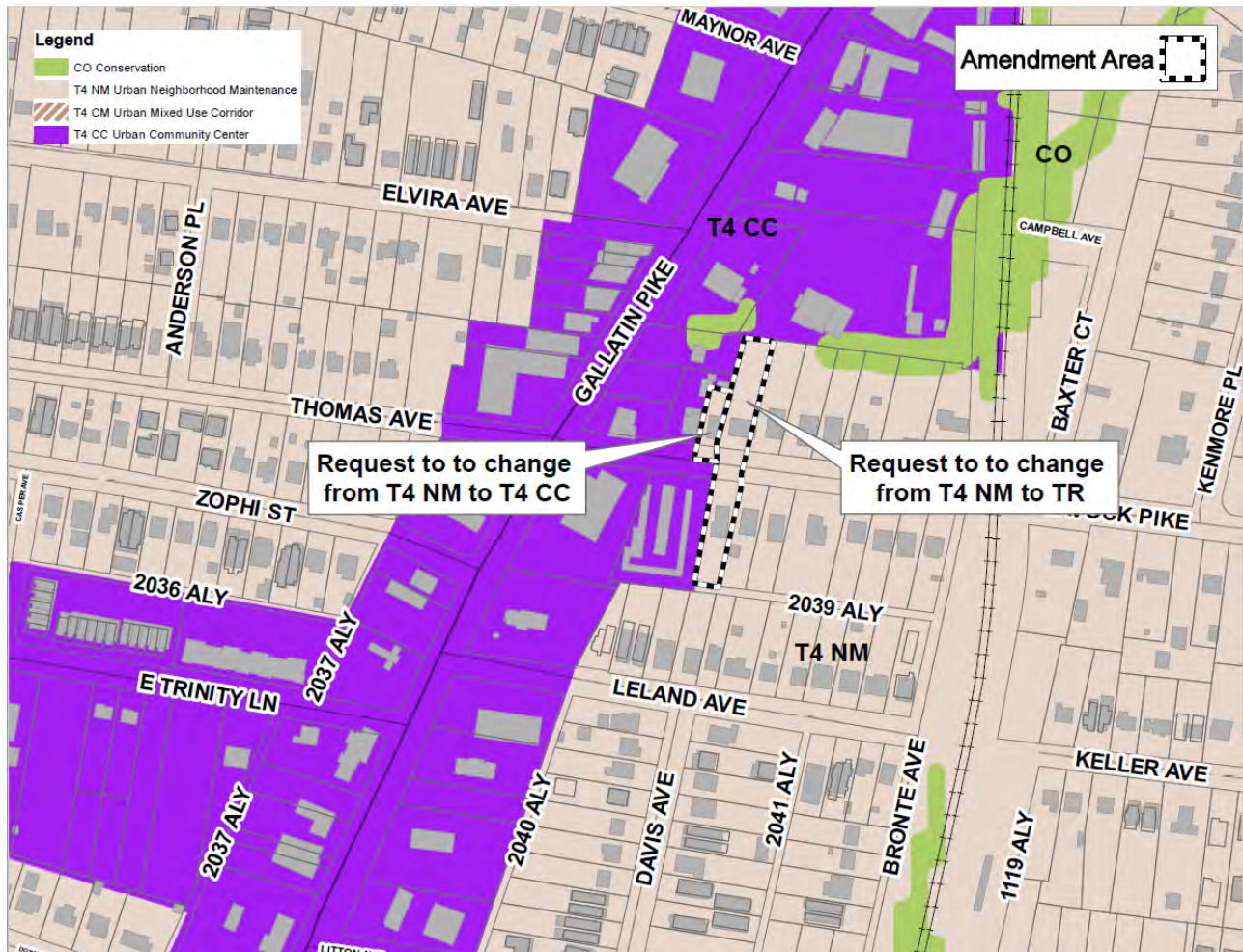
Sponsor(s) Freddie O'Connell, Burkley Allen, Bob Mendes



SEE NEXT PAGE



Metro Planning Commission Meeting of 1/10/2019



2018CP-005-003

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 072-06, Parcel(s) 246-247, 257

5, East Nashville

7 (Anthony Davis)



Project No.	Minor Plan Amendment 2018CP-005-003
Project Name	East Nashville Community Plan Amendment
Associated Case	2018Z-123PR-001
Council District	07 – Davis
School District	5 – Buggs
Requested by	Jeff Kendig and Ryan Paige, applicants; Jeff Kendig, Ryan Paige, Marcus Ballard Sr. and Judy G. Ballard owners.
Staff Reviewer	Grider
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Minor Plan Amendment

A request to amend the East Nashville Community Plan by amending the Community Character Policy to change from T4 Urban Neighborhood Maintenance (T4 NM) Policy to T4 Urban Community Center (T4 CC) Policy on property located at 1109 McGavock Pike, and to Transition (TR) Policy for properties located at 1110 and 1111 McGavock Pike, zoned One and Two-Family Residential (R6) (approximately 0.58 acres).

EAST NASHVILLE COMMUNITY PLAN

Current Policy

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.

Proposed Policy

T4 Urban Community Center (T4 CC) is intended to maintain, enhance, and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk.

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.



Metro Planning Commission Meeting of 1/10/2019

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2018Z-123PR-001, a request to change the zoning from One and Two-Family Residential (R6) to Office/Residential-Alternative (OR20-A) zoning on property located at 1111 McGavock Pike. Office uses are not supported by the existing T4 NM policy. As a result, the applicant has proposed a policy change to Transition (TR), which 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.

As part of the application process, the Executive Director determined the plan amendment is minor with a required community meeting. Staff expanded the study area boundary of the plan amendment to include the property directly across the street within the Transition policy request. Additionally, the property at 1109 McGavock Pike is included for the application of T4 CC policy to align the boundaries of this policy to a similar depth along McGavock Pike.

The study area is located to the east of the intersection of Gallatin Pike (Urban Arterial Boulevard) and McGavock Pike (Urban Arterial Boulevard) and west of a CSX railroad line. Properties to the north and west of the study area are zoned for commercial and mixed-use development (CS, CN, MUL-A), and properties to the east and south are zoned for residential development (R6, R8).

The existing land uses are generally reflective of the existing zoning of the surrounding properties. The buildings within and contiguous to the study area are single-family homes that have been converted to multi-family and group homes. To the east of the study area and the CSX railroad line, the primarily land uses are single- and two-family homes. To the west, the primary land uses are commercial and office uses.

T4 CC is currently applied to the intersection of Gallatin Pike and McGavock Pike and continues north and south along Gallatin Pike. T4 NM policy is currently applied to the subject properties, and encompasses the residential neighborhood to the east and south and the residential neighborhoods on the west side of Gallatin Pike.

COMMUNITY PARTICIPATION

On December 19, 2018, a community meeting was held at the East Police Precinct, located at 936 E Trinity Lane to discuss the applicant's plan amendment and zoning requests. Two community members attended, along with the applicant, property owner, Councilmember Anthony Davis and staff from the Planning Department.

Planning staff presented and answered questions regarding the plan amendment and rezoning applications. The conversation regarding the policy change centered on what the appropriate transition of land uses from Gallatin Pike along McGavock Pike should be - where it should begin and end, the type and intensity of land uses that are appropriate, and the current condition of this street. Attendees were in support of the plan amendment as proposed to align the T4 CC policy with the property across the street and to allow the transition to begin at the amendment properties. Those in attendance clearly discouraged the expansion of this or another higher intensity land use policy any further east along McGavock Pike than as proposed.



Metro Planning Commission Meeting of 1/10/2019

The applicant described their plans for the property to be rezoned to allow an office use and there was a discussion of other potential uses that may be introduced by the rezoning. Attendees were in support of a small office use at this location.

ANALYSIS OF T4 COMMUNITY CENTER POLICY

The proposed amendment area is a suitable location for T4 CC policy for the following reason:

Community Character Policy

T4 CC policy characteristically has firm edges with clearly distinguishable boundaries. By extending the boundary of the T4 CC policy to align with the property across the street the edge of the T4 CC policy is firmly established and better defined. Additional factors include the NashvilleNext Growth and Preservation Concept Map and streets/connectivity, discussed below with the analysis of Transition policy.

ANALYSIS OF TRANSITION POLICY

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

NashvilleNext Growth and Preservation Concept Map

The Growth and Preservation Concept Map reflects Nashvillians' desires for growth in the future. It identifies "Tiered Centers" expected to accommodate a range of future growth, improved public spaces, transit, and sustainable economic activity.

The plan amendment area, adjacent to a Tier One center along Gallatin Pike, is identified as a "Transition and Infill" area. "Transition and Infill" areas may have moderately dense residential and occasionally small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions – in building types as well as scale and form – between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These areas provide housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types that are attractive to Nashvillians. Infill development is encouraged along transit and multimodal corridors in between and immediately around activity and employment centers such as Tier One centers. Gallatin Pike is classified as an "Immediate need" High Capacity Transit Corridor on the Concept Map. These corridors are envisioned to support high capacity transit with service improvements within the next ten years. Therefore, the application of T4 CC and TR policy to allow a mix of housing and office development close to the Tier One Center and High Capacity Transit Corridor, encouraging infill development is appropriate at this location.

Community Character Policy

On the Growth & Preservation Concept Map, the Transition and Infill areas are generalized. These transition and infill areas – and the housing choice and transition they are trying to achieve – are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions. The TR policy, which has been applied for, contains guidance on how to design transitions appropriately. TR policy is intended to enhance and create areas whose primary purposes are to serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods.



Metro Planning Commission Meeting of 1/10/2019

- **Applicability**

TR policy is typically applied to areas that 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. The predominant uses in TR areas are small-scale offices and moderate to high density residential in various building types. 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.

The existing single-family homes within the study area have been renovated to accommodate multi-family and group homes. While a transition can occur within T4 NM and T4 CC policies, applying TR policy at this location provides better guidance on the nature and extent of the transition. Providing a small area of TR at this location is consistent with the intent of this policy and will better define the transition between the higher intensity nonresidential uses within the T4 CC policy along Gallatin Pike to the west and the established single-family neighborhood guided by T4 NM to the east of the railroad.

- **Adjacency to T4 CC Policy**

T4 CC is the most intense policy category in the T4 Transect. These areas are intended to be intense mixed use areas that provide a mix of uses and services to meet the needs of the larger surrounding urban area. This policy, adjacent to the plan amendment area, is applied to the major thoroughfare of Gallatin Pike, one of the three main north-south corridors in East Nashville. This corridor provides a regional route for commuters driving to downtown Nashville from Goodlettsville, Gallatin and Hendersonville and is also home to significant restaurant, retail and service businesses, serving pass-through customers and customers from the neighborhood that flanks the corridor.

Providing a transition in density and use to the surrounding neighborhood through the application of TR policy is appropriate in order to buffer the uses and intensities allowed by the higher-intensity T4 CC policy to the established lower-intensity single family neighborhood to the east. This transition area can help minimize land use conflicts while providing an opportunity for small-scale offices and residential uses.

- **Streets and Connectivity**

The proposed amendment area is close to the intersection of Gallatin Pike and McGavock Pike. Gallatin Pike is classified as a five-lane Arterial Boulevard in the Major and Collector Street Plan (MCSP). McGavock Pike is classified as a two-lane Arterial Boulevard. MTA has bus routes on both Gallatin Pike and McGavock Pike and there are bus stops at the intersection of both streets. TR areas are served by high levels of connectivity with complete street networks, sidewalks, and mass transit such as at this location.

It is also a suitable location for TR policy to transition between the scale and traffic levels of Gallatin Pike, which carries significantly more through traffic, and McGavock Pike, which carries predominantly neighborhood traffic.



Metro Planning Commission Meeting of 1/10/2019

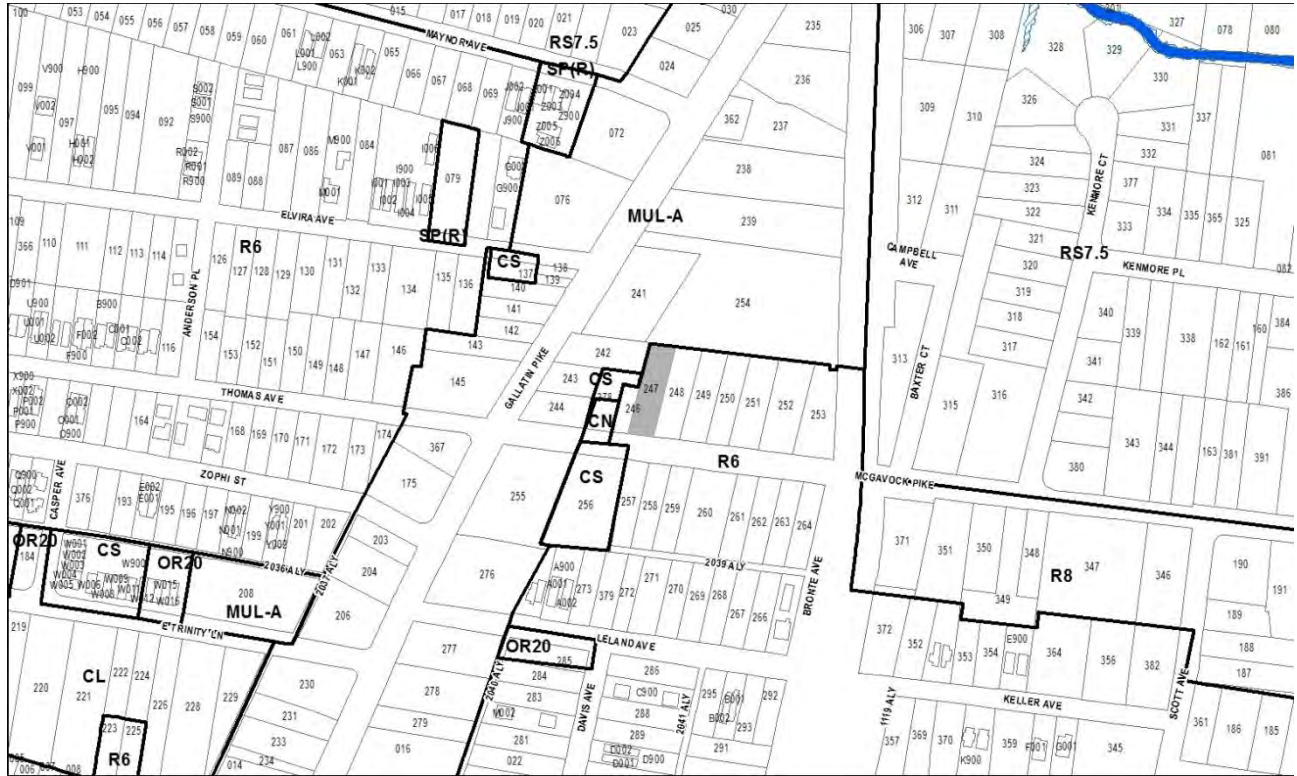
Amending the Community Character Policy from T4 NM to T4 CC is appropriate because of the opportunities described above for forming functional boundaries to the Community Center. Amending the Policy and from T4 NM to TR policy is appropriate in order to buffer the established single-family neighborhood from the more intense uses allowed in the T4 CC policy area and to provide small-scale office and residential uses adjacent to a major corridor.

STAFF RECOMMENDATION

Staff recommends approval of the amendment request.



Metro Planning Commission Meeting of 1/10/2019



2018Z-123PR-001

Map 072-06, Parcel(s) 247

5, East Nashville

7 (Anthony Davis)



Project No.	Zone Change 2018Z-123PR-001
Associated Case	2018CP-005-003
Council District	07 – A. Davis
School District	3 – Speering
Requested by	Jeff Kendig, applicant and owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve subject to the approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.</i>

APPLICANT REQUEST

Zone change from R6 to OR20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Office/Residential-Alternative (OR20-A) zoning for property located at 1111 McGavock Pike, approximately 260 feet east of Gallatin Pike (0.27 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 two residential units.*

Proposed Zoning

Office/Residential-Alternative is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *OR20-A would permit a maximum of five units.*

EAST NASHVILLE COMMUNITY PLAN

Existing Policy

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.

Proposed Policy

T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies.



Metro Planning Commission Meeting of 1/10/2019

T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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 property is located on the north side of McGavock Pike just east of Gallatin Pike in East Nashville. The property backs up to the American Legion which has an outdoor shooting range. The home on the property is a single-family structure that has been converted to a triplex. While the existing R6 zoning district does not permit more than two units, the triplex is a legal nonconforming use. Surrounding properties are zoned R6, CS and MUL-A.

The existing T4 NM policy supports residential development. While the proposed OR20-A zoning district permits residential, it also permits office uses and other ancillary nonresidential uses which are not consistent with the existing T4 NM policy.

The associated policy amendment includes the adjacent property to the west which is zoned R6 and the property across the street which is also zoned R6. Both of these properties are adjacent to a non-residential zoning district to the west (CN and CS). The proposed T4 CC and TR policies can support OR20-A. The subject property is proposed to go to TR policy. The proposed OR20-A zoning district for the subject property is appropriate given the location of the property. Being adjacent to a shooting range, and other commercial zoning districts something other than single-family is more appropriate. The proposed OR20-A zoning provides for an appropriate transition from Gallatin Road, and provides for appropriately scaled infill development consistent with the TR policy.

If the Planning Commission approves the associated policy amendment, then staff recommends that the proposed OR20-A zoning district be approved.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.



Metro Planning Commission Meeting of 1/10/2019

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)	0.27	7.26 D	2 U	29	7	3

*Based on two-family residential lots

Maximum Uses in Proposed Zoning District: **OR20-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)	0.14		3 U	22	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.13	0.8 F	4,530 S.F.	53	31	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+46	+26	+6

METRO SCHOOL BOARD REPORT

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

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

The proposed OR20-A zoning district would generate one more students than what is typically generated under the existing R6 zoning district. Students would attend Inglewood Elementary, Litton Middle School, and Stratford 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 subject to the approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.



Metro Planning Commission Meeting of 1/10/2019



2014SP-072-003

19TH & BROADWAY MIXED USE DEVELOPMENT (AMENDMENT)

Map 092-16, Parcel(s) 164,165, 167, 168,169

10, Greenhills-Midtown

19 (Freddie O'Connell)



Project No.	Specific Plan 2014SP-072-003
Project Name	19th & Broadway Mixed-Use Development (Amendment)
Council District	19 – O’Connell
School District	8 – Pupo-Walker
Requested by	Kimley-Horn, applicant; GV-R Nashville LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the January 24, 2019, Planning Commission Meeting.</i>

APPLICANT REQUEST

Amend SP to permit a mixed-use development.

SP Amendment

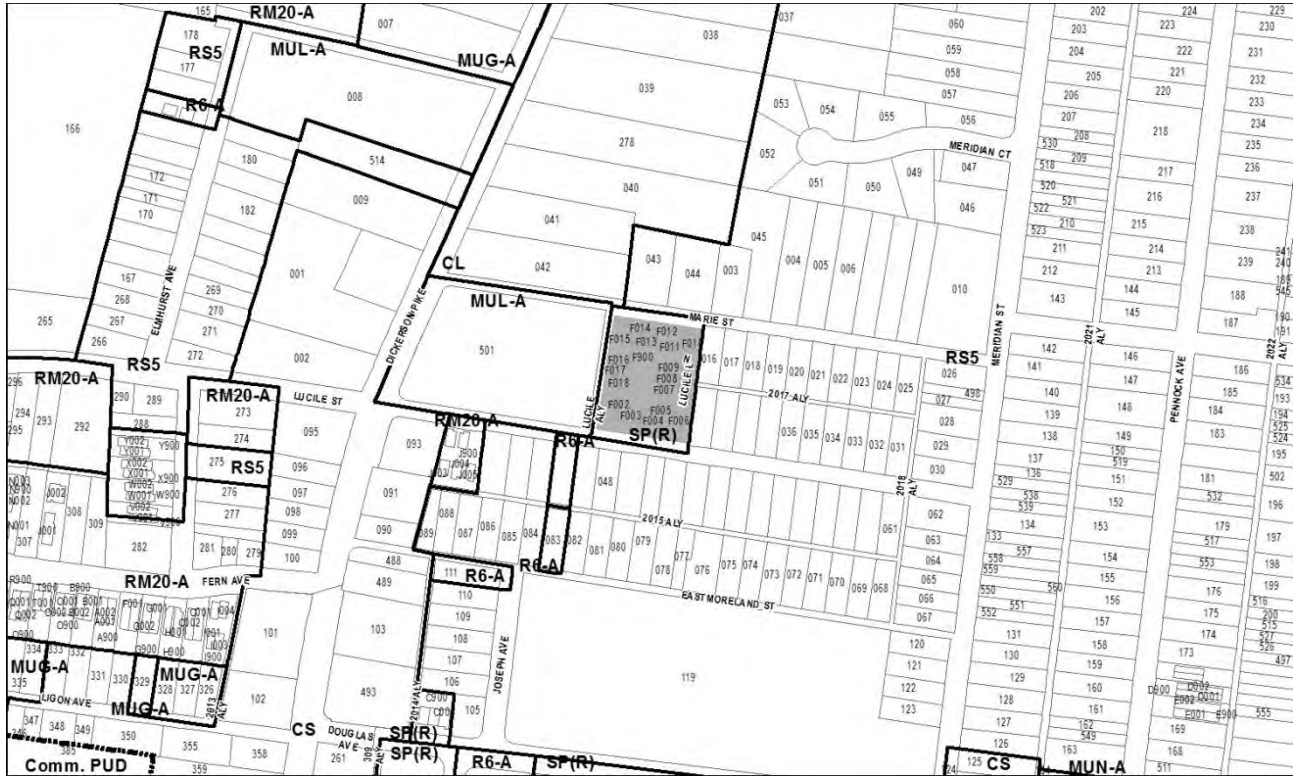
A request to amend a Specific Plan on properties located at 1810, 1812 and 1814 Broadway Avenue and 106 and 108 19th Avenue South, at the north corner of the Broadway Avenue and 19th Avenue South intersection, zoned Specific Plan (SP) (1.2 acres), to permit a mixed-use development with a maximum of 355 multi-family residential units.

STAFF RECOMMENDATION

Defer to the January 24, 2019, Planning Commission Meeting as requested by the applicant.



Metro Planning Commission Meeting of 1/10/2019



2015SP-019-003

121 LUCILE STREET SP (AMENDMENT)

Map 071-15-0-F, Parcel(s) 001-018, 900

05, East Nashville

05 (Scott Davis)



Project No.	Specific Plan 2015SP-019-003
Project Name	121 Lucile Street SP (Amendment)
Council District	05 – Scott Davis
School District	5 – Buggs
Requested by	Dale and Associates, applicant; Cleveland Parke Partners, G.P, owner
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the January 24, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend a Specific Plan to permit all uses permitted in the RM20-A zoning district.

Preliminary SP

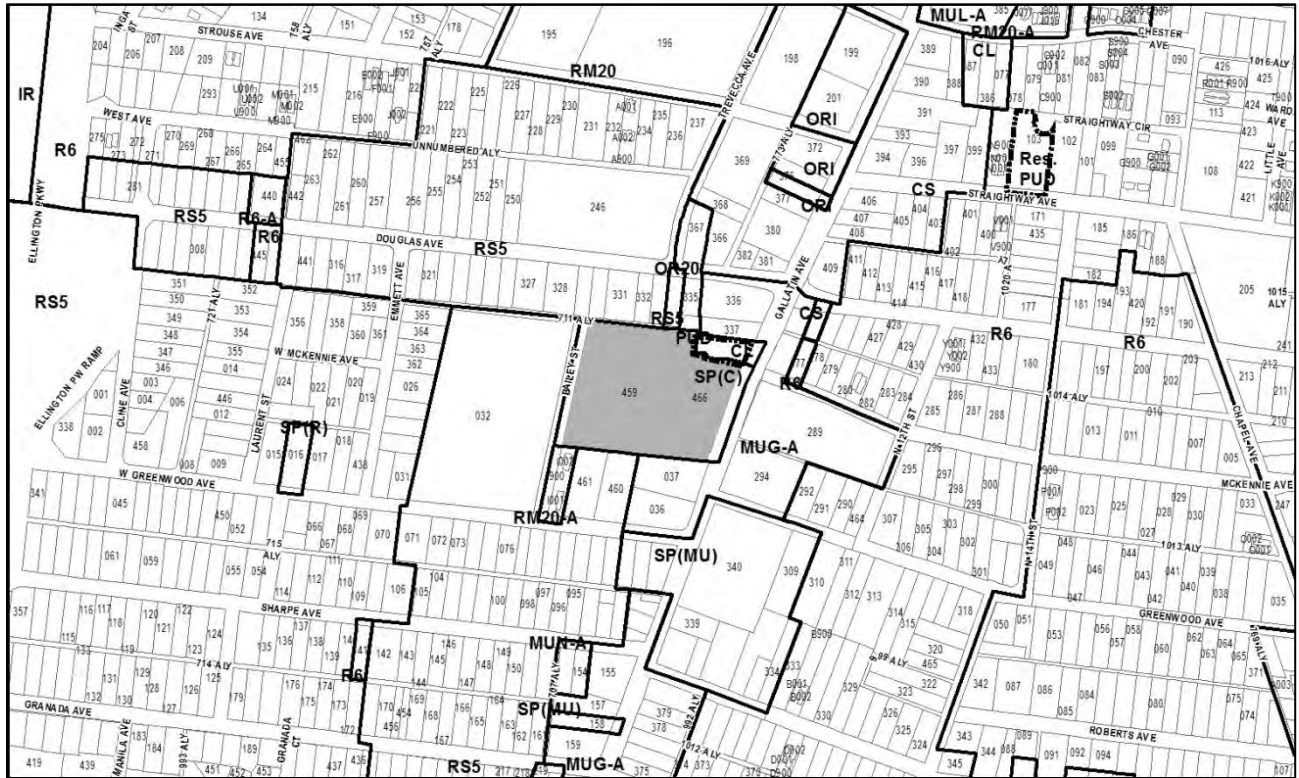
A request to amend a Specific Plan on property located at 121 Lucile Street, approximately 440 feet east of Dickerson Pike, (1.42 acres), to permit all uses of RM20-A as per the Metro Zoning Ordinance to a maximum of 18 units.

STAFF RECOMMENDATION

Staff recommends deferral to the January 24, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 1/10/2019



2016SP-069-003

1216 GALLATIN AVENUE SP (AMENDMENT)

Map 083-01, Parcel(s) 459,466

05, East Nashville

05 (Scott Davis)



Project No.	Specific Plan 2016SP-069-003
Project Name	1216 Gallatin Avenue SP (Amendment)
Council District	05 – S. Davis
School District	5 - Buggs
Requested by	Gresham Smith & Partners, applicant; CK Spacemax Nashville, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Amend a Specific Plan to permit a self-service storage facility on Lot 1 and all uses of MUL-A on Lot 2.

Preliminary SP

A request to amend a Specific Plan on properties located at 1214 and 1216 Gallatin Avenue, approximately 240 feet southwest of Douglas Avenue, to permit a self-service storage facility on Lot 1 and all uses permitted by the Mixed Use Limited-Alternative (MUL-A) zoning district on Lot 2 (4.46 acres).

Existing Zoning

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

Proposed Zoning

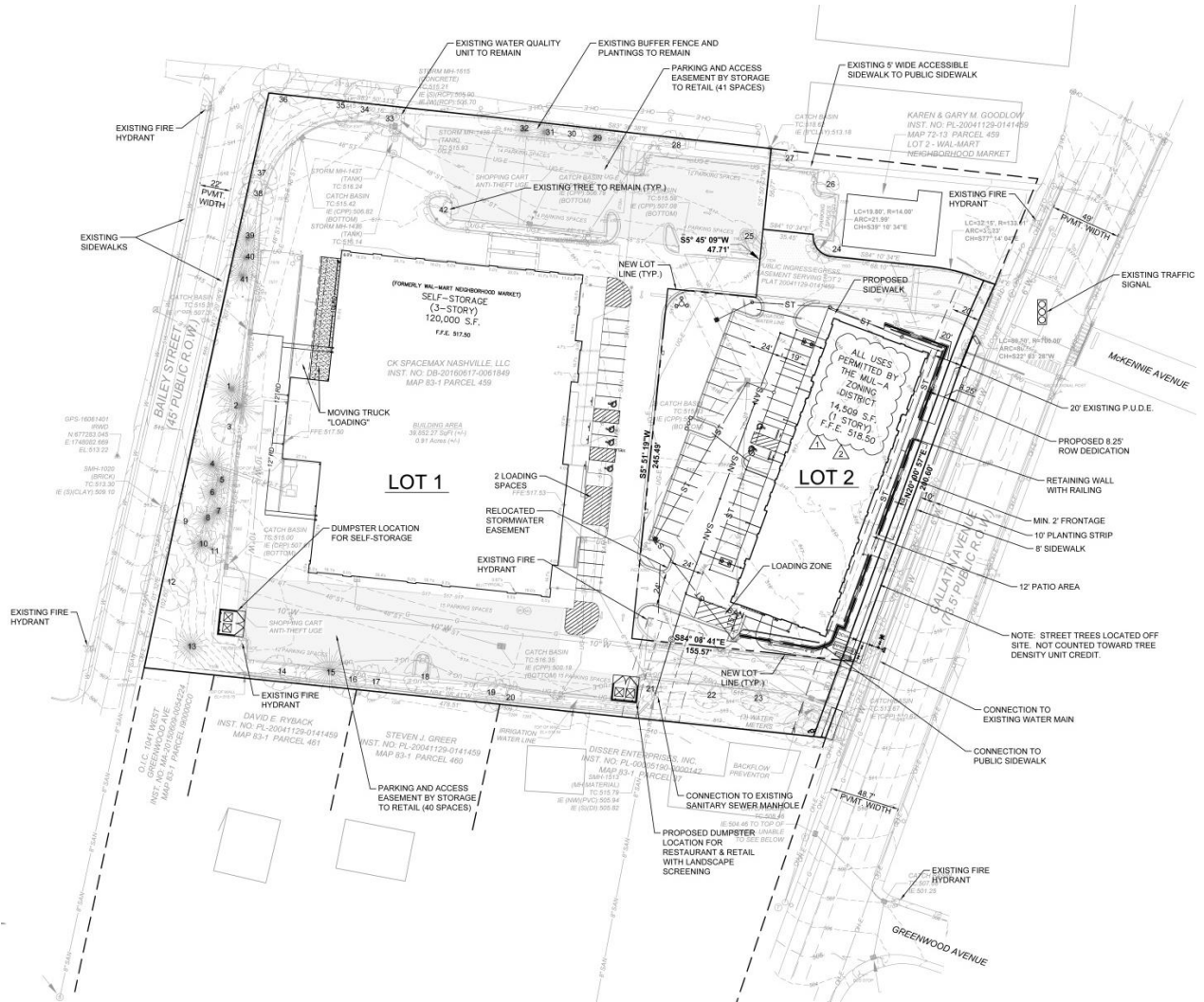
Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

HISTORY

Metro Council approved the 1216 Gallatin Avenue Preliminary SP on November 16, 2016. The approved Preliminary SP included a mixture of commercial uses and self-service storage, with permitted uses limited to self-service storage, restaurant, and retail uses. A final site plan for the development was approved in June, 2017, and the site has since developed with a self-storage facility on Lot 1, and a multi-tenant building on Lot 2. The current application proposes to amend the SP to permit a self-service storage facility on Lot 1, and all uses of MUL-A on Lot 2. As the uses originally permitted by the Council ordinance were limited to self-service storage, restaurant, and retail, an amendment to the Preliminary SP is required.



Metro Planning Commission Meeting of 1/10/2019



Approved Site Plan (Note: No site changes are proposed, only the addition of uses)



Metro Planning Commission Meeting of 1/10/2019

EAST NASHVILLE COMMUNITY PLAN

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

PLAN DETAILS

The site is located on approximately 4.46 acres on the west side of Gallatin Avenue, approximately 250 feet south of Douglas Avenue. As described above, the site is currently zoned Specific Plan to permit a self-storage facility, retail, and restaurant uses. Construction of the site has been completed, consistent with the approved final SP.

Site Plan

The plan proposes to amend the permitted uses on Lot 2 from retail and restaurant uses to all uses permitted under MUL-A. The currently permitted self-service storage use on Lot 1 is not changing.

Vehicular access and sidewalks are unchanged from the previously approved preliminary and final SP, including a recently-installed 8 foot sidewalk and 10 foot planting strip along Gallatin Avenue. The site will retain its two existing driveway connections to Gallatin Avenue. No changes to the parking areas are proposed, and no changes to the existing buildings' footprints, heights, and access points are proposed.

ANALYSIS

The replacement of retail and restaurant uses with all uses permitted under MUL-A on Lot 2 would remain consistent with the goals of the land use policy at this location. The proposed plan will permit land uses that are intended to enhance urban centers, providing goods and services along the corridor that are accessible to surrounding residents. The already-installed sidewalk improvements will encourage pedestrian oriented traffic, and the proposed plan will support a greater mixture of uses in proximity to existing transit service along Gallatin Avenue.

The proposed SP is consistent with the T4 CC policy and with the previously-approved preliminary and final SP.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 1/10/2019

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as an SP Amendment Only. If the change in uses reflects an increase in water and/or sewer flow demand, the subsequent increase in capacity fees shall be paid at the time of issuance of the Use and Occupancy permits.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	4.46		15,300 S.F.	972	49	105

Maximum Uses in Existing Zoning District: SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)			120,000 S.F.	236	40	43

Maximum Uses in Proposed Zoning District: SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	4.46		14,509 S.F.	923	47	100

Maximum Uses in Existing Zoning District: SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)			120,000 S.F.	236	40	43

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-49	-2	-5

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



Metro Planning Commission Meeting of 1/10/2019

CONDITIONS

1. Permitted land uses shall be limited to self-service storage on Lot 1, and all uses under MUL-A on Lot 2.
2. All conditions included in the previously-approved preliminary SP (2016SP-069-001) and final SP (2016SP-069-002) shall be maintained.
3. 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 CL zoning district as of the date of the applicable request or application.
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. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions.
7. 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 1/10/2019



2019SP-003-001

OLD HICKORY RETREAT SP

Map 053-11, Parcel(s) 025-028

14, Donelson-Hermitage-Old Hickory

11 (Larry Hargar)



Project No.	Specific Plan 2019SP-003-001
Project Name	Old Hickory Retreat SP
Council District	34 – Henderson
School District	9 – Frogge
Requested by	Dale and Associates, applicant; Temple Baptist Church, Trs., owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the February 14, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST
Zone change from RS7.5 to SP.

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan (SP) zoning for properties located at 104, 106, 108 and 110 Park Circle, approximately 285 feet west of Old Hickory Boulevard (1.12 acres), to permit 44 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the February 14, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 1/10/2019



2019SP-004-001

BATE AVENUE RESIDENCES SP

Map 105-09, Parcel(s) 251

10, Green Hills-Midtown

17 (Colby Sledge)



Project No.	Specific Plan 2019SP-004-001
Project Name	Bate Avenue Residences SP
Council District	17 – Sledge
School District	8 – Pupo-Walker
Requested by	Catalyst Design Group, applicant; Southside Community Church, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the January 24, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 10 multi-family residential units.

Preliminary SP

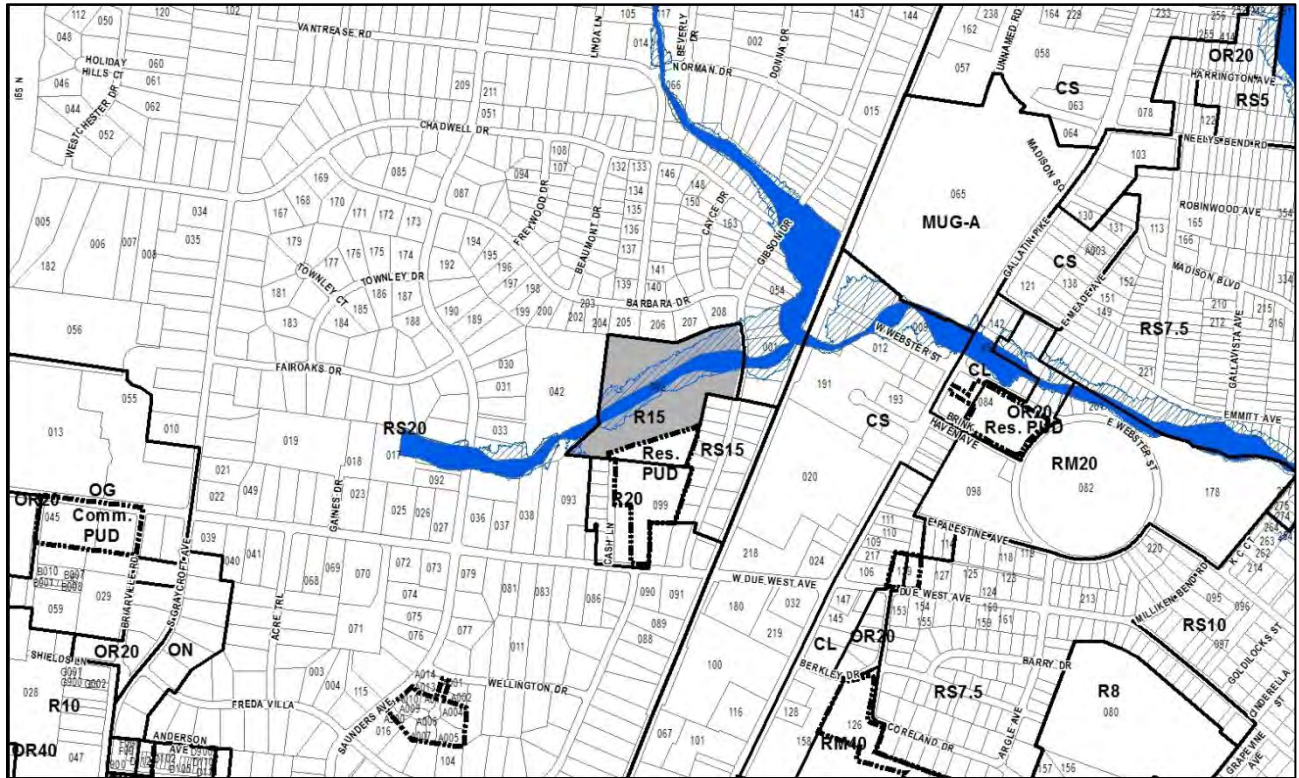
A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Mixed Residential (SP-MR) zoning for property located at 2080 12th Avenue South, at the intersection of 12th Avenue South and Bate Avenue, to permit 10 multi-family residential units (0.63 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 24, 2019, Planning Commission as requested by the applicant.



Metro Planning Commission Meeting of 1/10/2019



2016NHL-001-002
THE BARN AT MAYO FARM
Map 051-07, Parcel(s) 043
04, Madison
08 (Nancy VanReece)



Project No.	Neighborhood Landmark Development Plan 2016NHL-001-002
Project Name	The Barn at Mayo Farm
Council District	8- VanReece
School District	3- Speering
Requested by	Todd Mayo, applicant and owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the January 24, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST

To approve a Neighborhood Landmark development plan.

Neighborhood Landmark Development Plan

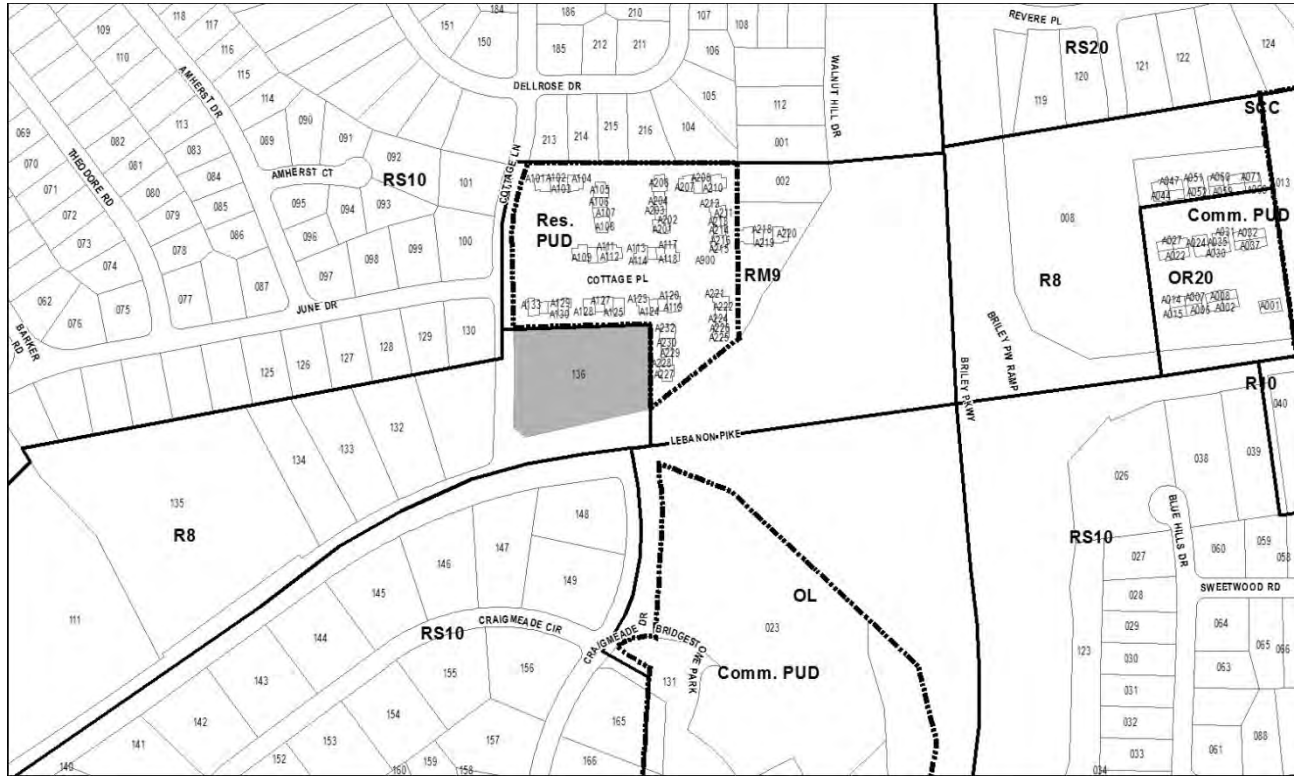
A request for final site plan approval for property located at 1020 Gibson Drive, approximately 190 feet south of Barbara Drive (12.87 acres), zoned R15 and within a Historic Landmark Overlay District and Neighborhood Landmark Overlay District, to permit weddings and events.

STAFF RECOMMENDATION

Staff recommends deferral to the January 24, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 1/10/2019



2018HL-003-001

115 COTTAGE LANE – LOGUE HAVEN

Map 095-02, Parcel(s) 136

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



Project No.	Historic Landmark Overlay 2018HL-003-001
Project Name	115 Cottage Lane - Logue Haven
Council District	15- Syracuse
School District	04- Shepherd
Requested by	Councilmember Jeff Syracuse, applicant; Education Intelligence, Inc., owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply a Historic Landmark Overlay District.

Historic Landmark Overlay

A request to apply a Historic Landmark Overlay on property located at 115 Cottage Lane, on the northeast corner of Cottage Lane and Lebanon Pike, zoned One and Two-Family Residential (R8), (2.04 acres).

Existing Zoning

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

Proposed Zoning

Historic Landmark Overlay District (HL) is applied to a building, structure, site or object, its appurtenances and the property it is located on, of high historical, cultural, architectural or archaeological importance; whose demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville and Davidson County.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

T3 Suburban 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.

SPA 14-SAP-01 - Lebanon Pike Small Area Plan is intended to coordinate the elements of development to ensure that the intended character of an area is achieved.

Consistent with Policy?

Yes. The T3 Transition Policy and the Lebanon Pike Small Area Plan encourages the protection and preservation of historic features.



Metro Planning Commission Meeting of 1/10/2019

REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its December 19, 2018, meeting. Historic Zoning Commission staff recommended approval of this application. Metro Historic Commission staff provided the following information in their report to the MHZC dated 12/19/18:

115 Cottage Lane – Logue Haven

The property located at 115 Cottage Lane is a two-story stone Foursquare dwelling on a large corner lot that fronts Lebanon Pike in the Donelson area of Nashville. Known historically as “Logue Haven,” the house is associated with the Logue family, and was home to Gilbert and Emma Logue. The house dates to c. 1920 and retains a high degree of architectural integrity, as evidenced by original materials and design throughout.

Gilbert Stroud Logue (1877-1967) was given the property in August 1916 by his father John Fowler Logue (1850-1937), a farmer originally from Wilson County, and mother Laura Stroud Logue. The Logue family moved to Donelson in the 1890s; Laura had acquired the land in two separate transactions during the summer of 1886. Gilbert went to Montgomery Bell Academy and Vanderbilt University. He married Emma McEwen Logue (1880-1953) in 1900 and worked as a tailor, travel agent, and a longtime traveling commercial hardware salesman. Gilbert and Emma had three daughters, including Eleanor McEwen Logue (1907-1917), Sarah Hughes Logue Desch (1918-1980), and Jane McEwen Logue (1920-2008). They were members of Andrew Price Memorial Methodist Church in Donelson. He was also a Master Mason and Shriner, a member of the Al Menah Shrine Temple and the McWhirtersville Masonic Lodge. In 1930 and 1940, the property was valued at \$10,000. The property's address in the 1950s and 1960s was 2226 Lebanon Road. The family is buried at Mt. Olivet Cemetery.

Gilbert's daughter Sarah and grandsons Douglas McEwen Desch and Samuel Hayes Desch, Jr. inherited the property, with it eventually landing with the only remaining heir Douglas in 2008; he sold it in 2014 to Mike and Barbara Schwartz. The estate featured tennis courts and a large lawn used by neighboring children for recreation. Jane attended Ward-Belmont and Vanderbilt. Gilbert's sister Maude Logue Merritt (1880-1883) was the grandmother of Judge Gilbert Stroud Merritt, Jr. The Logue, Merritt, and Stroud families are all well-to-do members of Nashville's elite society.

Deed research indicates that John and Laura Logue originally gave 9 acres to Gilbert and Maude, the 2 acre tract of which became the Logue Haven property where Gilbert and his family took up residence. A 1984 plat shows the Logue property and adjoining 7+ acres that was originally given to Gilbert and Maude. A few old concrete markers shown on the map may have marked boundaries for the family's property.

Gilbert was a “well known layman,” commercial/hardware. salesman and his wife Laura was a chief engrossing clerk for the House of Representatives who often held meetings of the Lebanon Road Garden Club and other groups at the house. Gilbert also showed up in a 1922 Davidson County Democratic Primary Board election notice as a judge for the Third District Third Precinct.



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As a Master Mason (32nd degree of the Scottish Rite), Gilbert may have designed or helped with the construction of the house on Cottage Lane. With materials and design similar to the NRHP-listed nearby Stone Hall, the Logue House stands as a good example of one of the few early twentieth century classical homes left in the Donelson and Hermitage area.

Analysis & Findings:

Logue Haven is significant as an excellent example of its style of architecture and retains its historic character and features. It is therefore eligible to be a Historic Landmark under criterion 3 of section 17.36.120 of the ordinance. The property is also eligible for listing in the National Register of Historic places and so meets criterion 5 of section 17.36.120 of the ordinance.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

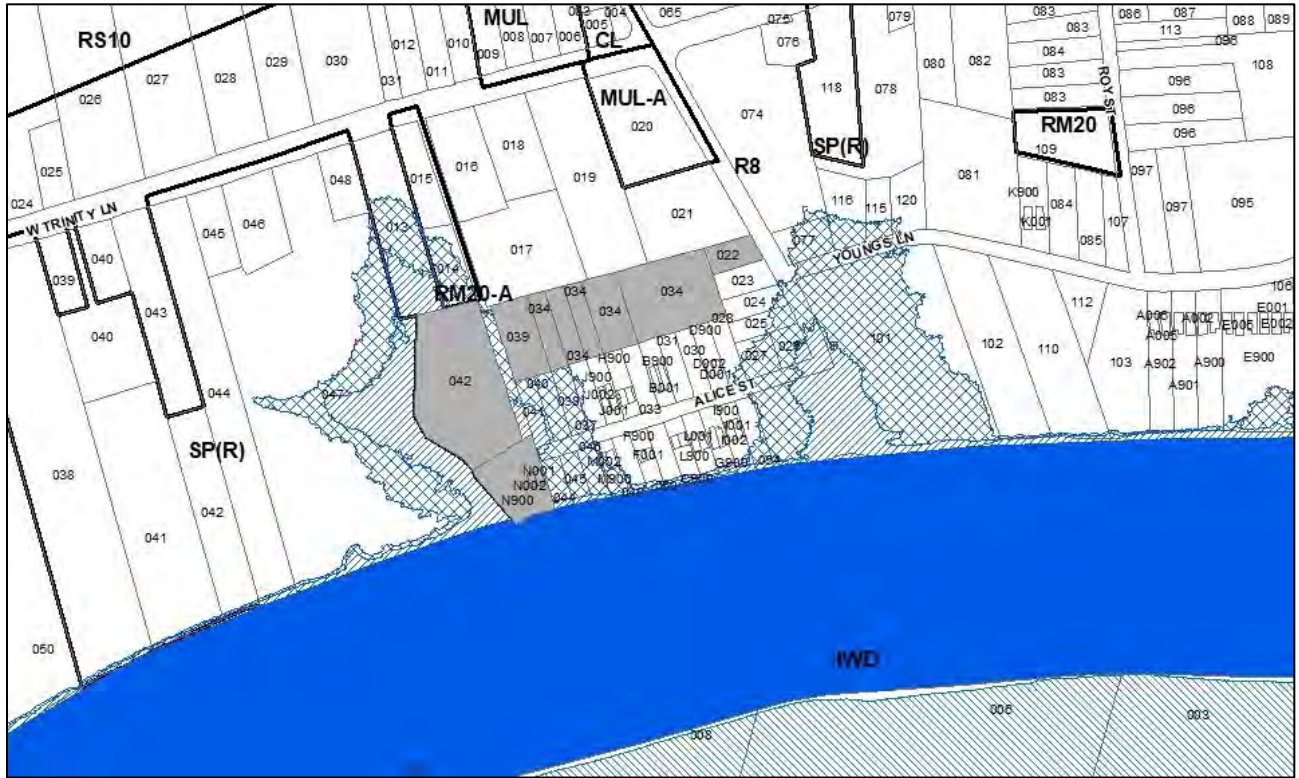
On December 19, 2018, the MHZC unanimously voted to recommend approval to Council of the proposed overlay finding that the project meets the section 5 of ordinance 17.36.120.

STAFF RECOMMENDATION

Staff recommends approval of the Historic Landmark Overlay District.



Metro Planning Commission Meeting of 1/10/2019



2018S-058-001

ALICE STREET SUBDIVISION

Map 070-07, Parcel(s) 022, 034, 034.01-034.04, 039, 042,

Map 070-07-0-N, Parcel(s) 001-002, 900

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



Project No.	Concept Plan 2018S-058-001
Project Name	Alice Street Subdivision
Council District	02 – Hastings
School District	1 – Gentry
Requested by	Civil Site Design Group, PLLC, applicant; D&M Development, LLC, and O.I.C. Homes at Alice Street, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Request for concept plan approval to create 9 lots, including 2 duplex lots, for a total of 11 units.

Concept Plan

A request for concept plan approval to create 9 lots including 2 duplex lots for a total of 11 units on properties located at 1028, 1028 B, and 1030 Alice Street, 1014 C and 1014 D West Trinity Lane, West Trinity Lane (unnumbered), 948, 948 B Youngs Lane and Youngs Lane (unnumbered), west of the terminus of Youngs Lane, zoned One and Two-Family Residential (R8) (6.16 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 28 lots with 7 duplex lots for a total of 35 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

BORDEAUX–WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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

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.



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Proposed Subdivision



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Mobility Supplemental Policy

The mobility supplemental policy contains guidance for increasing connectivity in developed areas and establishing a network of proposed street connectivity throughout Haynes Trinity that would provide a strong and cohesive block structure.

PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. The 6.16 acre-site includes a mixture of vacant and residential properties and is located north and west of Alice Street, west of the terminus of Youngs Lane, and south of W. Trinity Lane. The site borders the Cumberland River to the south. The surrounding development pattern along Alice Street includes primarily single-family and recently-developed two-family units. Larger residential and vacant properties are located to the north, along W. Trinity Lane.

The site is located in the T4 Mixed Use Corridor and Conservation policies, and is also guided by the Mobility Supplemental Policy, which focuses on establishing street networks for increased connectivity. Conservation policy is located along the western portion of the site, identifying areas encumbered by the floodway/floodplain and stormwater regulation buffers associated with the Cumberland River. While NashvilleNext policies provide limited guidance for subdivisions, Metro's Subdivision Regulations control how land is divided and the pattern of development to reflect different contexts and character.

Site Plan

The site plan proposes 9 lots, including 2 duplex lots, for a total of 11 units. All of the proposed lots exceed 8,000 square feet, which is the minimum lot size required by the Metro Zoning Code. The plan includes two new public streets: Road 'A' runs parallel with the northern property line, connecting from Youngs Lane (east) to the western property line. Road 'B' bisects Road 'A' and runs north/south, connecting back to Alice Street (south) which currently terminates near the southeastern corner of the site. All of the lots front the new streets. Proposed Lot 1 fronts Road 'A' and proposed Lots 2 - 9 front proposed Road 'B'. Road 'A' will be constructed as a new collector street, with an 8 foot sidewalk and 4 foot planting strip, consistent with the Major and Collector Street Plan standards. Road 'B' will be constructed per the local street standard, with a 5 foot sidewalk and 4 foot planting strip. Areas of right-of-way dedication are included on the concept plan and will be recorded with the final plat.

This concept plan includes approximately 0.6 acres of open space located near the southern corner, between Lots 8 and 9. The open space is accessible from 'Road 'B' and includes a 10 foot public access easement that connects from the road to a proposed greenway conservation easement along the Cumberland River. The 75' public access greenway conservation easement has been provided from the top of the Cumberland River floodway for a planned future greenway. The public access easements will be recorded with the final plat.

Lots 2 – 9 are designated as critical lots due to the presence of floodplain, streams, stormwater regulation buffers, and steep slopes. No problem soils have been identified on site.



Metro Planning Commission Meeting of 1/10/2019

ANALYSIS

The proposal is consistent with Metro's Subdivision Regulations and complies with the minimum standards of the Metro Zoning Code. Additionally, the plan introduces two new public streets, enhancing the block structure and creating opportunities for future connectivity. As this site is located within an Urban Mixed Use Corridor policy, lot compatibility is not applicable.

FIRE MARSHAL RECOMMENDATION

Approve w/conditions

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

STORMWATER RECOMMENDATION

Approve

PARKS RECOMMENDATION

Approve with conditions

- A greenway easement shall be included in any areas within the floodway plus 75 feet, measured from the outer edge of the floodway

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final construction plans required prior to initiating construction.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- See Road comments

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. On the corrected copy, the 10 foot public access easement shall connect directly to the Road 'B' sidewalk.
2. On the corrected copy, include the building envelopes on the site plan (sheet C1.01) on all critical lots pursuant to Section 17.28.030 of the Metro Zoning Code.
3. The 75 foot public access greenway conservation easement shall be identified on the development plans and recorded with the final plat.
4. The 10 foot pedestrian public access easement shall be identified on the development plans and recorded with the final plat.
5. Road 'A' shall extend to the western property line. Road 'B' shall extend to Alice Street.

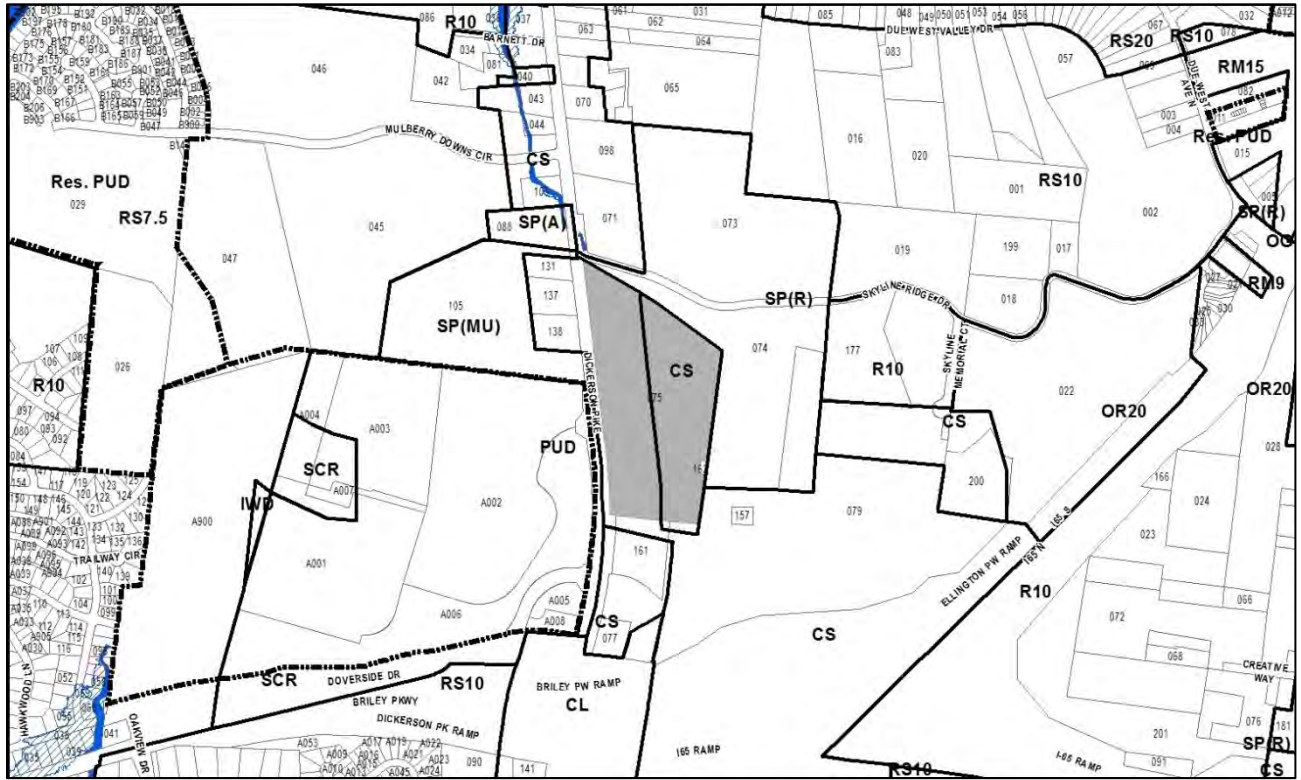


Metro Planning Commission Meeting of 1/10/2019

6. All proposed sidewalks shall be located in the right-of-way.
7. Any lots designated as critical lots shall be developed in compliance with the critical lot requirements pursuant to Section 17.28.030 of the Metro Zoning Code. If critical lots cannot be developed in compliance with the critical lot requirements, the lot layout shall be modified accordingly.
8. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
9. All conditions from Metro Public Works and Metro Water Services must be completed or bonded prior to the recording of the final plat.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply must be met prior to the issuance of building permits.
11. 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.



Metro Planning Commission Meeting of 1/10/2019



2019S-208-001

ALTITUDE AT 41- PHASE 1

Map 50, Parcel(s) 075

02, Parkwood-Union Hill

08 (Nancy VanReece)



Project No.	Concept Plan 2019S-008-001
Project Name	Altitude at 41 – Phase 1
Council District	8- VanReece
School District	3– Speering
Requested by	Wamble & Associates, applicant; Altitude at 41, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan approval to create 6 lots.

Concept Plan

A request for concept plan approval to create six lots on property located at 3465 Dickerson Pike, at the corner of Skyline Ridge Drive and Dickerson Pike, zoned Commercial Service (CS) (23.68 acres).

Existing Zoning

Commercial Service is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

PLAN DETAILS

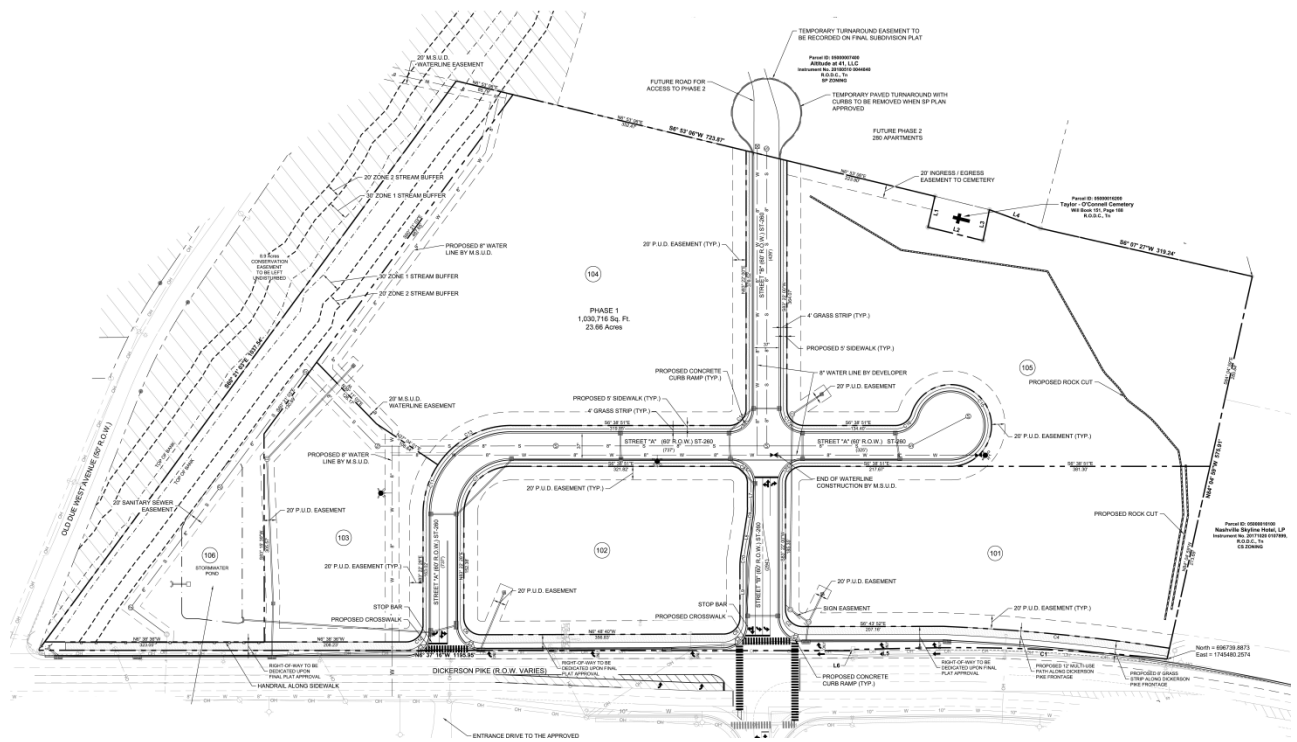
The concept plan proposes to create six lots on property located at 3456 Dickerson Pike. Four lots will have frontage on Dickerson Pike. Two lots will front a new public street proposed with this concept plan. There is an existing Specific Plan approved for property adjacent to this site to the east, which takes access via this site. The new public road will provide public street connection to the eastern property. The proposed road connection is consistent with the Metro Council approved Specific Plan. A 12 foot wide multi-use path and eight foot wide grass strip are proposed along Dickerson Pike which is consistent with the Major and Collector Street Plan. The new public street includes a five foot wide sidewalk and a four foot wide grass strip which is consistent with local street standards. The proposed lots have the following area and frontages:

Proposed Lots:

- Lot 101: 144,707 square feet, (3.32 ac)
- Lot 102: 98,875 square feet, (2.29 ac)
- Lot 103: 80,697 square feet, (1.85 ac)
- Lot 104: 235,984 square feet, (5.42 ac)
- Lot 105: 212,459 square feet, (4.88 ac)
- Lot 106: 114,250 square feet, (2.62 ac)



Metro Planning Commission Meeting of 1/10/2019



Proposed Subdivision



Metro Planning Commission Meeting of 1/10/2019

Section 3-4 of the Subdivision Regulations outlines the criteria for reviewing subdivisions. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

All proposed lots meet the minimum standards of the Commercial Service (CS) zoning district.

Street Frontage

All proposed lots have frontage on a public street.

The plan meets the requirements of the Subdivision Regulations. The plan provides for street connectivity by providing future stub street to the east, consistent with the approved SP zoning for the adjacent property.

Agency Review

All agencies have recommended approval.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan only. Public sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans.
The required sewer capacity fees must also be paid prior to Final Site/Development Plan approval. Water provided to this site by the Madison Suburban Utility District.

MADISON SUBURBAN UTILITY DISTRICT

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

The Altitude at 41 mixed-use development is planned to be located on the east side of Dickerson Pike opposite the Skyline Commons shopping center. Based on the analyses presented in this study, the study intersections are expected to operate safely and sufficiently with the inclusion of the following improvements:



Metro Planning Commission Meeting of 1/10/2019

Signalized Intersection of Dickerson Pike and Doverside Drive/TriStar Access

- Provide an eastbound right-turn overlap phase.
- Modify the traffic signal timing and synchronization with the intersection of Dickerson Pike and Skyline Commons Access/Site Access 1.

Signalized Intersection of Dickerson Pike and Skyline Commons Access/Site Access 1

- Site Access 1 should be aligned with the Skyline Commons Access.
- Continue the 3rd northbound through lane on Dickerson Pike from its current lane drop south of the site to Site Access 1, and drop it as a right turn only lane into the site.
- Final Dickerson Pk roadway widening and pavement markings and signage along Altitude at 41 mixed project frontage shall be coordinated with TDOT and MPW prior to first permit plan construction approval. Additional traffic analysis may be required.
- The lane should be marked and signed with right turn lane arrows and “ONLY” word pavement markings.
- Install a “Right Lane Must Turn Right” sign (R3-7) approximately 300 feet south of Site Access 1 facing northbound Dickerson Pike traffic.
- Restripe and alter the existing concrete channelization of the eastbound approach of the Skyline commons access to include a left turn lane and a shared through/right turn lane.
- Restripe the north leg of Dickerson Pike to continue the center two-way left-turn lane to Site Access 1. The pavement striping should include approximately 150 feet of dedicated storage within the center turn lane.
- Site Access 1 should be designed to include one entering lane and three exiting lanes, which should be striped as two left turn lanes and one shared through/right turn lane.
- Modify the traffic signal design and driveway design for Nashville Commons access to accommodate Site Access 1 as the fourth leg of the Intersection per TIS recommendation.
- Protective/permissive left turn signal phasing should be provided for the eastbound approach of the Skyline Commons Access.
- Protective-only left turn signal phasing should be provided for the westbound approach of Site Access 1.
- Modify the traffic signal timing and synchronization with the intersection of Dickerson Pike and Doverside Drive/TriStar Access. A signal coordination study along Dickerson Pk. shall be conducted with 50% development of the proposed Altitude project.
- Install a pedestrian crosswalk on the north, south, and east legs of the intersection. The traffic signal should be modified to provide pedestrian signals and pushbutton activation. ADA compliant curb ramps should be installed to accommodate the crosswalks and pushbuttons.

Un-Signalized Intersection of Dickerson Pike and Preserve at Highland Ridge Access/Site Access 2

- Site Access 2 should be designed to include one entering lane and two exiting lanes, which should be striped as one shared through/left turn lane and one right turn lane.
- Construct a northbound right turn deceleration lane with approximately 210 feet of storage plus taper.
- It is desirable to align Site Access 2 with the access for the Preserve at Highland Ridge.



Metro Planning Commission Meeting of 1/10/2019

Internal Driveways

- Where feasible, the number of internal driveways should be minimized and shared access driveways should be constructed.
- Where feasible, the internal driveways should be aligned to minimize vehicular conflicts.
- If the internal driveway for the apartments is to include a gate, a denial lane and a rideshare pick-up and drop-off location should be provided.

Signalized Intersection Network

- Retime and optimize the traffic signals along the Dickerson Pike corridor to accommodate both the project-generated traffic and the traffic generated by the remaining development of Skyline Commons, as directed by the Metro Public Works traffic operations group.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
2. Remove proposed uses from the Lot Table.
3. Developer shall comply with all State of Tennessee requirements in regards to protection of historic cemeteries.



Metro Planning Commission Meeting of 1/10/2019



2019S-015-001
THE MCKINNIS PROPERTY
Map 133, Parcel(s) 046
11, South Nashville
16 (Mike Freeman)



Project No.	Final Plat 2019S-015-001
Project Name	The McKinnis Property
Council District	16 – Freeman
School District	7 – Pinkston
Requested by	Clint Elliott Surveying, applicant; Sean McKinnis, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the January 24, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST
Final Plat to create 5 lots.

Final Plat

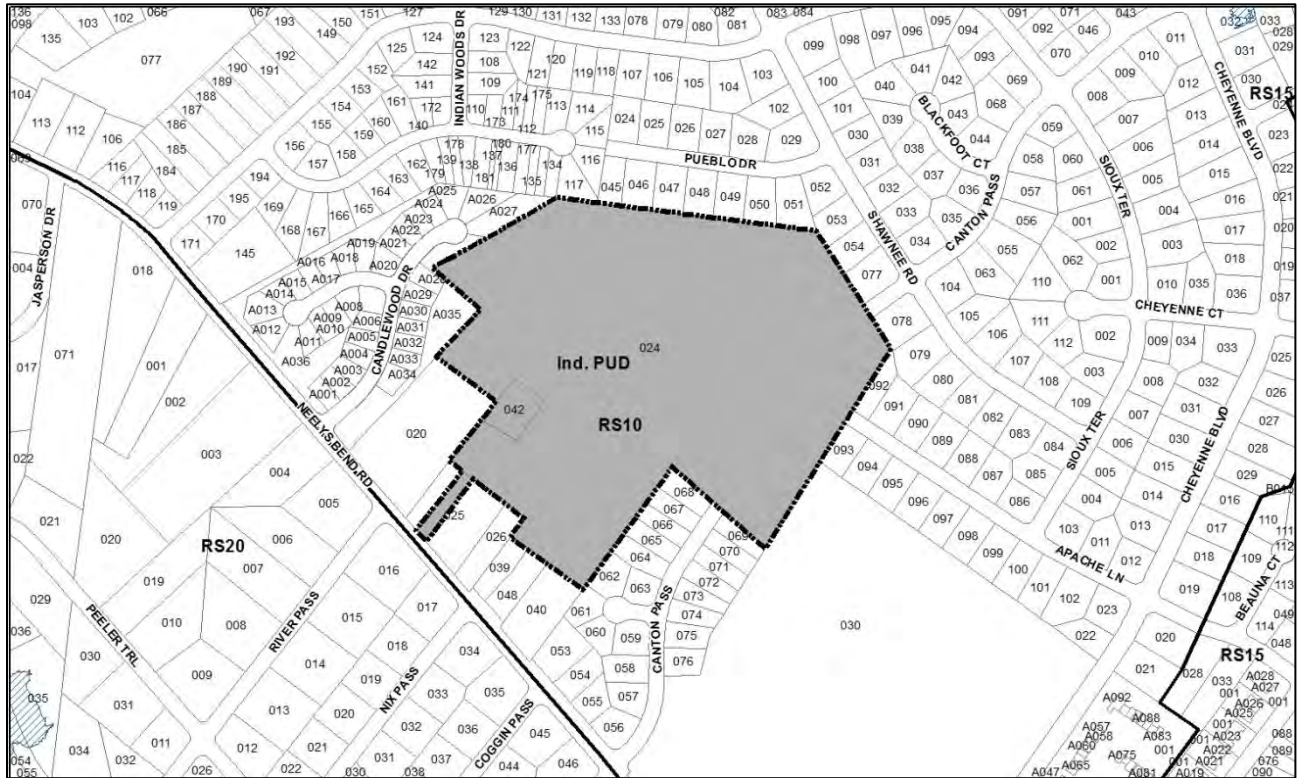
A request for final plat approval to create five lots on property located at 90 Antioch Pike, at the corner of Antioch Pike and McCall Street, zoned Single-Family Residential (RS7.5) (0.88 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 24, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 1/10/2019



176-75P-002

NEELYS BEND PUD (CANCELLATION)

Map 052, Parcel(s) 024, 042

Map 052, Part of Parcel 025

04, Madison

09 (Bill Pridemore)



Project No.	PUD Cancellation 176-75P-002
Project Name	Neely’s Bend PUD (Cancellation)
Council District	09 – Pridemore
School District	3 – Speering
Requested by	T-Square Engineering, applicant; 1201 Neely's Bend Road, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Cancel a Planned Unit Development Overlay District.

PUD Cancellation

A request to cancel a Planned Unit Development Overly District located at 1201 Neely’s Bend Road and Neely’s Bend Road (unnumbered) and part of property located at 1145 Neely’s Bend Road, at the current terminus of Canton Pass (29.7 acres), zoned RS10.

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 109 units subject to the requirements of the Metro Subdivision Regulations. The uses permitted on the property at this time are governed by the 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. *The approved PUD allows for an industrial development.*

MADISON 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.



Metro Planning Commission Meeting of 1/10/2019

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.

A portion of the property within the PUD is also within a Special Policy area, 04-T3-NM-21. The special policy encompasses Parcels 024 and 042 and identifies the area as appropriate for infill development because of the existing zoning entitlements, adequate access and the potential for providing additional housing choice in an area that is mostly single-family residential development.

PLAN DETAILS

The Odom Sausage Company PUD was originally approved in 1975 to permit an industrial development on 29.7 acres. The PUD allowed for the continued operation and expansion of the Odom Sausage Company food processing and packing plant on the property. The PUD was revised several times to permit the addition of office and administrative space, including freezers, shipping area, and maintenance of trucks associated with the plant. The Odom Sausage Company is no longer operating on the property.

ANALYSIS

The cancellation of the Neely's Bend PUD is consistent with the existing T3 Neighborhood Maintenance land use policy for the area, which is a primarily residential policy that does not support the industrial uses permitted by the current PUD. Cancellation is also consistent with the guidance of the special policy, which calls for review of the PUD should operations of the Odom company cease and for infill development on the property that provides a diversity of housing types. Company operations at the site have ceased. The site is surrounded by moderate density, single-family residential development, making it an inappropriate location for continued industrial use.

Once the PUD is cancelled, any redevelopment of the property would be required to comply with the existing, underlying Single-Family Residential (RS10) zoning district, which is consistent with the guidance of the T3 Neighborhood Maintenance policy and special policy.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES

Approve with conditions

- Approval applies to public sewer issues only – Madison serves this site with water.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- An updated TIS may be required when redeveloped.

STAFF RECOMMENDATION

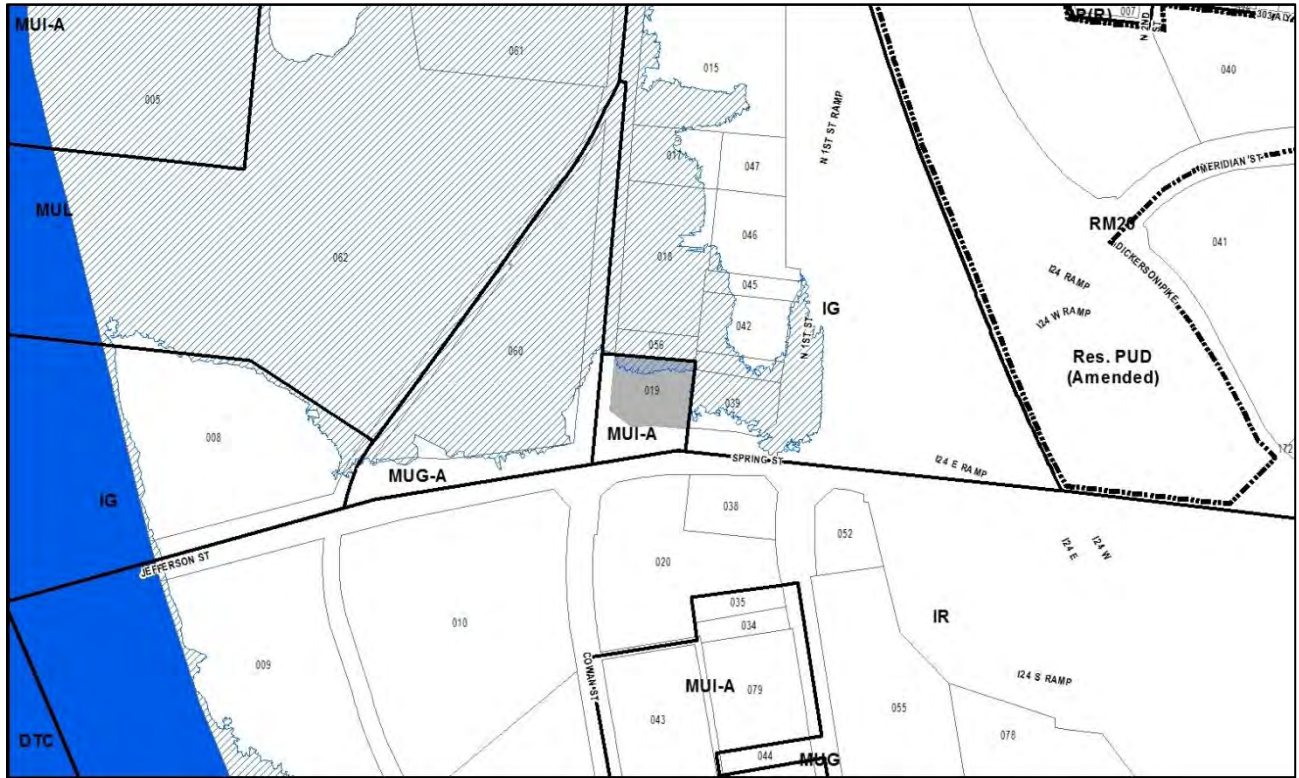
Staff recommends approval.



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Metro Planning Commission Meeting of 1/10/2019



2017UD-005-002
100 SPRING STREET
Map 082-10, Parcel(s) 019
05, East Nashville
05 (Scott Davis)



Project No.	UDO Modification 2017UD-005-002
Project Name	100 Spring Street
Council District	05 – Davis
School District	5 – Buggs
Requested by	John Richard Patterson, P.E., Kimley-Horn, applicant; Day Investment Services Trust, owner
Staff Reviewer	Hammer
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Modifications to the floor-to-floor height and glazing standards of the River North Urban Design Overlay.

UDO Modification

A request to modify the standards of the River North Urban Design Overlay for property located at 100 Spring Street, at the corner of Spring Street and Cowan Street, zoned Mixed Use Intensive-Alternative (MUI-A) (0.96 acres) to modify the maximum floor-to-floor height and glazing requirements.

Existing Zoning

Mixed Use Intensive-Alternative (MUI-A) is intended to implement the moderate intensity mixed-use policies of the general plan. These districts also may be used in areas policed for concentrations of mixed commercial uses and for existing areas of commercial arterial development that are located in the vicinity of major intersections. The bulk standards permitted by this district, along with the range of allowable uses, are designed to promote the preservation and adaptive reuse of larger structures that contribute to the historical or architectural character of an area. These districts should be applied to areas that have good access to collector or arterial streets and public transportation service. MUL-A is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards and is an alternative to a zoning district that requires a site plan.

Existing Overlay Zoning

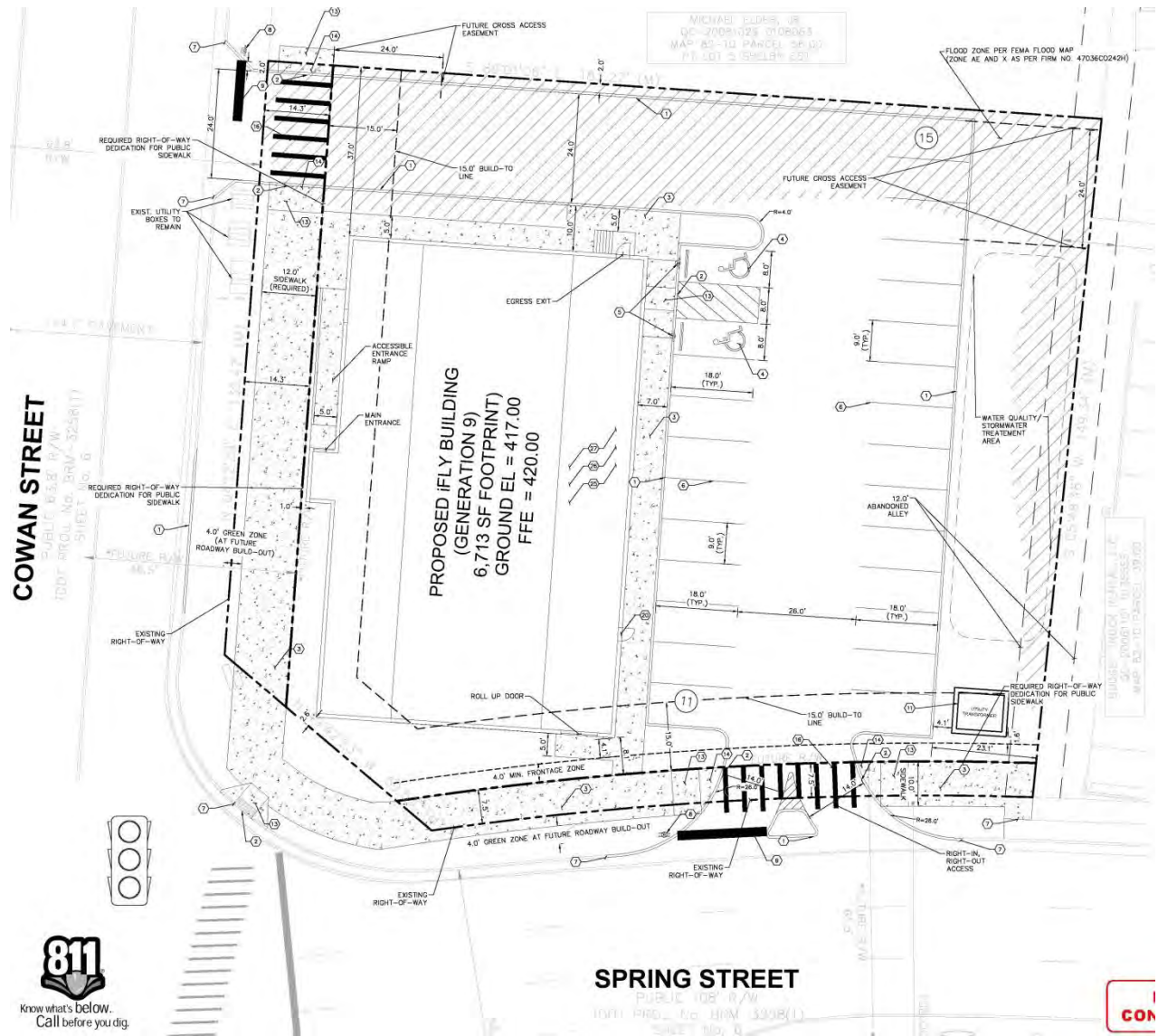
River North Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the urban setting, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not ensured by the application of the conventional bulk, landscaping and parking standards of the Metro Zoning Code.

EAST NASHVILLE 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.



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Proposed Site Plan



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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.

PROPOSAL DETAILS

This request is for major modifications only; a UDO Final Site Plan must be submitted and considered at a later time. The modifications are requested to allow stories to exceed the maximum individual story height and to allow substandard glazing for the ground floor and upper floor.

The property is located at the northeast corner of Spring Street and Cowan Street. The project consists of an indoor skydiving facility, as well as 26 surface parking spaces.

The River North UDO is divided into two subdistricts. Subdistricts are smaller districts within the larger UDO area that are envisioned to have unique character and development standards. The property is within Subdistrict 1, which is generally on the periphery of the overlay.

ANALYSIS

In this case, the proposed land use of indoor skydiving is unique and places constraints on the applicant's ability to strictly comply with the UDO. Indoor skydiving uses a vertical wind tunnel with fans at the top to draw air through the flight chamber and then push it back down the sides through large ducts. These ducts lead to an inlet contractor that compresses and speeds up the air before it reenters the flight chamber. This process requires a significant mechanical space and makes it difficult for a building with this land use to comply with the UDO. The vertical wind tunnel is positioned in the center of the facility, with ducts being positioned vertically, near exterior walls.

Due to the height of the vertical wind tunnel inside the building, the building envelope contains only two stories but is 65' in height. Much of the upper portion of the building is dedicated to enclosed mechanical space. The UDO measures the height of buildings in stories and has a maximum individual height that standardizes the range of allowed height. This modification does not allow additional height entitlements for the property. Staff supports this request due to the challenges associated with the proposed land use.

The necessary location of the ducts and mechanical elements along the exterior walls also makes compliance with the glazing standards difficult. The UDO requires a 40% minimum ground floor glazing for the principal frontage and 30% for minor frontages, as well as a minimum of 25% of upper floors as openings. The applicants are proposing providing glazing in the façade areas that are not encumbered by mechanical elements, namely the entrance to the building along the street and habitable spaces, including offices. Staff supports this request. Additional glazing would not yield a more engaging pedestrian experience, as views into the facility would be of various mechanical elements.

Although signage is shown on the provided plans, it is not the subject of this request.



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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) UDO Modification only. (If needed) public water and/or sewer construction plans must be submitted and approved prior to Final UDO/Site approval. These approved construction plans must match the Final Site Plan/UDO plans. The required capacity fees must also be paid prior to Final Site Plan/UDO approval.

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to any work within the ROW provide copy of the TDOT approval letter.
- Remove the right in/ right out on Spring Street. MPW does not permit this design.
- Remove all striping on driveway connections to the public street. These are not necessary, use MPW ST-324 driveway ramp, or TDOT equivalent.
- Add callouts for curb and gutter (ST-200) and sidewalk (ST-210.)
- Indicate location of Solid waste and recycling container onsite. MPW does not service this facility.

TRAFFIC AND PARKING RECOMMENDATION

Approve with Conditions

- Provide any transportation impact studies that are currently underway for Planning and Public Works to adequately review and respond to potential concerns.
- Planning, Public Works, and MTA will continue to review the cross sections proposed outside of the UDO draft in response to traffic studies that are needed.

STAFF RECOMMENDATION

Staff recommends approval of the modifications with the condition that signage not be part of this approval. Although signage is shown within the submittal, it must be handled separately through the designated process. The request is necessary due to the unique challenges associated with the proposed land use at this location.

CONDITIONS

1. No signage is part of this approval.



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2018DTC-035-001
1101 GRUNDY STREET HOTEL
Map 093-09, Parcel(s) 121, 122
11, Downtown
19 (Freddie O'Connell)



Project No.	DTC Overall Height Modification 2018DTC-035-001
Project Name	1101 Grundy Street Hotel
Council District	19 – O’Connell
School District	5– Buggs
Requested by	Lee Davis, applicant; 1101 Grundy Property Owner, LLC, owner.
Staff Reviewer	Wallace
Staff Recommendation	<i>Approve with conditions</i>

APPLICANT REQUEST

Modification to the overall height standards of the DTC, Gulch South Subdistrict, to allow four stories of additional building height where sixteen is permitted by right.

DTC Overall Height Modification

A request for a modification of overall building height to allow 20 stories on property located at unnumbered and 1101 Grundy Street (0.37 acres), between Grundy and Porter Streets, and within the Gulch South Subdistrict of the DTC. The maximum bonus height in this subdistrict is 16 stories.

Existing Zoning

Downtown Code (DTC) is the underlying base zoning and is designed for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown.

DOWNTOWN COMMUNITY PLAN

T6 Downtown Neighborhood (T6 DN) is intended to maintain and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.

Consistent with Policy?

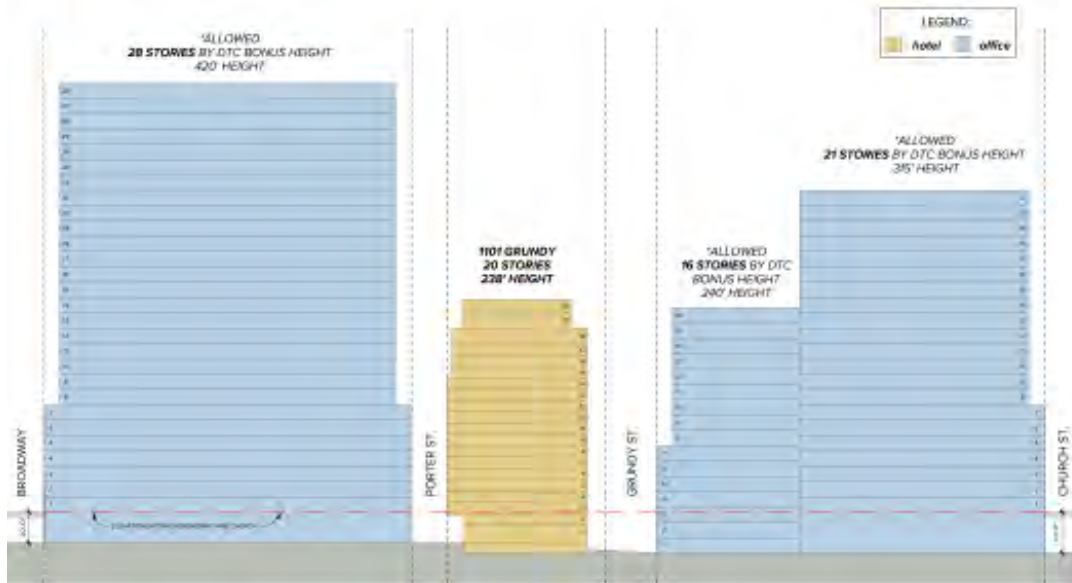
Yes. The project proposes a 20-story mixed use hotel compatible with the intended land use, intensity, and general character of downtown neighborhoods as outlined in policy. The proposed development enables safe, attractive and comfortable access for pedestrians and offers enhanced streetscape design that promotes a multimodal environment accommodating sidewalks, bikeways, and vehicular traffic.

PROJECT OVERVIEW

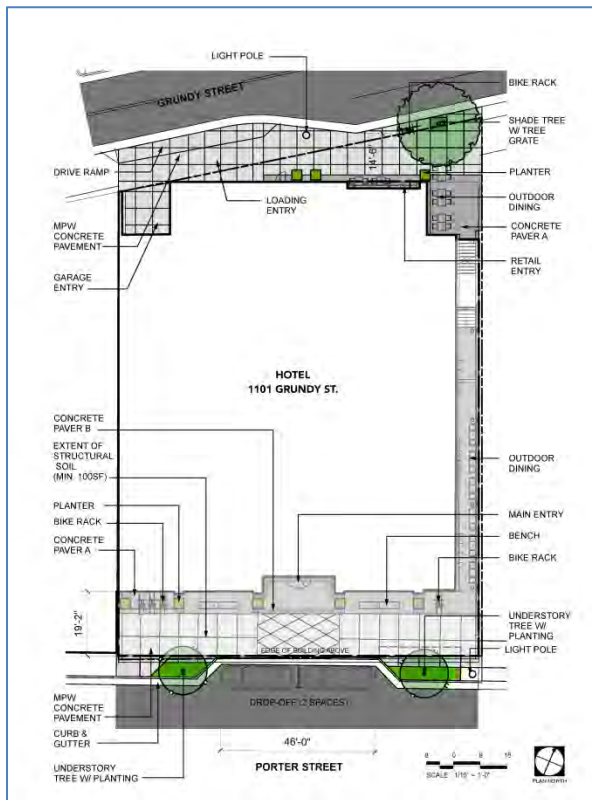
The project proposes a 20-story mixed-use hotel consisting of approximately 250 guest rooms, 5,000 square feet of meeting space, 2,500 square feet of street level restaurant, a rooftop pool and bar, approximately 625 square feet of retail space facing Grundy Street, and an underground valet-accessed parking garage accommodating approximately 30 vehicles.



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Site cross-section comparing proposed height (center) with by-right height of adjacent properties



Site Plan



Perspective Rendering from 11th Ave N.



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ESa | 1101 GRUNDY HOTEL
SOLIDITY FOR RECEPTIONS
ARCHITECTURE | INTERIORS | LANDSCAPE

VIEW OF ENTRY ON PORTER ST.



Street View Perspectives



West Elevation

PLAN DETAILS

The general bounds of the property include Grundy Street to the north, Porter Street to the south, 1107 Grundy Street to the west, and 1100 Porter Street to the east. The site contains two street frontages. Porter Street, along the southern frontage, is a small segment of right-of-way that connects 11th and 12th Avenues North. Grundy Street, along the northern frontage, is a longer segment of right-of-way that links 11th Avenue North with George L. Davis Boulevard.

Service loading and access to underground parking is accessed from Grundy Street and a valet and drop-off area is proposed along Porter Street.

Pedestrian access is received from both streets. A main lobby entrance to the hotel and storefront entry to the restaurant is provided from Porter Street while a secondary entrance to the hotel and storefront entry to retail is provided from Grundy Street. In addition, the project proposes an arcade-like pedestrian connection through the site that connects Grundy Street to Porter Street.

OVERALL HEIGHT MODIFICATION PROCESS

The process for an Overall Height Modification is outlined in the DTC as follows:

1. The Executive Director of the Planning Department shall determine whether the development has made reasonable efforts to use all appropriate bonuses available in the Bonus Height Program.
2. The applicant shall hold a community meeting providing notices to all property owners within 300 feet.



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3. The Planning Commission shall review the modification request and may grant additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project's relationship to surrounding properties.

OVERALL HEIGHT MODIFICATION ANALYSIS

Bonus Height Program

A Determination Letter, signed by the Executive Director of the Planning Department, is attached to this staff report and states the development has made reasonable efforts to use all appropriate bonuses available in the Bonus Height Program. Efforts include fulfilling requirements of the LEED, Pervious Surface, and Underground Parking bonuses.

Community Meeting

The applicant held a community meeting on November 26 and sent notices to properties within 300 feet with no members of the community appearing in opposition.

Downtown Code Design Review Committee Meeting

The Downtown Code Design Review Committee (DTC DRC) convened on 12/06/2018 and voted (with none opposed and one abstained) to approve with conditions the request for various modifications of the Downtown Code and recommend approval to modify overall height to 20 stories.

Unique Architecture

The following architectural qualities contribute to unique design:

- The design sets a precedent for projects proposed at mid-block. The proposed side setbacks result in a building with windows, recessed balconies, and architectural treatment on all 4-sides, which is not common for buildings located at mid-block.
- Furthermore, the massing proposes a tower element that is recessed along its sides so that resulting design produces a slender building and allows for light and air to penetrate between adjacent properties and onto Porter and Grundy Streets.
- A void in the massing at Porter Street at the first and second floors produces a unique cantilever condition above an open outdoor space at the street. This adds architectural expression and promotes a more interesting interaction between the private and public realms.
- Proposed materials are of high quality and inspired from the Gulch environs.
- The project proposes accenting the facades of the building with planter boxes and plantings.

Enhanced Streetscape

- Along Porter Street, the building is recessed so that a void is formed at the first and second levels of the building. The space generated by the void interacts with and blurs the distinction between the public/private realms. The voided area also extends the sidewalk area into the property creating more walkable area along Porter Street, which is a constrained and narrow right-of-way.
- The high quality of material proposed in the underside of the cantilever, wall plane, and ground surface enhances the streetscape environment.
- The building design considers views experienced from 11th Avenue North with an arcade-like area along the east side of the building. This area consists of outdoor dining that interacts with 11th Avenue North.



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- Along Grundy Street, a small retail component, outdoor seating area, and landscaping enhance the streetscape.

Improvement of Project's Relationship to Surrounding Properties

- Because windows, recessed balconies, and architectural treatment are provided on all 4-sides, the general aesthetic of the building may be viewed and experienced by pedestrians from various points throughout the Gulch and does not produce a sheer wall effect commonly found in mid-block buildings.
- Additionally, a proposed mural along the west side of the building takes advantage of the required elevator shaft and stairwell. The mural may be visible and experienced by pedestrians from various points within the Gulch neighborhood.

STAFF RECOMMENDATION

The project offers unique qualities and architectural expression in its site design, building massing, and overall aesthetic and sets a precedent for design of mid-block buildings. Points of concern remain with the design of vehicular access along Grundy Street and require further consideration in coordination with Public Works and Planning. Staff and the DTC DRC recommend approval with conditions.

CONDITIONS

1. Applicant is encouraged to coordinate with Metro Arts Commission on final design of mural design.
2. Applicant shall continue to work with Public Works and Planning on a design of vehicular access points along Grundy Street. A final design shall mitigate conflicts between pedestrians and vehicular traffic.
3. As the development process progresses, the applicant shall provide documentation for LEED gold, according to the requirements of the LEED section of the Bonus Height Program.



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2019Z-001PR-001

Map 071-12, Parcel(s) 236

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2019Z-001PR-001
Council District	05 – Davis
School District	5 – Buggs
Requested by	Jeff Kendig, applicant; Les Lazarus and Mary Frizzell, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Disapprove.</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 327 Gatewood Avenue, approximately 436 feet west of Lischey Avenue, (0.18 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. *The Metro Codes Department has confirmed that R6 would permit a maximum of 1 duplex lot for a total of 2 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units 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 Highland Heights Study also established a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this did not change with adoption of the Highland Heights plan.



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This site is within the R1 sub-district of the Building Regulating Plan, which is intended to maintain existing low to moderate density, predominately single family residential development patterns with appropriate building form/types, setbacks, and building rhythm along the street. This pattern of development is consistent with the goals of the general T4 NM policy. The R1 sub-district supports single-family and detached accessory dwelling units.

The Mobility Plan component of the Highland Heights Study identifies Gatewood 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 0.18 acres at 327 Gatewood Street, approximately 436 feet west of Lischey 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.

Rezoning to R6 would allow for a two-family housing type which is inconsistent with the character and housing form as identified in the R1 sub-district of the Highland Heights Small Area Plan. While R6 would allow for the construction of a detached accessory dwelling unit, a duplex would also be allowed within the R6 zoning district, inconsistent with the adopted Highland Heights plan.

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)	0.18	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 (220)	0.18	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

*based on two-family lots



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METRO SCHOOL BOARD REPORT

The proposed zone change would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Shawb Elementary School, Jere Baxter Middle School, Maplewood High School. Each school within the cluster has capacity for additional students. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends disapproval.



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2019Z-003PR-001
 Map 092-02, Parcel(s) 441
 Map 092-03, Parcel(s) 157
 08, North Nashville
 21 (Ed Kindall)



Project No.	Zone Change 2019Z-003PR-001
Council District	21- Kindall
School District	5- Buggs
Requested by	Jason Oggs, applicant; Brown, William and James and Oggs, Jason, owners.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on properties located at 2409 and 2411 Albion Street, approximately 210 feet west of 24th Avenue North (0.31 acres).

Existing Zoning

Single-Family Residential (RS5) zoning requires a minimum 5,000 square foot lot and is intended for single-family dwellings at an overall density of 8.71 dwelling units per acre. *RS5 would permit a maximum of 2 single-family residential lots based on current configuration.*

Proposed Zoning

One and Two-Family Residential-Alternative (R6-A) is intended for one and two-family dwellings at a density of 7.26 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of 2 two-family residential lots with a total of 4 residential units based on current configuration.*

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 site consists of two parcels totaling 0.31 acres located at 2409 and 2411 Albion Street, approximately 210 feet west of the intersection of 24th Avenue North and Albion Street. Existing conditions include a single-family house on each parcel. Site access is from Albion Street with an improved alley at the rear of the site. The site is located along an existing public transit route with



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the nearest bus stop located approximately 1,100 west of the site. Surrounding land uses consist primarily of single-family residential with some two-family residential and vacant land. The site is within a large area of Single-Family Residential (RS5) zoning. One of the surrounding zoning districts include One and Two-Family Residential (R6-A).

T4 Neighborhood Evolving policy in this location allows moderate density that will enhance the pedestrian realm and provide additional housing choices. The R6-A zoning district is consistent with policy in this location as it provides design criteria such as raised foundations, alley only access and appropriate building placement in addition to diversity of housing.

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: **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)	0.31	8.71 D	2 U	29	7	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.31	7.26 D	4 U	54	8	5

*based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+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 RM15-A district: 0 Elementary 0 Middle 0 High

The proposed R6-A zoning is not expected to generate more students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity by the



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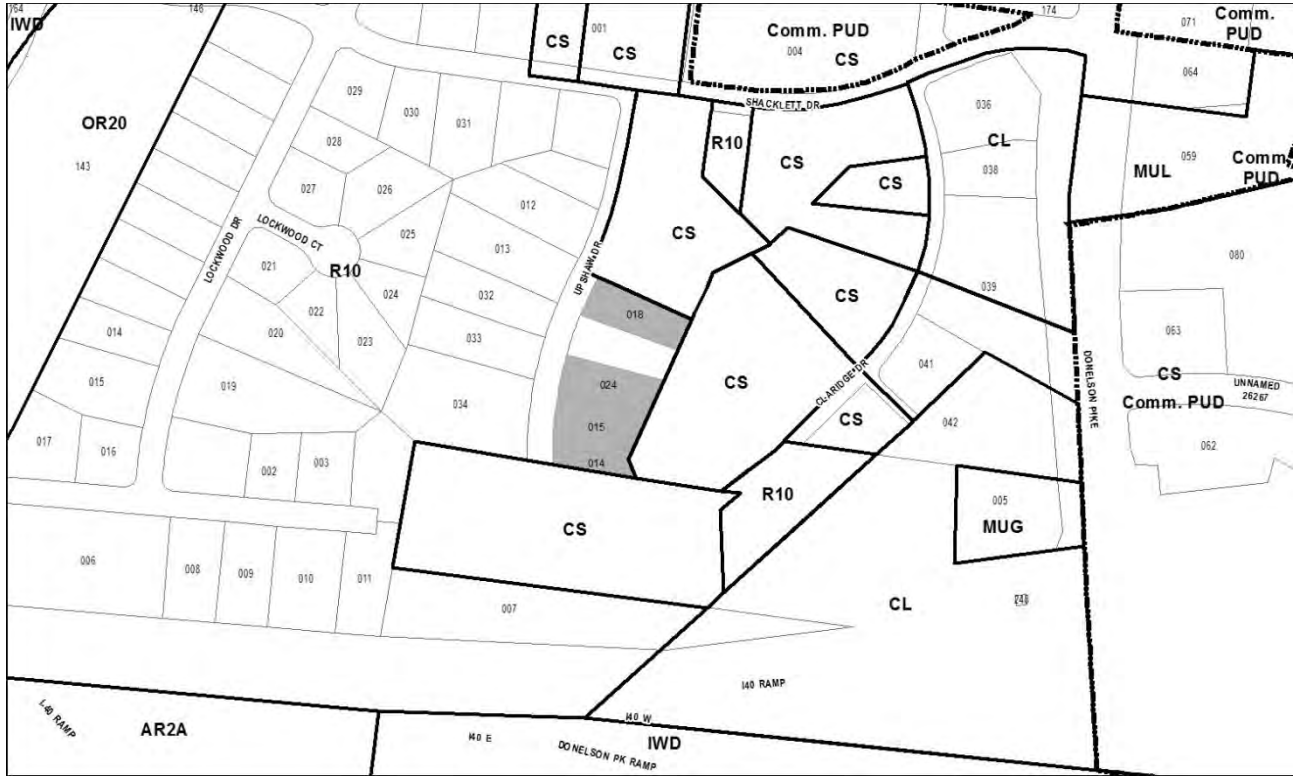
Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 1/10/2019



2019Z-006PR-001

Map 108-01, Parcel(s) 014-015, 018

Map 108-01, Part of parcel(s) 024

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



Project No.	Zone Change 2019Z-006PR-001
Council District	14 – Syracuse
School District	4 - Shepherd
Requested by	Dale and Associates, applicant; TPS Parking Nashville, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Rezone from R10 to CS.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Commercial Service (CS) zoning for property located at 563 and 579 Upshaw Drive, Upshaw Drive (Unnumbered), and a portion of 2729 Shacklett Drive, approximately 370 feet south of Shacklett Drive, (1.10 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 4 lots with 1 duplex lot for a total of 5 units.*

Proposed Zoning

Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

ANALYSIS

These properties are located along the eastern side of Upshaw Drive, approximately 370 feet south of Shacklett Drive in Donelson. Two properties are currently vacant and two properties include a single-family residential unit. These properties are surrounded by CS zoning to the north, south and east.



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These parcels are located in the T3 Suburban Community Center (T3 CC) policy. This policy supports intense mixed use areas that are combatable with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. The T3 Suburban Community Center policy spans a large area between Royal Parkway to the north and Interstate 40 to the south. This large area provides a suitable environment for an intense mixture of uses and services that will be supported by the surrounding commercial and residential uses.

The proposed CS zoning brings the property closer to the goals of the policy by allowing a mixture of commercial, office, and restaurant uses in an area that is almost completely surrounded by CS zoning. Applying the CS zoning district at this location is consistent with the adjacent zoning and consistent with the land use and development pattern in the neighborhood, which is 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

- A traffic study may be required at the 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)	1.1	4.35 D	5 U	67	9	6

*based on two-family residential lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	1.1	0.6 F	28,749 S.F.	2576	156	217

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2509	+147	+211



Metro Planning Commission Meeting of 1/10/2019

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 1 Elementary 0 Middle 0 High

Projected student generation proposed CS district: 0 Elementary 0 Middle 0 High

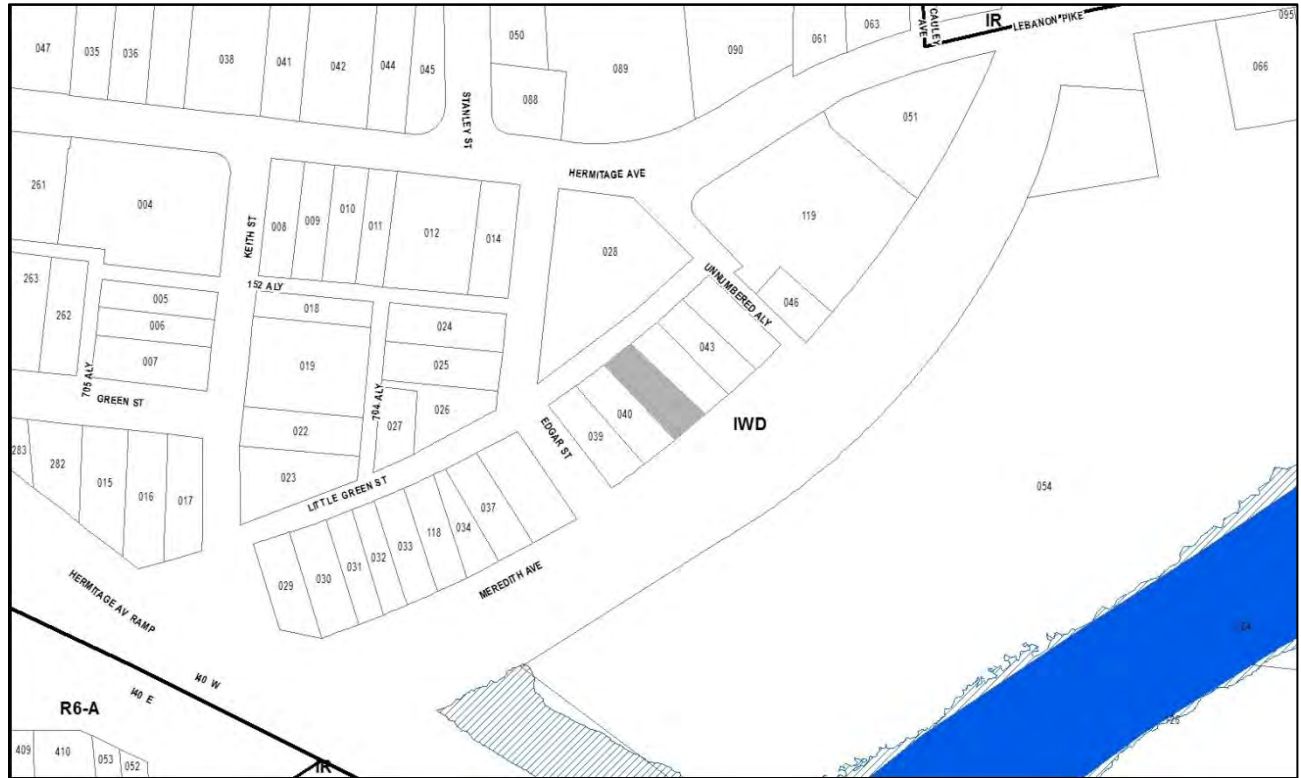
The proposed CS zoning district would generate fewer students than what is typically generated under the existing R10 zoning district. Students would attend McGavock Elementary School, Two Rivers Middle School, and McGavock High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 1/10/2019



2019Z-007PR-001
Map 094-13, Parcel(s) 041
11 South Nashville
19 (Freddie O'Connell)



Project No.	Zone Change 2019Z-007PR-001
Council District	19 – O’Connell
School District	5 – Buggs
Requested by	Land Development Solutions, applicant; Johnny V. Crow, Jr., owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IWD to MUN-A.

Zone Change

A request to rezone from Industrial Warehousing and Distribution (IWD) to Mixed-Use Neighborhood – Alternative (MUN-A) zoning for property located at 193 Little Green Street, approximately 100 feet east of Edgar Street, (0.15 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use Neighborhood-Alternative (MUN-A) is intended for a low 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.

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 subject property is located on the south side of Little Green Street. Hermitage Avenue is just to the north, and a railroad is located behind the property. The property currently contains a small office. The area consists of an assortment of small office buildings, retail businesses, auto related services, multi-family residential as well as one and two family homes.

The proposed MUN-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 MUN-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 1/10/2019

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.15	0.8 F	5,227 S.F.	54	26	29

Maximum Uses in Proposed Zoning District: MUN-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)	0.8	1.0 F	35 U	224	18	24

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.35	1.0 F	15,246 S.F.	172	41	20

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.35	1.0 F	15,246 S.F.	968	49	105

Traffic changes between maximum: IWD and MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1310	+82	+120



Metro Planning Commission Meeting of 1/10/2019

METRO SCHOOL BOARD REPORT

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

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

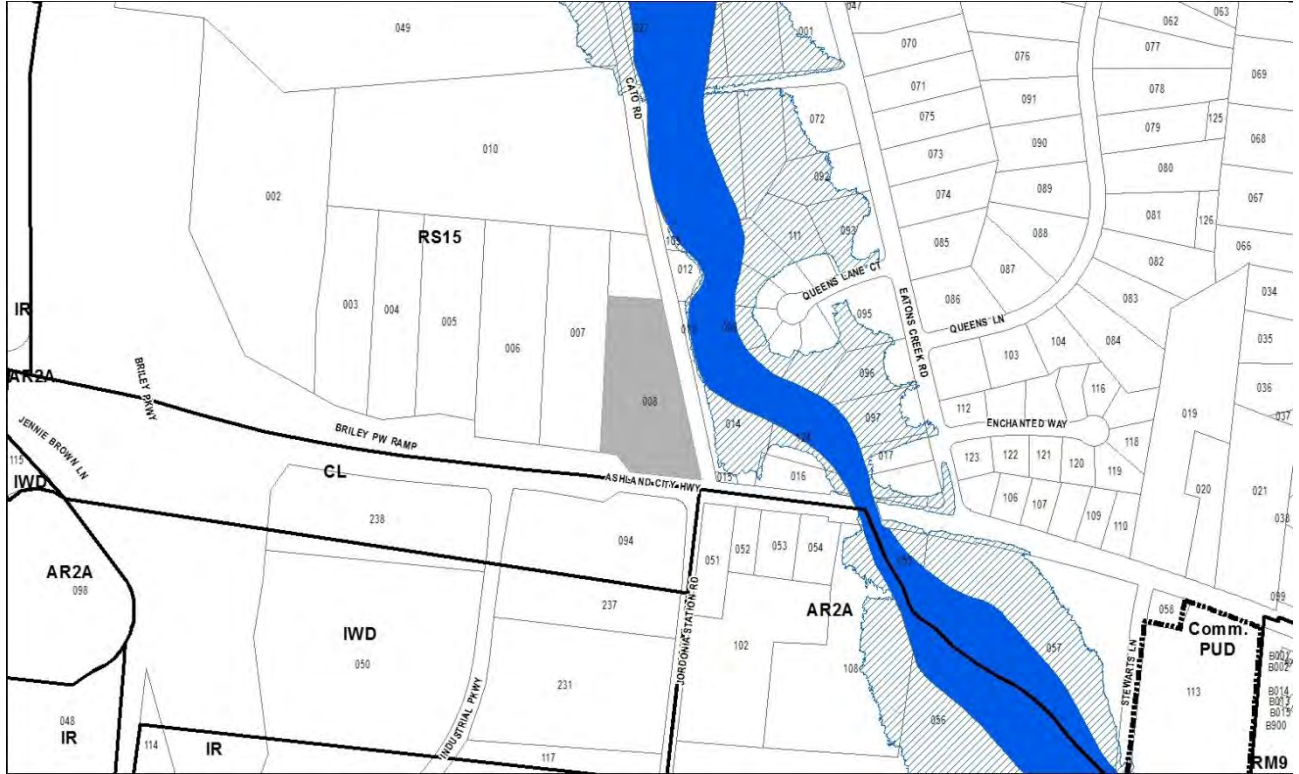
The proposed MUN-A zoning district would generate seven more students than what is typically generated under the existing IWD zoning district. Students would attend McGavock Elementary, Two Rivers Middle School, and McGavock High School. All schools have been identified as having additional capacity.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

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 1/10/2019



2019Z-008PR-001

Map 069, Parcel(s) 008

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Jonathan Hall)



Project No.	Zone Change 2019Z-008PR-001
Council District	01 – Hall
School District	1 – Gentry
Requested by	Smith Gee Studio, applicant; Guerrier Development, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the January 24, 2019, Planning Commission meeting</i>

APPLICANT REQUEST

Zone change from RS15 to RM20-A.

Zone Change

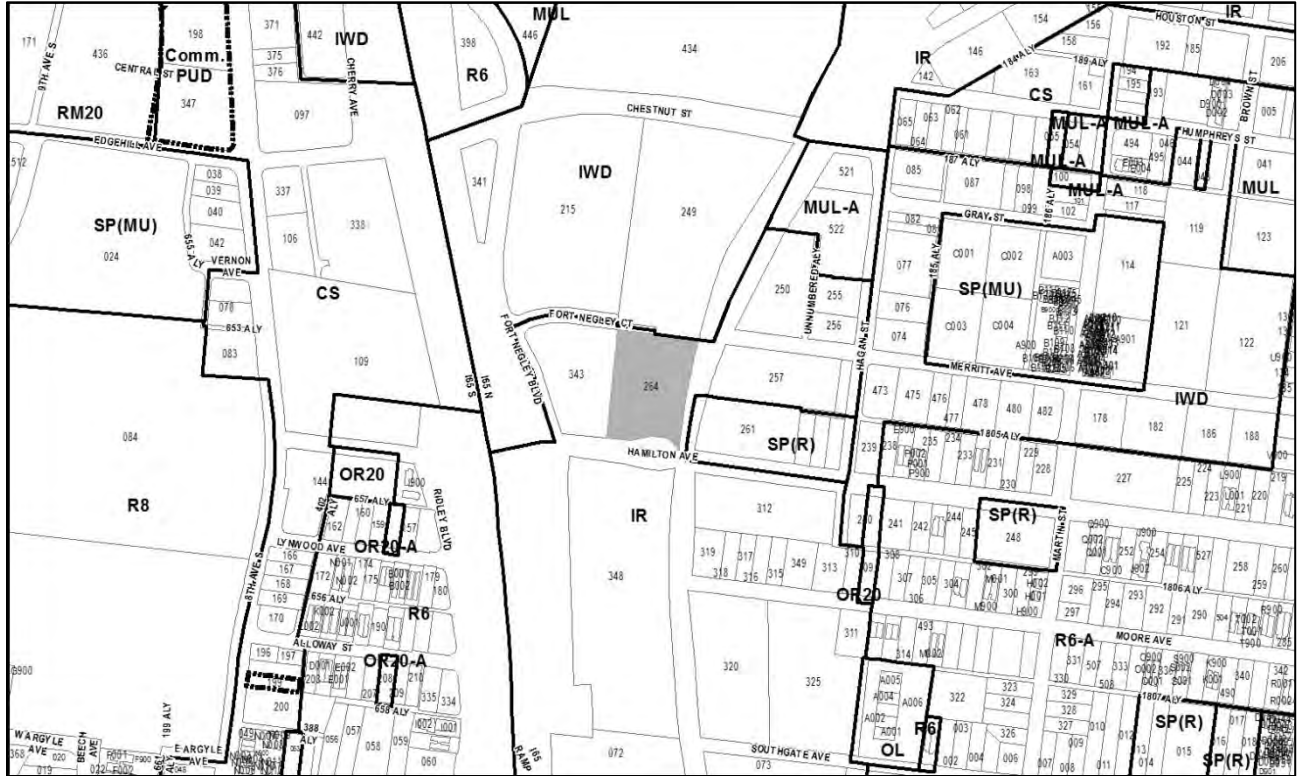
A request to rezone from Single-Family Residential (RS15) to Multi-Family Residential – Alternative (RM20-A) zoning for property located at Ashland City Highway (unnumbered), at the corner of Cato Road and Ashland City Highway (3.74 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the January 24, 2019, Planning Commission meeting at the request of the applicant.



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2019Z-009PR-001
Map 105-06, Parcel 264
11, South Nashville
17 (Colby Sledge)



Project No.	Zone Change 2019Z-009PR-001
Council District	17 - Sledge
School District	5 - Buggs
Requested by	Smith Gee Studio, applicant; Tennessee Concrete Association, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IR to MUG-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use General-Alternative (MUG-A) zoning for property located at 700 Hamilton Avenue, approximately 160 feet east of Fort Negley Boulevard (1.87 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use General-Alternative (MUG-A) is intended for a moderately 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.

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.

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 1.87-acre site currently contains light manufacturing uses associated with Tennessee Concrete Association. The site is located on the north side of Hamilton Avenue, east of Fort Negley Boulevard and I-65, and directly west of an existing CSX rail line.



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The northern property line is adjacent to Fort Negley Court, a partially improved street which terminates into a surface parking lot at the northwest corner of the site.

The surrounding development pattern includes industrial and non-residential uses concentrated along the rail corridor and to the northeast, with less intense residential, office, and commercial uses located east of rail corridor. The site is also in proximity to community and institutional land uses, including Fort Negley and the Adventure Science Center to the northwest. A Specific Plan permitting 37 multi-family units was recently approved for property directly east of the rail line, opposite this site.

The rezoning at this location is consistent with the T4 MU policy, which is intended to provide moderate density residential and non-residential development in areas that are envisioned to become primarily mixed use. The site is located in a larger area of T4 MU policy in close proximity to I-65 and the CSX rail line, where additional intensity may be supported. The site is also located in an area identified by NashvilleNext as a Tier 1 Center. Tier 1 Centers are the focus of coordinated investments to shape growth where additional intensity would be appropriate through infill development that supports pedestrian, vehicular, and multimodal transportation. The site is served by existing transit, including an MTA bus route and bus stop located at the southwest corner of the site on Hamilton Avenue. Proximity of future development to existing transit networks offers options beyond single vehicle occupancy trips. The Conservation policy present on the site indicates the presence of potential steep slopes. Conservation policy provides guidance for development of sites with environmental features when the site is surrounded by or adjacent to Tiered Centers and Priority Corridors, stating whenever possible, a balance should be struck between protecting sensitive environmental features and development. The policy goes on to state that the balance in this Transect tips more toward the function and development pattern of the surrounding or adjacent Tiered Center than toward the preservation or remediation of the sensitive environmental features.

The requested rezoning to MUG-A is consistent with the policy for the area and is appropriate given the surrounding land uses and land use policies. Additional intensity is appropriate at this site, given its unique location between the rail line and the interstate, as opposed to east of the rail line where the development pattern includes less intense land uses located further from the corridors. The proposed zoning allows for a mixture of uses, including residential, retail, and office uses, and the bulk and design standards associated with MUG-A zoning will ensure mixed-use development is amenable to pedestrians by creating a vibrant public realm. Additionally, the existing IR zoning is inconsistent with the policy and allows for uses that are not in keeping with the goals of mixed-use policy areas.

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



Metro Planning Commission Meeting of 1/10/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.87	0.6 F	48,874 S.F.	123	32	34

Maximum Uses in Proposed Zoning District: **MUG-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)	0.87	3.0 F	114 U	821	55	67

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.5	3.0 F	65,340 S.F.	703	88	76

Maximum Uses in Proposed Zoning District: **MUG-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)	0.5	3.0 F	65,340 S.F.	4502	156	397

Traffic changes between maximum: **IR and MUG-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+5903	+267	+506

SCHOOL BOARD REPORT

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

Projected student generation proposed MUG-A district: 18 Elementary 7 Middle 8 High

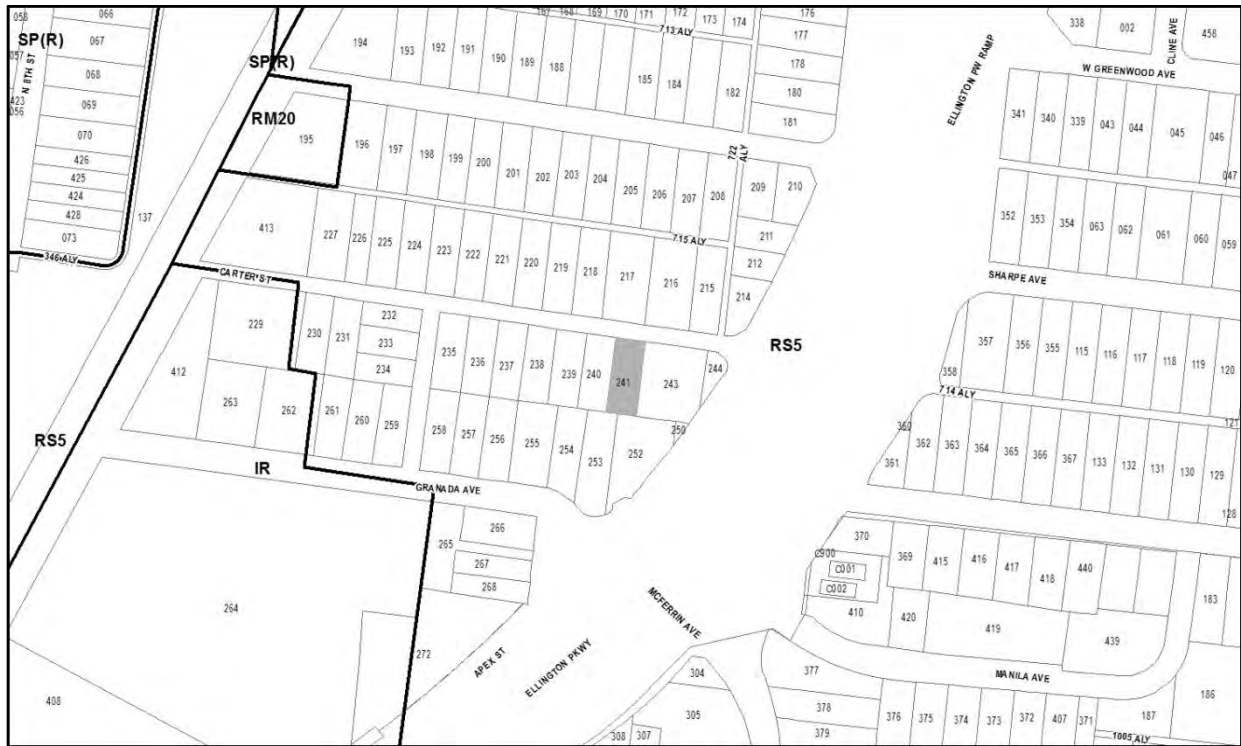
The proposed MUG-A zoning district will generate 33 additional students than what would be generated under the existing IR zoning, assuming approximately 50% of the floor area is utilized for non-residential uses. Students would attend Falls-Hamilton Enhanced Option Elementary School, Cameron College Prep Middle School, and Glencliff High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 1/10/2019



2019Z-012PR-001
Map 082-04, Parcel(s) 241
05, East Nashville
05 (Scott Davis)



Project No.	Zone Change 2019Z-012PR-001
Council District	05- Davis
School District	5- Buggs
Requested by	Robert Noerper, applicant; Noerper, Robert and Lute, Alex, owners.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Zone change from RS5 to R6.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning on properties located at 888 Carter Street, approximately 170 feet west of McFerrin Avenue (0.15 acres).

Existing Zoning

Single-Family Residential (RS5) zoning requires a minimum 5,000 square foot lot and is intended for single-family dwellings at an overall density of 8.71 dwelling units per acre. *RS5 would permit a maximum of 1 single-family residential lot based on acreage alone.*

Proposed Zoning

One and Two-Family Residential (R6) is intended for one and two-family dwellings at a density of 7.26 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6 would permit a maximum of 1 two-family residential lot with a total of 2 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 site consists of a 0.15 acre vacant lot located at 888 Carter Street approximately 170 feet west of McFerrin Avenue. Site access is from Carter Street. The site is located approximately 170 feet west of the nearest bus stop located at the corner of McFerrin Avenue and Carter Street. McFerrin Avenue is a designated collector avenue street per the Major and Collector Street Plan. Surrounding



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land uses consist primarily of single-family residential with some vacant land. The site is within a large area of Single-Family Residential (RS5) zoning. Nearby zoning districts include Multi-Family Residential RM20 and Industrial Restrictive (IR).

The proposed R6 zoning district meets goals of the T4 Neighborhood Evolving policy in this location as it will allow for redevelopment with moderate density and provide additional housing choices within the immediate area.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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)	0.15	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)	0.15	7.26 D	2 U	29	7	3

*Based on two-family lots

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

The proposed R6 zoning is not expected to generate more students than the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

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



SEE NEXT PAGE



Metro Planning Commission Meeting of 1/10/2019



2019Z-013PR-001

Map 081-11, Parcel(s) 427

8 North Nashville

21 (Ed Kindall)



Project No.	Zone Change 2019Z-013PR-001
Council District	21 – Kindall
School District	1 – Gentry
Requested by	Mitra Sharifi, applicant and owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 1712 14th Ave N, approximately 260 feet west of Wheless Street (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

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

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The approximately quarter acre property is located on the east side of 14th Avenue North in the Elizabeth Park area between Buchanan Street to the north and Wheless Street to the south. The proposed zone change is consistent with policy, at this location. The surrounding neighborhood contains a diverse mixture of residential uses. These uses include single-family, two-family, and multi-family. The proposed zoning district would permit a two family unit or a detached accessory dwelling unit. This provides additional housing options for the area.



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The additional density permitted by the proposed district is also appropriate given its proximity to Buchanan Street. Buchanan Street is a commercial corridor, and is a bus route. Additional density in close proximity to commercial areas and bus routes is appropriate.

The development standards for R6-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. The proposal is consistent with the land use policy.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.22	7.26 D	2 U	29	7	3

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

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

METRO SCHOOL BOARD REPORT

The proposed R6-A zoning district would not generate any more students than what is typically generated under the existing RS5 zoning district. Students would attend Churchwell Elementary, John Early Middle School, and Pearl-Cohn 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 as the request is consistent with T4 NM_policy of the North Nashville Community Plan.