

Metropolitan Planning Commission



Staff Reports

February 14, 2019



Metro Planning Commission Meeting of 2/14/2019

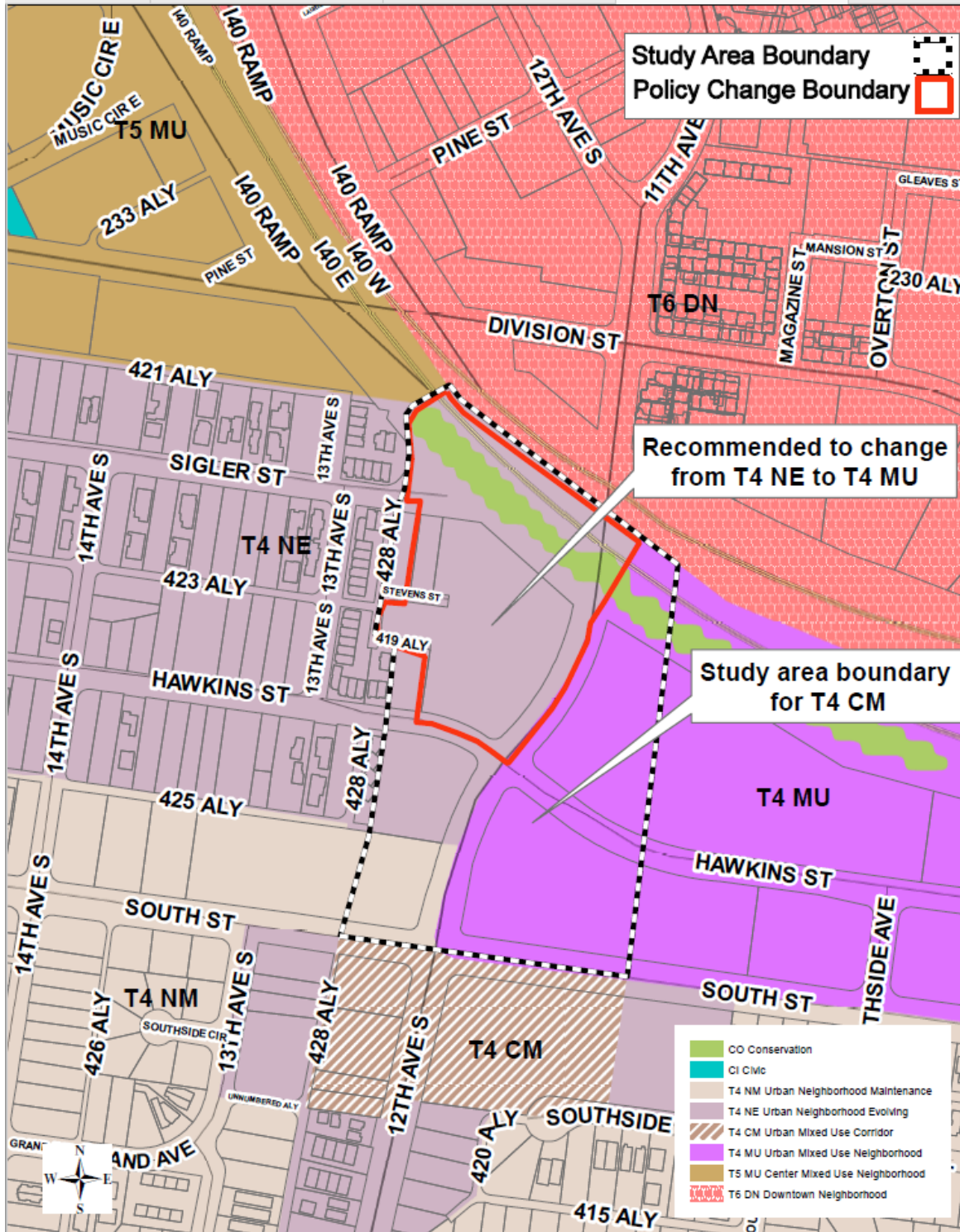
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/14/2019



2018CP-010-003

GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

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

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 Cases 2018SP-077-001
Council District 19 – O’Connell
School District 5 – Buggs
Requested by Kimley-Horn, applicant; Park Center and John and
 Micheline Doulis, owners.

Deferrals This item was deferred at the December 13, 2018, January 10, 2019, and the January 24, 2019 Planning Commission meetings. No public hearings have been held.

Staff Reviewer Grider
Staff Recommendation Approve T4 Mixed Use Neighborhood.

APPLICANT REQUEST

Amend Green Hills-Midtown Community Plan to change the policy.

Major Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by changing 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 on 12th Avenue South between South Street and Interstate 40 East, zoned (Industrial Warehouse/Distribution) (IWD), One and Two-Family Residential (R6), Mutli-Family Residential (RM20) and Multi-Family Residential-Alternative (RM20-A), approximately 16.36 acres.

GREEN HILLS-MIDTOWN COMMUNITY PLAN

Current Policy

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

T4 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.

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.



Metro Planning Commission Meeting of 2/14/2019

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 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.

Requested Policy (Note: the CO policy is to remain)

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.

Recommended Policy (Note: the CO policy is to remain)

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.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2018SP-077-001, a request to change the zoning from Multi-Family Residential (RM20) to Specific Plan – Mixed Use (SP-MU) zoning to permit up to 270 multi-family residential units and 9,000 square feet of commercial space, for property located at 1113 Sigler Street and 801 12th Avenue South. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

The plan amendment area is located just outside the downtown loop on 12th Avenue South, southeast of downtown Nashville and The Gulch. T4 Urban Neighborhood Evolving (T4 NE) policy is currently applied to the parcels within the rezoning request, and continues west to Tony Rose Park and the Music Row Detailed Design Plan area. Commercial uses are not supported by the T4 NE policy. As a result, the applicant has proposed a policy change to T4 Urban Mixed Use Corridor (T4 CM) policy, which supports a mix of uses.

During the application process, Planning staff applied a study area boundary that encompassed more of the 12th Avenue South corridor in order to study a wider area and evaluate the appropriateness of applying a mixed use policy to all properties fronting 12th Avenue. Through the community input process, staff reduced the boundary of the policy change to only those properties within the SP rezoning request. In addition, based on community feedback, staff recommends approval of T4 Mixed Use Neighborhood (T4 MU) policy in place of the requested T4 CM. The community input is explained in greater detail in the Community Participation section of this report.



Metro Planning Commission Meeting of 2/14/2019

The plan amendment area is located at a seam of higher intensity policy areas in the Transect. The adjacent properties directly to the north, within downtown, are guided by T6 Downtown Neighborhood and the properties to the northwest in Midtown are guided by T5 Mixed Use Neighborhood. The strip of Conservation policy along the northern section of the site indicates the presence of steep slopes from interstate construction.

COMMUNITY PARTICIPATION

The applicant team held a number of community meetings prior to the required Planning-led community meeting. Those meetings occurred on the following dates:

- July 16, 2018
- August 30, 2018
- September 19, 2018
- October 6, 2018

On November 26, 2018, the required Planning-led community meeting was held at Park Center, located at 801 12th Avenue S, to discuss the applicant's plan amendment and zoning requests. Approximately 30 people attended, including Councilmembers Freddie O'Connell and Bob Mendes, the applicant and development team, and staff from the Planning Department. A number of those present had attended one or more of the meetings listed above.

Planning staff spoke and answered questions regarding the plan amendment request. Attendees generally expressed support for introducing a mix of neighborhood-scaled uses at 12th Ave S and Hawkins. However, they had a number of concerns with the size of the study area boundary for the plan amendment absent a larger study of the 12th Avenue South corridor. The Planning Department anticipates taking a detailed look at 12th Avenue South in 2020. In anticipation of this detailed study of the corridor, the community is more comfortable with a reduced boundary for this policy change to encompass only those properties within the Specific Plan rezoning request. Additionally, there was an interest in extending the T4 MU policy which exists across 12th Avenue South.

The applicant presented the plans for the Specific Plan rezoning. Issues discussed with regard to the rezoning centered on the proposed density, massing, and heights in the Specific Plan. Many of the attendees were uncomfortable with the number of units and the overall height proposed, and felt that the western units did not appropriately address the townhomes and adjacent neighborhood in terms of the proposed height and orientation. Other topics discussed included traffic and access, particularly as it relates to concerns about the generation of through traffic in the neighborhood from Hawkins Street to 12th Ave S, and concern about a potential increase in parking on neighborhood streets.

Following the meeting the applicant deferred the plan amendment and rezoning applications to make revisions based on the feedback received. Planning staff revised the boundary of the policy change area to reflect community input. A follow-up meeting was held on December 17, 2018, at Park Center. Those who had signed in to the November 26th community meeting were invited along with other neighborhood leaders and interested community members who were unable to attend the previous meeting. Approximately 25 people attended the December 17th meeting, including Councilmember Freddie O'Connell.



Metro Planning Commission Meeting of 2/14/2019

Planning staff talked through potential revisions to the boundary of the policy change and the similarities and differences between T4 CM and T4 MU policy. The feedback received on the boundary was again to keep it to only those properties within the proposed Specific Plan. The feedback received on the policy change was generally a preference for the T4 MU policy which the community felt was more neighborhood scaled and focused. The applicant presented revised plans showing a reduction in the number of units and in the square footage of retail space, adjustments in height, and greater information on how the proposed building transitions in height, scale, massing, and form to the townhomes and adjacent neighborhood to the west. Although attendees were pleased with the changes presented, there remained significant concern about the height, density and mass of the proposed rezoning.

Subsequently the applicant reduced the overall height, density, and massing of the proposal and provided greater detail on the transition into the neighborhood along Hawkins St. Another community meeting was held by the applicant on January 31, 2019, at Park Center to show these revised plans and discuss the preference for a change in the policy request from T4 CM to T4 MU. The community expressed a preference for T4 MU over T4 CM.

ANALYSIS OF T4 MIXED USE NEIGHBORHOOD POLICY

While the application submitted requests to amend the policy for the subject properties to T4 CM, staff recommends consideration and approval of T4 MU as a result of extensive conversations with the applicant team and the community; therefore, this analysis focuses on the application of T4 MU instead of T4 CM.

The proposed amendment area is a suitable location for T4 MU 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, located directly south of a Tier One center designated for downtown and Midtown, is identified as a "Transition and Infill" area. "Transition and Infill" areas encourage higher density housing that is appropriate along and around centers and corridors to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions – in building types as well as scale and form – between higher uses or major thoroughfares and lower density residential neighborhoods. They 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. Therefore, the application of T4 MU policy to allow a denser mix of housing and commercial development close to jobs, encouraging infill development is appropriate at this location.



Metro Planning Commission Meeting of 2/14/2019

Green Hills-Midtown Community Plan

Community Plans provide history and context for Nashville's 14 Community Planning Areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. The Green Hills-Midtown Community Plan addresses corridor redevelopment and, specifically, 12th Avenue South.

Redevelopment along 8th Avenue South and 12th Avenue South represents the latest iteration of commercial and employment growth in Midtown. As a result, these corridors have evolved into destinations with an emerging sense of place providing services and amenities for surrounding neighborhoods. Corridor redevelopment has a unique regional role and it provides new benefits to the surrounding neighborhoods – and new challenges to address.

The Edgehill neighborhood is striving to balance this growth with preserving the character of the established residential areas. The redevelopment of these corridors provides the opportunity for the corridor to serve as a way to traverse the community, as a destination in and of themselves, and to provide services and amenities for surrounding neighborhoods. Significant community discussion has occurred along 8th Avenue South and 12th Avenue South about the construction of large-scale residential developments on these prominent corridors. The discussion has continued with this policy change request.

There are sustainability benefits to providing housing close to employment, restaurant, retail, services and transit, so residents can walk, bike or take transit to meet their daily needs. The community understands why these areas are attractive to new development, but they worry about the loss of character when new development is larger, the strain on infrastructure, and the loss affordability. Additional residential density should be provided in strategic locations such as on a prominent corridor to support businesses and transit.

Because T4 MU areas are intended to be mixed use neighborhoods of primarily residential uses with ancillary nonresidential uses, applying this policy to the subject property offers an opportunity to promote the Green Hills-Midtown Community Plan's goal of balancing growth along the corridor with preserving the character of an adjacent and established neighborhood. Applying T4 MU policy, with its focus on creating and enhancing urban mixed use neighborhoods, to locate housing close to jobs and provide new retail, restaurants and services to the area, is appropriate at this location and works toward an appropriate transition from the corridor to the neighborhood.

Community Character Policy

The Green Hills-Midtown Community Character Policy Plan builds upon the Growth & Preservation Concept Map. Detailed Community Character Maps link the broad, county-wide Growth Concept Map to character policies that guide zoning and development decisions. The "Transition and Infill" areas – and the housing choice and transition they are trying to achieve – are explained in greater detail through Community Character Policies. T4 MU policy contains guidance on how to design transitions and infill development. T4 MU is intended to create urban mixed use neighborhoods with a diverse mix of moderate-to-high density residential, commercial, office, and light industrial land uses.



Metro Planning Commission Meeting of 2/14/2019

- **Applicability**

T4 MU policy is typically applied to urban mixed use neighborhoods with high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit. This policy is applied where there is an expressed interest in the area's development pattern progressing to promote a mixture of housing types, commercial, light industrial land uses, and greater connectivity. The plan amendment area is located in Edgehill, one of Nashville's historic inner-ring neighborhoods with a history and desire for mixed use neighborhood-scaled uses. It is also located on a 4 lane arterial with bus and bike facilities in place and planned, adjacent to I-40, in a heavily trafficked and populated area just outside of downtown Nashville with high visibility and accessibility.

- **Adjacency to T6 Downtown and T5 Center Transects**

The plan amendment area is located at a seam of higher intensity policy areas in the Transect. The properties directly to the north, within downtown, are guided by T6 Downtown Neighborhood and the properties to the northwest in Midtown are guided by T5 Mixed Use Neighborhood. T4 MU policy is appropriate at this location to guide the transition in density and intensity from the higher intensity Transect policy areas into the T4 Transect.

- **Streets and Connectivity**

T4 MU areas have high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit. The plan amendment area is located on 12th Avenue S, which is classified as a four-lane Arterial Boulevard in the Major and Collector Street Plan (MCSP). There is existing bus service with a bus stop located at the southeast corner of the plan amendment area currently served by two routes. nMotion calls for a rapid bus route for 12th Ave S. Metro Planning and Public Works are currently leading a complete and green street project for 12th Avenue S, from Division Street to Ashwood Avenue, planned to be installed spring-summer of 2019. In addition to providing a safe and intuitive bike connection between the Gulch and 12 South, it will also add a substantial number of trees, improve bus stops, and add more crosswalks to the street. Allowing a mix of uses and higher density housing, supported by T4 MU policy, in locations with convenient access to major multimodal networks on a primary corridor adjacent to downtown Nashville is appropriate.

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

STAFF RECOMMENDATION

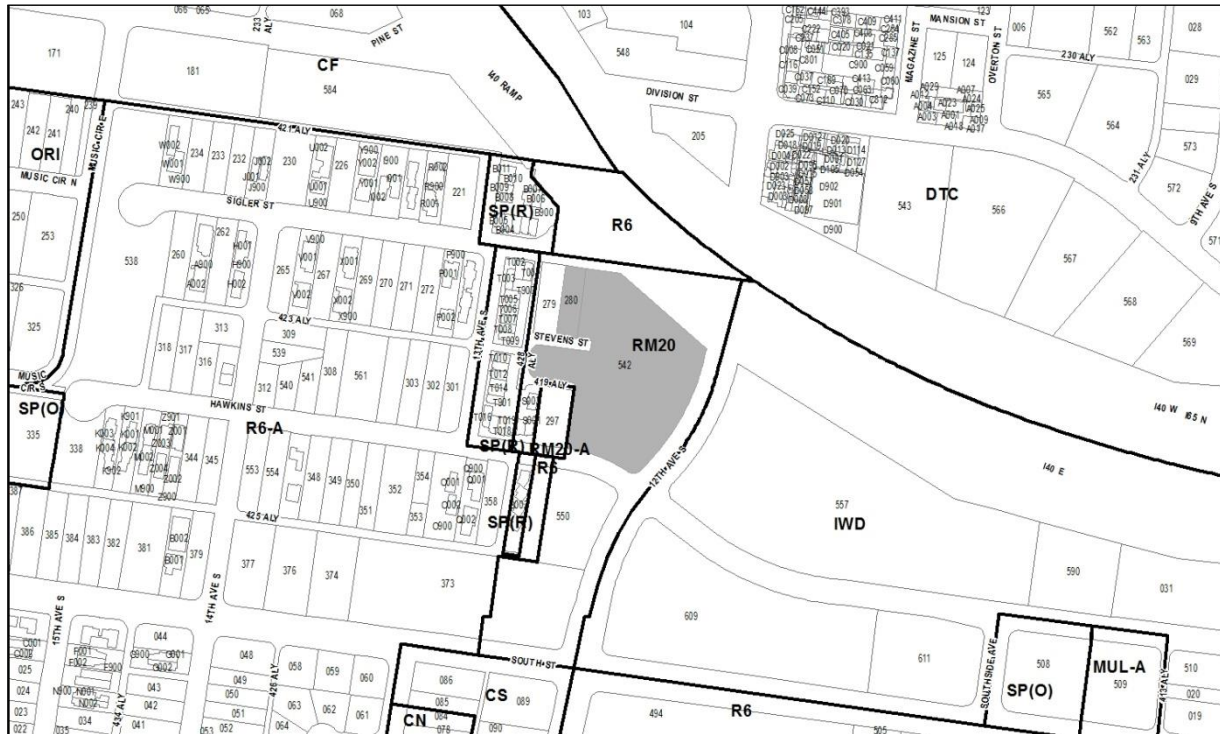
Staff recommends approval of T4 Urban Mixed Use Neighborhood (T4 MU) policy.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/14/2019



2018SP-077-001
NOVEL EDGEHILL SP
Map 093-13, Parcel(s) 280, 542
10, Green Hills- Midtown
19 (Freddie O'Connell)



Project No. **Zone Change 2018SP-077-001**
Project Name **Novel Edgehill SP**
Associated Case 2018CP-010-003
Council District 19 – O’Connell
School District 5 – Buggs
Requested by Kimley-Horn and Associates, applicant; Park Center and John and Michelle Doulis, owners.

Deferrals This request was deferred from the December 13, 2018, January 10, 2019, and the January 24, 2019, Planning Commission meetings.

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

APPLICANT REQUEST
Zone change from RM20 to SP-MU.

Zone Change
 A request to rezone from Multi-Family Residential (RM20) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 1113 Sigler Street and 801 12th Avenue South, at the northwest corner of Hawkins Street and 12th Avenue South, (2.9 acres), to permit a mixed use development with a maximum of 270 multi-family residential units and up to 9,000 square feet of nonresidential uses.

Existing 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 58 residential units.*

Proposed Zoning
Specific Plan-Mixed Use 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.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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



Metro Planning Commission Meeting of 2/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 2/14/2019

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.

Proposed Policy

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.

PLAN DETAILS

The approximately three acre site is located on the east side of 12th Avenue South between I-40 and Hawkins Street. The site is relatively level, and contains several buildings. Vehicular access into the site is from Hawkins Street which runs along the southern property boundary. The adjacent properties to the west consist of a variety of multi-family building types. The property on the opposite side of 12th Avenue is zoned for industrial (IWD), and consist of a large scale body and repair center for a local automobile dealership. Development along the 12th Avenue South corridor south of I-40 consist of a variety of single and multi-family residential, institutional, office and commercial uses.

Site Plan

As proposed, the plan calls for a mixed-use development that will permit a variety of residential office and commercial uses. Residential uses are limited to a maximum of 270 residential units, and nonresidential uses are limited to 9,000 square feet. The commercial area is shown at the corner of Hawkins Street and 12th Avenue South. As shown, the tallest portion of the development is five stories. The plan provides elevations and includes various architectural standards pertaining to, but not limited to, entryways, glazing, materials and porches.

Setbacks are as follows:

- 10' Minimum Rear (along Sigler Street and Alley 428)
- 10' Minimum Side (along alley 419 and 1208; Hawkins and I-40)
- 0' to 15' build-to zone (along Hawkins Street)
- 0' to 30' build-to zone (along 12th Avenue South)

Vehicular access is from a single drive off of 12th Avenue South, and from an alley at the rear of the site. The rear alley connects to 13th Avenue South. Structured parking is provided. The proposed parking standards require that any parking area that could be visible from the street be screened with landscaping or architectural features. Bicycle parking is required as per Metro Code. The plan requires that all sidewalks meet the Major and Collector Street Plan and local street standards.



Metro Planning Commission Meeting of 2/14/2019

The plan includes various private and public open space areas. Private areas include courtyards and rooftop amenities. Public spaces include landscaped areas and other formal public areas. The largest of the public spaces is shown along 12th Avenue South.

ANALYSIS

As proposed the plan is not consistent with the existing T4 NE policy. T4 NE is a residential policy, and the proposed nonresidential uses are not consistent with the policy.

The plan is consistent with the proposed T4 MU policy. The T4 MU policy is intended to enhance urban mixed use neighborhoods by providing a greater mix of higher density and mixed use development. The plan calls for a mixed-use development that would provide additional density and housing options as well as commercial space along 12th Avenue South. The development would enhance the pedestrian realm by providing wide sidewalks consistent with the Major and Collector Street Plan, public space along 12th Avenue South, and activating the corner of Hawkins Street and 12th Avenue South with commercial uses.

The Nashville Next Growth and Preservation Map identifies the site as a “Transition and Infill” area. These areas are intended to provide transitions between higher intensity uses and/or major thoroughfares and lower density residential areas. The site is located between the 12th Avenue South corridor, which is a high traffic arterial, and a lower density residential area. The residential area to the immediate west of the site consists of a variety of single-family homes, duplexes, townhomes and apartments. Building heights range from one story to three stories. As proposed the development would provide a transition in form and intensity from the busy 12th Avenue South corridor to the lower density residential area west of the site. The development would provide a transition in height by stepping down in height from five stories along 12th Avenue South to four stories along the back of the site adjacent to the lower density residential area. The site is located just south of the Gulch, which is the most intensely developed area outside of downtown. The proposed development would start a transition in terms of height and intensity along 12th Avenue South from the Gulch southward.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 2/14/2019

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Prior to final SP: Abandonment of Stevens Street must go through Mandatory Referral with Metro Council. Abandoned right of way MAY revert partially or in full to parcel 09313027900.
- 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.
- Submit the sight distance analysis (vertical and horizontal) for the driveways per AASHTO standards.
- Alleys should meet or exceed MPWs standard based on traffic volume generated within the TIS.
- Additional comments may follow pending TIS approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with TIS findings and associated supplements, Developer shall construct the following roadway improvements;

12th Avenue South at Division Street

- Adjust the signal timing plans during the AM and PM peak periods by decreasing the green time along 12th Avenue South by five (5) seconds and increasing the green time along Division Street by five (5) seconds.

Related to the proposed development, the following mitigation improvements have been identified as needed for the Future 2021 scenario:

Other Improvements

- Install a new bus shelter/stop in coordination with Nashville MTA at the northeast corner of 12th Avenue South at Hawkins Street.
- Install bike racks that are not outside the ROW per Metro Nashville's ordinance.
- Provide wayfinding signage that is visible to motorists along 12th Avenue South and Hawkins Street. Wayfinding directions on any applicable websites will also be helpful in communicating wayfinding to motorists making trips associated with this development.
- All loading and unloading shall occur within the proposed development and not within the public ROW.

12th Avenue South at Hawkins Street

- Restrict on-street parking on both sides of Hawkins for 100 feet from intersection with 12th Avenue South.
- Restripe eastbound approach to accommodate two (2) approach lanes: a left -turn lane, and a shared through/right-turn lane.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).



Metro Planning Commission Meeting of 2/14/2019

12th Avenue South at South Street

- No improvements recommended at this intersection.

12th Avenue South at Driveway 1

- Construct Driveway 1 with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) lane for vehicle egress.
 - Provide a northbound left-turn lane with 100 feet of storage along 12th Avenue South.
 - Provide STOP control along the eastbound approach of Driveway 1.
 - Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).
 - Remove vegetation along west side of 12th Avenue South that is currently obstructing visibility looking left (to the north) from Driveway 1.
- Developer shall document adequate sight distance prior to final SP approval at 12th Ave access.
 - Any modifications to the overpass handrail shall be approved by TDOT.
 - The traffic study has indicated that with approved modifications along the I-40 overpass, appropriate sight distance can be achieved. If at the submittal of the final SP, proposed modifications cannot be accomplished to address the sight distance, additional analysis and modifications to the proposed access will be required.

Driveway 2

- Provide Driveway 2 to allow vehicle access via 13th Avenue South, Alley #423, and Alley #428.
- Construct Driveway 2 with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) lane for vehicle egress.
- Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD).

Maximum Uses in Existing 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)	2.9		58 U	398	29	37

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)	2.9		270 U	2681	162	185

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)			9,000 S.F.	540	28	59



Metro Planning Commission Meeting of 2/14/2019

Traffic changes between maximum: RM20 and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	2823	+161	+207

METRO SCHOOL BOARD REPORT

Projected student generation existing RM20 district: 1 Elementary 1 Middle 0 High
Projected student generation proposed SP-MU district: 4 Elementary 2 Middle 2 High

The proposed SP-MU zoning district could generate six more students than what is typically generated under the existing RM20 zoning district. Students would attend Eakin Elementary, West End Middle School, and Hillsboro High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 270 multi-family residential units and up to 9,000 square feet of nonresidential uses permitted by the MUG-A zoning district with the exception that Short Term Rental Property – Not Owner Occupied shall be prohibited. Nonresidential uses shall only be permitted within the 9,000 square feet of nonresidential floor space.
2. The maximum height for any structure is five stories.
3. With the submittal of the final site plan, the entrance drive at Stevens Street to Alley #428, may be reconfigured to access Alley #419. Final design and location shall be determined in consultation with Public Works.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. 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.
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



Metro Planning Commission Meeting of 2/14/2019

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.

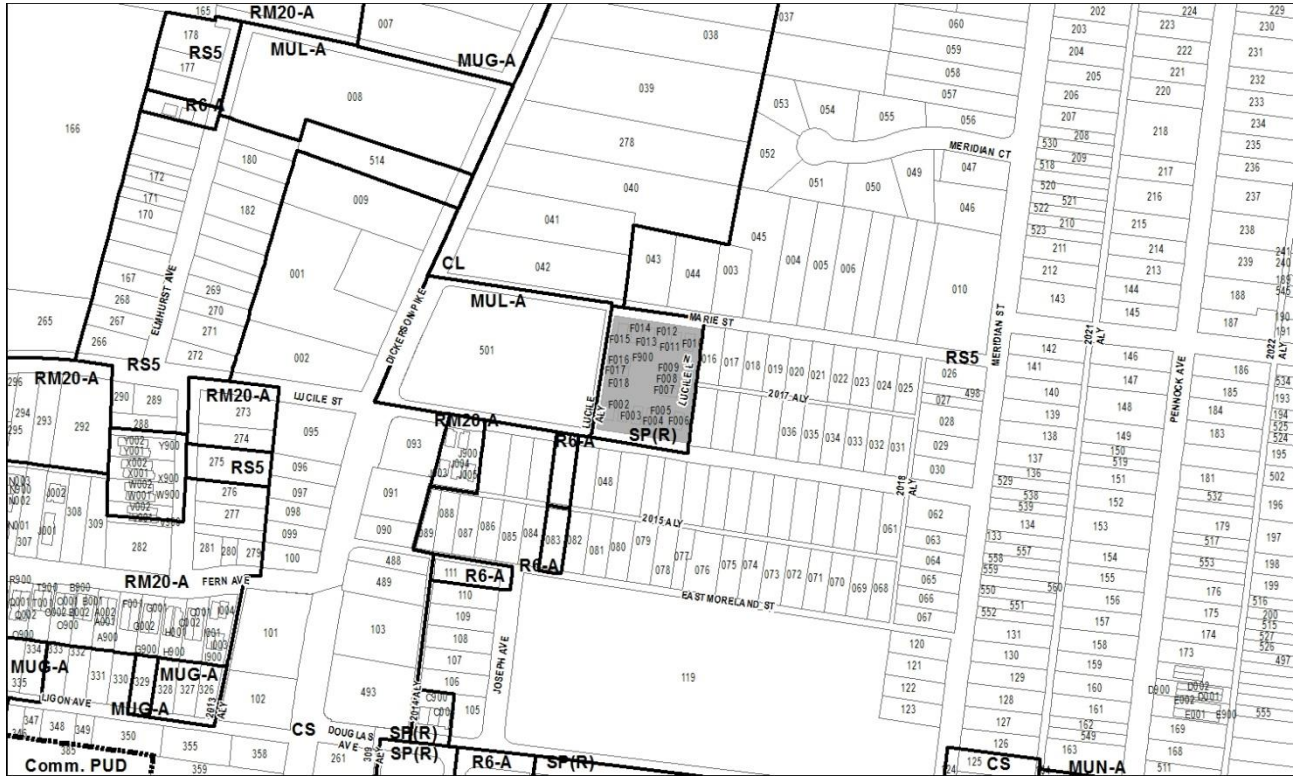
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/14/2019



2015SP-019-003

121 LUCILE 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 SP (Amendment)
Council District 05 – Scott Davis
School District 5 – Buggs
Requested by Dale and Associates, applicant; Cleveland Parke Partners, G.P, owner

Deferrals This item was deferred at the January 10, 2019, and January 24, 2019 Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Withdraw.*

APPLICANT REQUEST

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

Preliminary SP

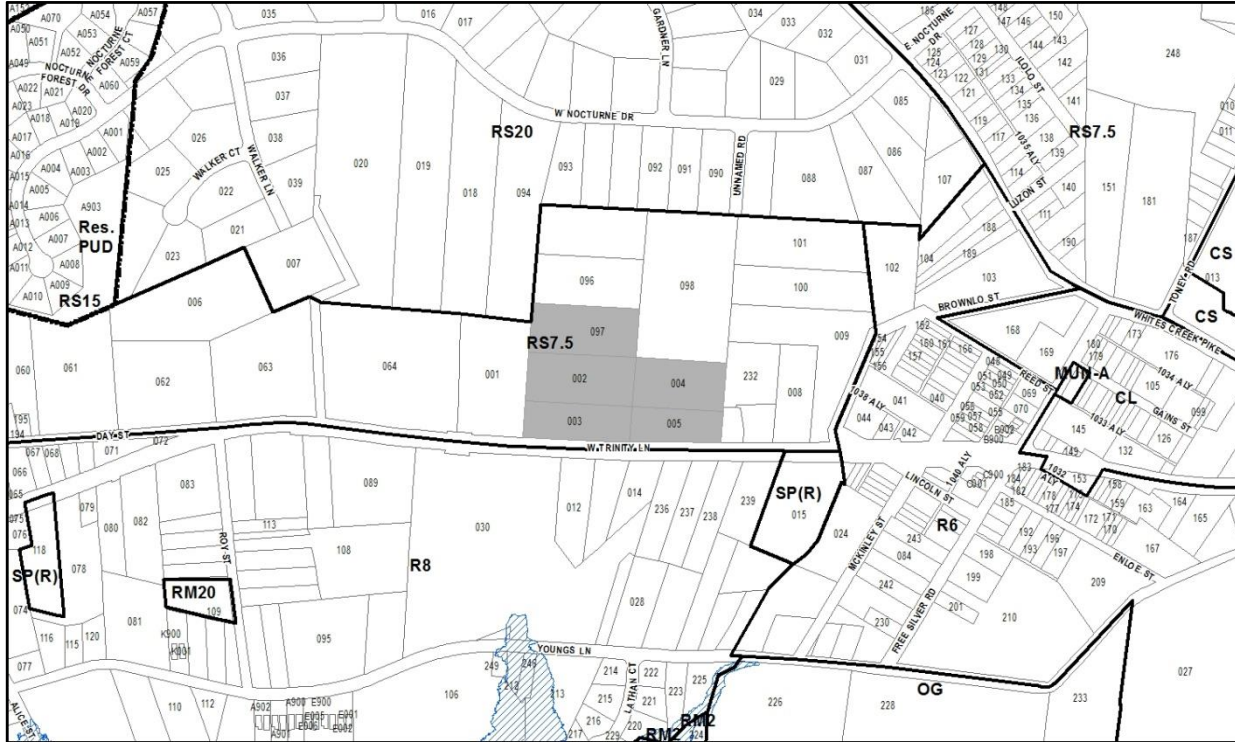
A request to amend a Specific Plan on property located at 121 Lucile Street, approximately 440 feet east of Dickerson Pike, (1.42 acres), to permit all uses of Multi-Family Residential-Alternative (RM20-A) as per the Metro Zoning Ordinance to a maximum of 18 units.

STAFF RECOMMENDATION

Staff recommends withdrawal at the request of the applicant.



Metro Planning Commission Meeting of 2/14/2019



2018SP-084-001

WEST TRINITY LANE SP

Map 070-04, Parcel(s) 097

Map 070-08, Parcel(s) 002-005

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



Project No.	Specific Plan 2018SP-084-001
Project Name	West Trinity Lane SP
Council District	02- Hastings
School District	1- Gentry
Requested by	Wharton Capital Corporation, applicant; Free Silver Land Trust, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone to SP to permit 375 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Residential (SP-R) zoning for properties located at West Trinity Lane (unnumbered), approximately 440 feet west of Brownlo Street (8.72 acres), to permit 375 multi-family residential units.

Existing Zoning

Single-Family Residential (RS7.5) zoning requires a minimum 7,500 square foot lot and is intended for single-family dwellings at an overall density of 5.8 dwelling units per acre. *RS7.5 would permit a maximum of 86 single-family residential lots based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

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.

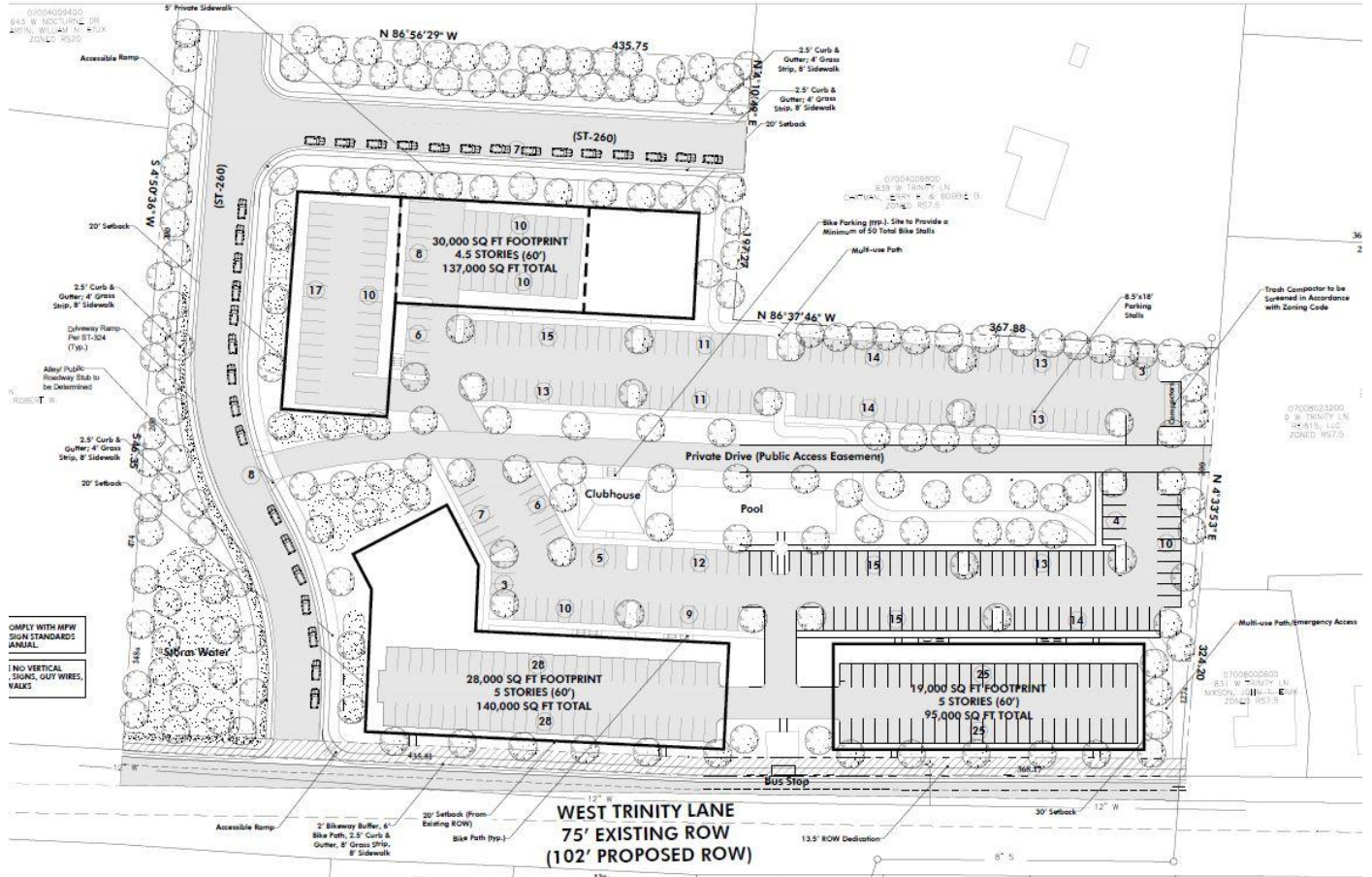
BORDEAUX-WHITES CREEK-HAYNES TRINITY

T4 Urban Residential Corridor (T4 RC) is intended to maintain, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, 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.



Metro Planning Commission Meeting of 2/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 2/14/2019

Supplemental Policy

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

PLAN DETAILS

The 8.72 acre site is located approximately 440 feet west of Brownlo Street in the Bordeaux-Whites Creek-Haynes Trinity Community Plan Area. This is a request for up to 375 multi-family residential units in three buildings, a clubhouse, associated amenities (pool and walking trail) and surface parking. Proposed buildings have a maximum height of 5 stories along West Trinity Lane and 4.5 stories in the interior of the site. Each building will have frontage onto a public street. Site access is from West Trinity Lane through two new public streets and a private drive that also serves as a public access easement. Surface parking is provided behind each proposed building in the interior of the site. This plan provides onsite stormwater mitigation and sidewalk improvements along site frontage and along each side of new public streets consistent with Major and Collector Street Plan standards.

ANALYSIS

Uses near the site consist of primarily of single-family residential and vacant land. An industrial use is adjacent immediately west of the site. The site is within a larger area of Single-Family Residential (RS7.5) zoning. Nearby zoning districts include Single-Family Residential (RS20), One and Two-Family Residential (R8), Specific Plan-Residential (SP-R), and Mixed Use Neighborhood-Alternative (MUN-A)Office/Residential (OR20). Existing site conditions consist of vacant land. The Conservation (CO) policy applicable to this site identifies a small area of steep slopes located along site frontage on West Trinity Lane along the south site boundary. These slopes are not part of a broader network of steep slopes. The majority of the property is within T4 Urban Residential Corridor policy and supplemental policy areas.

The plan proposes additional development along West Trinity Lane in the form of mid-rise flats that contribute to additional diversity of housing consistent with goals of the supplemental policy adopted as part of the Haynes Trinity Small Area Plan. The supplemental policy calls for enhanced pedestrian infrastructure and improved connectivity. New public streets will provide north-south and east-west connections. New public sidewalks along West Trinity Lane and the new public streets will further enhance pedestrian connectivity within the immediate area.

The supplemental policy for the Haynes Trinity area envisioned that this portion of the study area would accommodate additional intensity in concert with the installation of infrastructure, specifically an integrated road and alley network that would begin to establish a block structure along this portion of West Trinity Lane. The supplemental policy included a conceptual layout of potential vehicular connections with final street and alley alignments to be established based on detailed site-specific analysis completed at the time of development.



Metro Planning Commission Meeting of 2/14/2019

The connectivity goals of the supplemental policy are accomplished at this site through the proposed north-south and east-west public streets that are consistent with Major and Collector Street Plan standards and the public access easement that stubs to the adjacent property. The site's location on a major arterial makes it an appropriate location for additional intensity to activate and frame the corridor. This SP proposes a moderate increase in intensity and is consistent with the goals of policy to ensure that additional intensity is supported by adequate infrastructure. The SP is consistent with the T4 Urban Residential Corridor and Haynes Trinity supplemental policy goals at this location.

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. If all these parcels are not consolidated into one parcel by Final SP stage, public sewer and/or water construction plan approval may be needed prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. If the parcels are consolidated into one parcel, than these public water/sewer construction projects/approvals are not needed. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

STORMWATER

Approve with conditions

- Offsite improvements may be required.

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.
- All public roads and infrastructure are to be bonded.
- Recycling is to be provided along with solid waste disposal.
- Comply with the MPW Traffic Engineer conditions of approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- In accordance with findings of TIS, developer shall construct the following roadway improvements.
- The project access should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes with a minimum of 100ft of storage.
- In order to facilitate safe and efficient traffic operations at the intersection of W. Trinity Lane and the project access, an eastbound right turn lane should be provided on W. Trinity Lane at this location. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards.



Metro Planning Commission Meeting of 2/14/2019

- Provide adequate sight distance at access drive. If feasible align apartment access drive with the Born Again Church/School access drive that is located on the south side of W. Trinity Lane.
- Consideration should be given to providing turn-arounds at the termini of the stub streets in the northernmost part of the project site.
- The proposed project should include adequate parking so that, if the on-street parking on the main north-south roadway is eliminated in the future, the remaining parking meets or exceeds the minimum parking allowed by Metro. Also, no on-street parking should be provided on the main north-south roadway within 100 feet of W. Trinity Lane.

Maximum Uses in Existing Zoning District: **RS7.5**

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)	7.41	11.61 D	86 U	906	66	88

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	8.72		375 U	2795	168	192

Traffic changes between maximum: **RS7.5 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 289 U	+1889	+102	+104

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 0 Elementary 11 Middle 12 High

Projected student generation proposed SP-R district: 11 Elementary 39 Middle 39 High

The proposed SP-R zoning is expected to generate 66 more students than the existing RS7.5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 375 multi-family residential units.
2. Comply with all conditions of Metro Reviewing agencies.



Metro Planning Commission Meeting of 2/14/2019

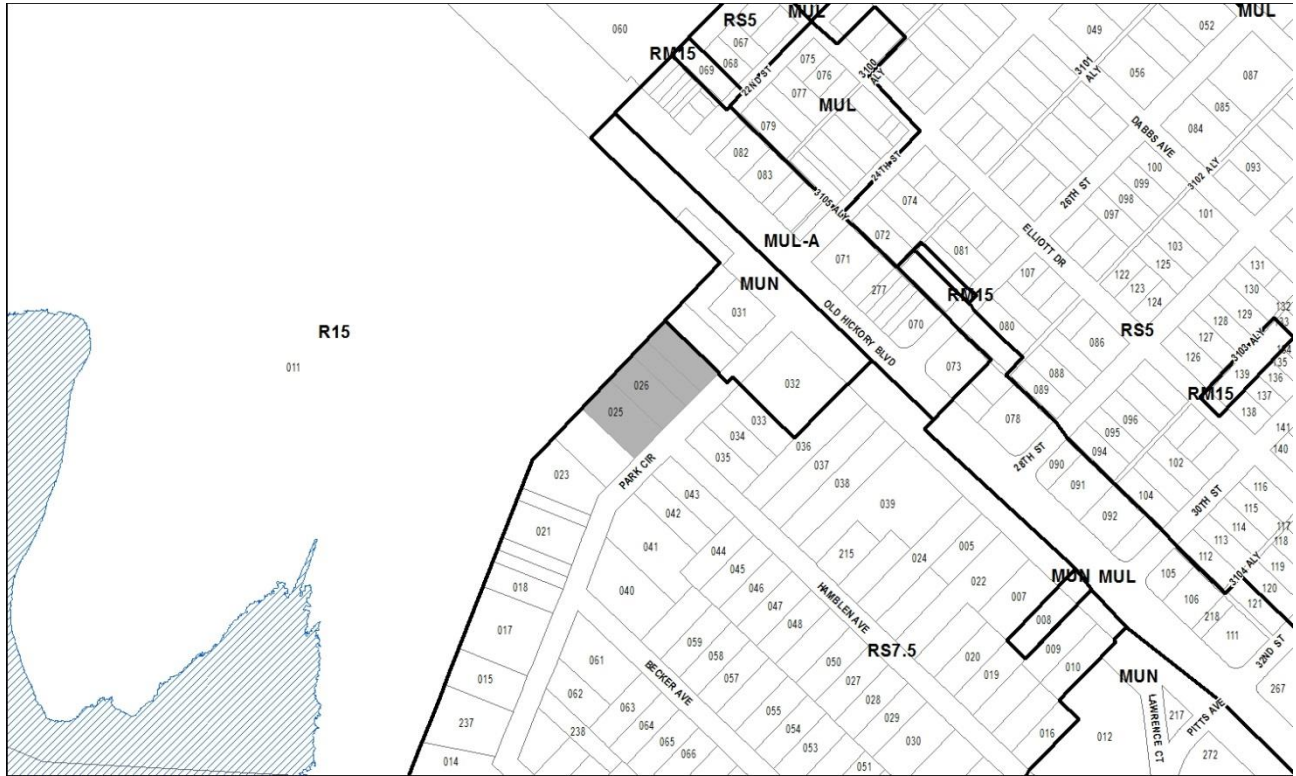
3. Sidewalks with a minimum width of 6 feet and a planting strip with a minimum width of 8 feet shall be installed along site frontage along West Trinity Lane. Sidewalks with a minimum width of 8 feet and a planting strip with a minimum width of 4 feet shall be installed along each side of the new north-south public street and the new east-west public street.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/14/2019



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 11 - Hagar
School District 4 - Shepherd
Requested by Dale and Associates, applicant; Temple Baptist Church, Trs., owner.

Deferrals This item was deferred at the January 10, 2019, Planning Commission meeting. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the February 28, 2019, Planning Commission meeting.*

APPLICANT REQUEST
Zone change from RS7.5 to SP.

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan- Residential (SP-R) 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 28, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 2/14/2019



2019SP-006-001

3RD AVENUE NORTH SP

Map 081-04, Parcel(s) 191-195, 260

08, North Nashville

19 (Freddie O'Connell)



Project No. Specific Plan 2019SP-006-001
Project Name 3rd Avenue North SP
Council District 19 - O'Connell
School District 1 - Gentry
Requested by Dale and Associates, applicant; TAB Homebuilders, LLC., owner.

Deferrals This item was deferred at the January 24, 2019 Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the February 28, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Preliminary SP to permit 25 multi-family residential units.

Preliminary SP

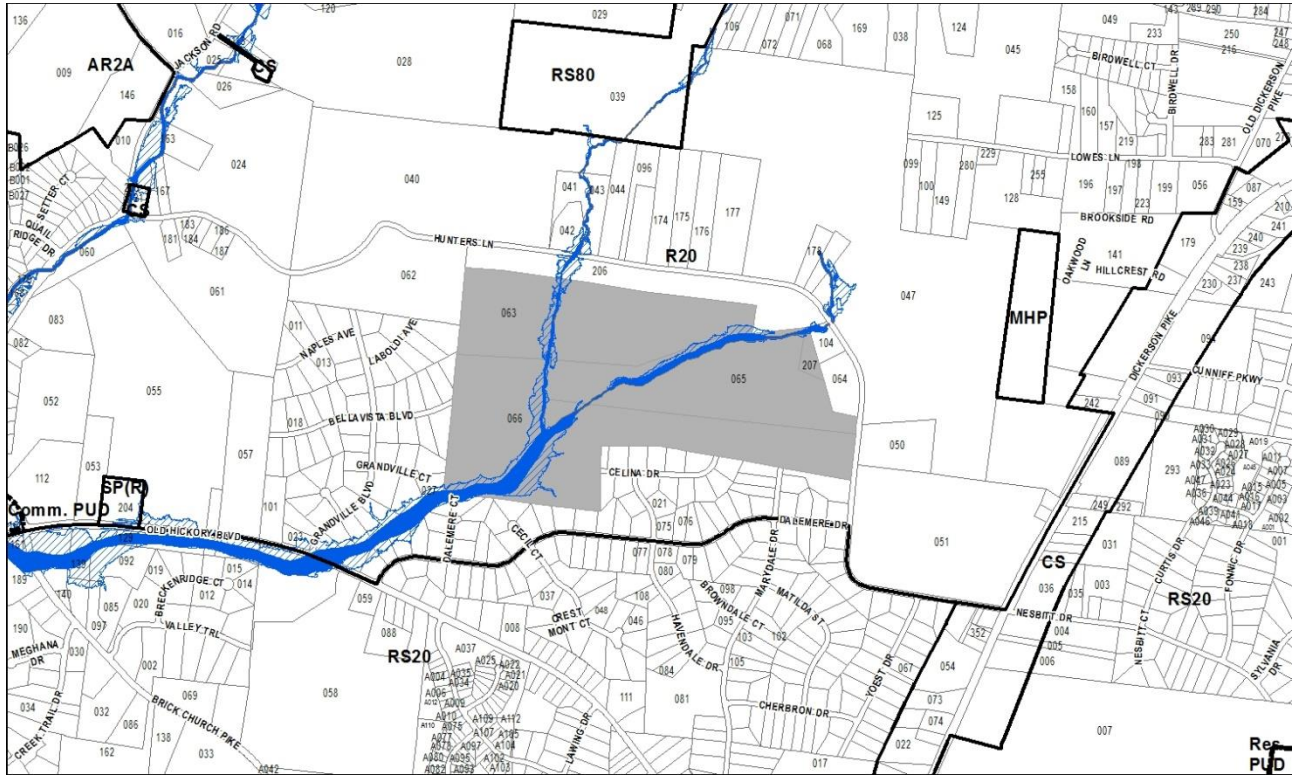
A request to rezone from One and Two-Family Residential – Alternative (R6-A) to Specific Plan - Residential (SP-R) zoning on properties located at 1825, 1827, 1829, 1831, 1833, and 1835 3rd Avenue North, at the southeast corner of Coffee Street and 3rd Avenue North (1.18 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 28, 2019, Planning Commission as requested by the applicant.



Metro Planning Commission Meeting of 2/14/2019



2018S-204-001

HUNTERS RUN

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

02, Parkwood-Union Hill

03 (Brenda Haywood)



Project No.	Concept Plan 2018S-204-001
Project Name	Hunters Run
Council District	03 – Haywood
School District	3 - Speering
Requested by	Ragan-Smith and Associates, applicant; The Galbreath Family Gen. Partnership and P.J. Dunn, owners.

Deferrals This item was deferred from the December 13, 2018, and January 24, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Create 237 residential cluster lots.

Concept Plan

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

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 276 lots with 69 duplex lots for a total of 345 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

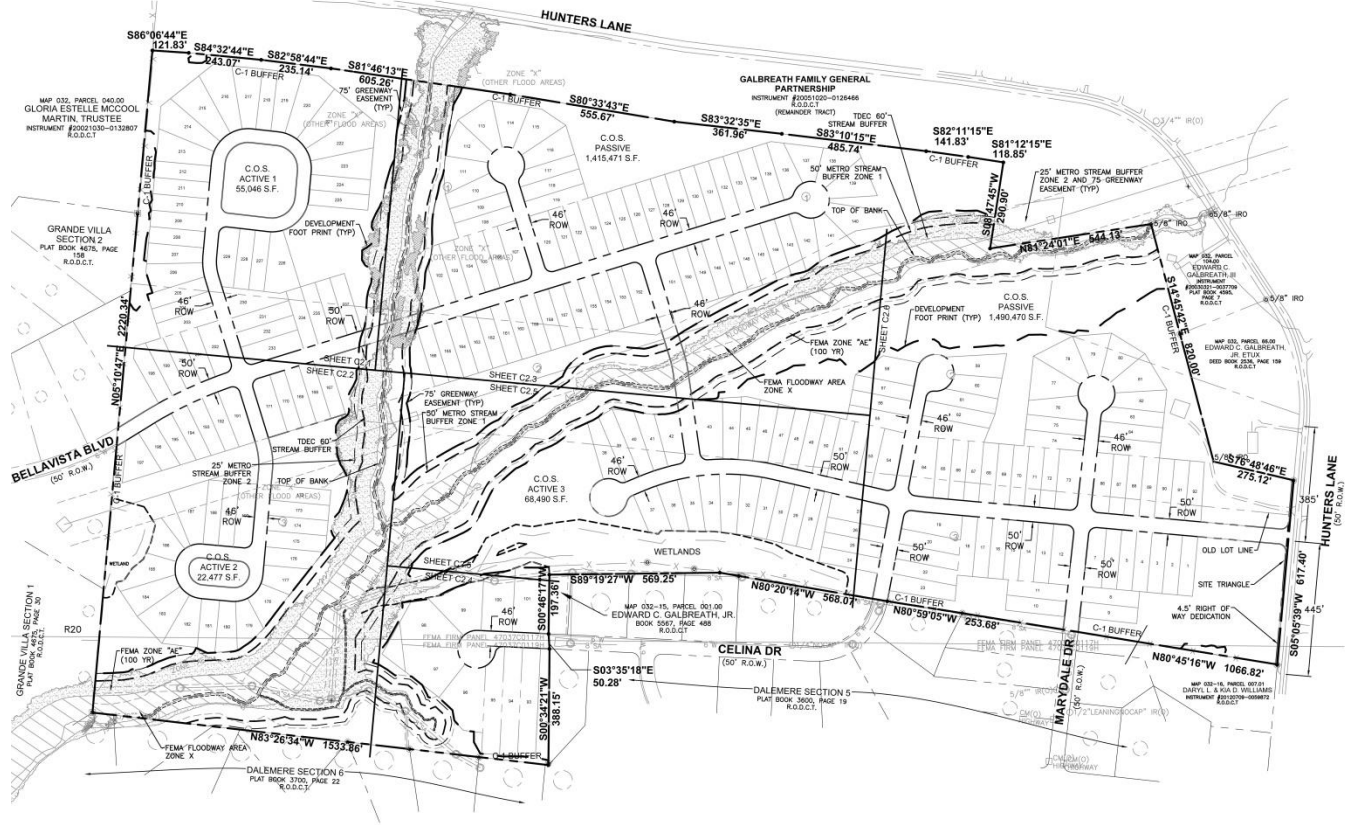
PARKWOOD-UNION HILL COMMUNITY PLAN

T2 Rural Maintenance (T2 RM) is intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

Conservation (CO) is intended to preserve and enhance environmentally sensitive land within all Transect Categories except 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.



Metro Planning Commission Meeting of 2/14/2019



Proposed Subdivision



Metro Planning Commission Meeting of 2/14/2019

PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application.

This request is for concept plan approval to create 237 cluster lots on approximately 149.45 acres southwest of Hunters Lane, west of Dickerson Pike and north of Old Hickory Boulevard. The site is mostly vacant except for an accessory structure, which is not indicated to be retained. Aside from the southeastern portion of the site which fronts onto Hunters Lane, the majority of the site does not have direct street frontage and is set back from the main road, behind existing parcels.

The site is located in the T2 RM and CO policies. The presence of CO policy recognizes streams, floodway/floodplain, potential wetlands, and stormwater regulation buffers associated with Little Creek. The site is located on the southern edge of the T2 Rural transect, adjacent to Grande Villa Estates (west) and Dalemere (south), existing subdivisions in the Suburban Neighborhood Maintenance (T3 NM) and CO policies. The surrounding area north of Hunters Lane includes primarily larger residential parcels and vacant lots in the T2 Rural transect and CO policy. While NashvilleNext policies provide guidance for subdivisions, Metro's Subdivision Regulations control how land is divided and the pattern of development to reflect different contexts and character.

Lots are clustered down to the R10 zoning district and range in size from approximately 10,006 square feet to approximately 24,068 square feet. All of the proposed lots front new interior streets. Access from Hunters Lane is provided near the southeastern portion of the site, adjacent to the northern boundary of Dalemere. The Hunters Lane entry road connects to an internal street network that includes several street extensions from the adjacent Grande Villa Estates and Dalemere subdivisions. Bellavista Boulevard, an existing street in Grande Villa Estates, will extend through the western property line towards the northern property line, and Celina Drive and Marydale Drive, existing streets in Dalemere, will extend through the site towards the western and northern property lines. The street extensions include cul-de-sacs on either side of the floodway. Although cul-de-sacs are generally discouraged, they are permitted in instances where natural features exist that are not desirable to be removed or the configuration of property boundaries prevent street connections. In this instance, the location of the streams and floodway prevent street connectivity, and cul-de-sacs are appropriate.

All new streets contain a 5 foot sidewalk and 4 foot planting strip, consistent with the local street standard. Additional right-of-way will be dedicated on the west side of Hunters Lane per the Major and Collector Street Plan. Areas of dedication are included on the concept plan and will be recorded with the final plat.

Approximately 72.76 acres (48.69%) of the site is proposed as open space, including stormwater management areas, natural areas located outside of the development footprint, and approximately five acres at the front of the site along Hunters Lane.



Metro Planning Commission Meeting of 2/14/2019

ANALYSIS

Chapter 4 of the Subdivision Regulations, Rural Character Subdivisions, regulates the subdivision of land in T2 Rural Neighborhood policies, with the intent of ensuring that new development is in harmony with the established rural character of these areas. Prior to design of any subdivision plan with new streets or joint access easements, Primary Conservation Land must be identified. Primary Conservation Areas include a range of sensitive environmental features, including problem soils and areas over 10,000 square feet of contiguous slopes over 15 percent. The intent of identifying Primary Conservation Land is to minimize the impact of development or disturbance to environmental resources through protection and preservation. None of the proposed lots are located in Primary Conservation Land.

Section 4-2.5 permits two Character Options for the development of land in Rural Neighborhood policies: Countryside Character Option and Agricultural Character Option. In this case, the Agricultural Character Option is not appropriate because the primary function of the subdivision is not for agricultural use. Therefore, the Countryside Character Option is the most appropriate option. Under the Countryside Character Option, two alternatives exist: Open Alternative and Screened Alternative.

Based on the site characteristics and proposed uses, staff reviewed the plan against the following Open Alternative criteria:

Building Setback along existing public streets

Section 4.2.5 includes standards for determining the minimum building setback along existing streets, including consideration of the average setback of abutting parcels and whether those parcels are vacant or developed.

In this instance, none of the proposed lots are located along existing streets. Therefore, minimum building setbacks are not applicable to this application.

Lot Depth along existing public streets

The minimum depth for lots along existing public streets shall be the building setback required by Section 4-2.5(a) plus 300 feet.

In this instance, none of the proposed lots are located along existing streets. Therefore, minimum lot depths are not applicable to this application.

Lot size along existing public streets

Individual lot sizes along existing public streets shall vary in size to reflect the rural character. The minimum lot size is either equal to or greater than 70% of the lot size of the average size of the surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. If there are no surrounding parcels, the screened alternative shall be used. Flag lots shall not be included in the analysis.

In this instance, none of the proposed lots are located along existing streets. Therefore, minimum lot sizes are not applicable to this application.



Metro Planning Commission Meeting of 2/14/2019

Lot frontage abutting existing public streets

Lot frontage abutting existing public streets is either equal to or greater than 70% of the average frontage of the surrounding parcels or equal to or greater than the smallest of the surrounding parcels, whichever is greater.

In this instance, none of the proposed lots are located along existing streets. Therefore, minimum lot frontage is not applicable to this application.

Street Lights

Not applicable to this application.

Cluster lot option

Development through the Countryside (Open Alternative) Character Option may utilize the provisions of Cluster Lot Option within the Development Footprint area, excluding lots abutting existing public streets. This subdivision meets the provisions of the Cluster Lot Option, consistent with Section 17.12.090 of the Metro Zoning Code.

In cluster lot subdivisions, a minimum of 15 percent of each phase of the development shall be open space. This concept plan provides approximately 72.76 acres of open space (approximately 48.69%), including stormwater management areas which are generally located near the stream buffers.

PLAN SUMMARY

This proposal complies with the development standards of the Rural Character Subdivisions regulations. None of the proposed lots are located within Primary Conservation Land, which has been identified on the plans and will be preserved from any development or disturbance. The plan complies with applicable Open Alternative criteria as described in the Countryside Character Option.

Additional open space is proposed throughout the development to preserve natural features and to achieve appropriate rural development patterns along the street. Approximately five acres of open space at the front of the site provides a minimum depth of approximately 300 feet along Hunters lane, maintaining the natural character along the roadway and minimizing visual intrusion into the development. Over 72 total acres of open space have been provided, including area within Primary Conservation land which will be preserved from development. A 75' public access greenway conservation easement has been provided from the edges of the floodway areas, consistent with the subdivision regulations. The public access greenway easements will be recorded with the final plat. No critical lots have been identified on the plans.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve



Metro Planning Commission Meeting of 2/14/2019

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with the findings of the TIS, the developer shall construct the following roadway improvements and abide by phasing plan.

TIS CONCLUSIONS AND RECOMMENDATIONS

Hunters Lane at Hunters Lane High School Entrance

- No intersection control changes or additional laneage are recommended at the intersection of Hunters Lane at Hunters Lane High School Entrance as a part of the Hunters Run development to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.
- Due to the separation between the existing school access and the proposed Hunter’s Run access, northbound vehicles turning left into the Hunters Run development are not expected to conflict with the southbound vehicles turning left into the Hunters Lane High School Entrance.

Hunters Lane at Dalemere Drive

- No intersection control changes or additional laneage are recommended at the intersection of Hunters Lane at Dalemere Drive as a part of the Hunters Run development to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.
- Metro Nashville Public Works Traffic and Parking Staff should install an eastbound stop bar at the intersection of Hunters Lane and Dalemere Drive.

Dickerson Pike at Hunters Lane/Nesbitt Drive

- The intersection currently meets the Metro Nashville – Davidson County’s policy goal for level of service.
- Provided that right-of-way is available, this intersection should be improved with curb ramps and crosswalk markings for the west and north leg to meet current Metro Public Works standards.
- Provided that right-of-way is available, this traffic signal should be improved with pedestrian signal heads and pushbuttons for each proposed crosswalk.
- The intersection improvements should be installed as part of Phase 1 of the Hunters Run development. A signal modification plan should be submitted as part of the Phase 1 site plans for approval by the Metro Traffic Engineer. Developer shall prepare and submit signal plan to MPW traffic engineer and install signal improvements when approved by MPW traffic engineer.

Old Hickory Boulevard at Grandville Boulevard

- No intersection control changes or additional laneage are recommended at the intersection of Old Hickory Boulevard at Grandville Boulevard as a part of the Hunters Run development to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.
- The Hunters Run development should install pavement markings on Grandville Boulevard to provide separate left turn and right turn lanes including a southbound stop bar at Old Hickory



Metro Planning Commission Meeting of 2/14/2019

Boulevard. If existing conditions allow, the preferred lane width is 10 feet or greater and the preferred minimum storage length is 50 feet or greater.

- If right-of-way, drainage, geotechnical, and environmental conditions allow, the Hunters Run development should install an eastbound left turn lane on Old Hickory Boulevard at Grandville Boulevard. Due to the uncertainty with the availability of right-of-way, drainage (floodplain) impacts, geotechnical findings, and environmental conditions, the specific design of the turn lane should be coordinated with Metro Public Works staff.
- If a turn lane cannot be installed at Grandville Blvd location, developer shall investigate the ability of installing a left turn lane at Dalemere Drive and install left turn lane.
- The installation of the eastbound left turn lane on Old Hickory Boulevard at Grandville Boulevard should be completed when the Hunters Run development access to Bellavista Boulevard and Grandville Boulevard is opened to public traffic. Based on the current phasing plan, this is expected to occur in the final phase of the development.

Old Hickory Boulevard at Dalemere Drive

- No intersection control changes or additional laneage are recommended at the intersection of Old Hickory Boulevard at Dalemere Drive as a part of the Hunters Run development to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.
- Turn lane warrants are currently met for an eastbound left turn lane on Old Hickory Boulevard during the a.m. and p.m. peak hours. These warrants are met due to existing traffic volumes. The Hunters Run development will not significantly increase the traffic volumes or significantly add to the existing need for a left turn lane at this intersection.
- The existing southbound stop bar at the intersection of Old Hickory Boulevard at Dalemere Drive is faded and should be repainted by Metro Nashville Public Works Traffic and Parking Staff.

Old Hickory Boulevard at Marydale Road

- No intersection control changes or additional laneage are recommended at the intersection of Old Hickory Boulevard at Marydale Road as a part of the Hunters Run development to provide traffic operations that meet Metro Nashville – Davidson County’s policy goal for level of service.
- Turn lane warrants are currently met for an eastbound left turn lane on Old Hickory Boulevard during the p.m. peak hour. This warrant is met due to existing traffic volumes. The Hunters Run development will not significantly increase the traffic volumes or significantly add to the existing need for a left turn lane at this intersection.
- Metro Nashville Public Works Traffic and Parking Staff should install a southbound stop bar at the intersection of Old Hickory Boulevard at Marydale Road.

Hunters Lane at East Project Access

- The intersection currently meets the Metro Nashville – Davidson County’s policy goal for level of service.
- The east project access to Hunters Lane should include sufficient pavement to permit a minimum of one travel lane in each direction.
- Roadway improvements consisting of lane widening, curb and gutter, grass strip and sidewalk will be required along the project frontage based on the Major and Collector Street Plan.



Metro Planning Commission Meeting of 2/14/2019

- Based on the intersection capacity analysis level of service results and the turn lane need analysis for this intersection, the addition of a right turn lane or left turn lane is not warranted for this location.
- This access should be constructed as part of phase 1 of development of Hunters Run to minimize construction traffic through the adjacent residential streets.

Adjacent Neighborhoods Intersection Improvements

- Developer shall apply to T&P operations group for approval to install stop signs and stop bars at the following locations if not already installed.
- Metro Nashville Public Works Traffic and Parking Staff should install stop bars for northbound and southbound traffic at the intersection of Dalemere Drive and Marydale Road. The intersection is expected to meet Metro Nashville – Davidson County’s policy goal for level of service.
- At the intersection of Marydale Road and Matilda Street, Metro Nashville Public Works Traffic and Parking Staff should install a stop bar for westbound traffic.
- At the intersection of Marydale Road and Browndale Court, Metro Nashville Public Works Traffic and Parking Staff should install a stop bar for eastbound traffic.
- At the intersection of Marydale Road and Havendale Drive, Metro Nashville Public Works Traffic and Parking Staff should remove the existing eastbound yield sign and a stop bar and stop sign should be installed for eastbound traffic.
- At the intersection of Marydale Road and Cherbron Drive, Metro Nashville Public Works Traffic and Parking Staff should install stop bars for westbound and eastbound traffic and a stop sign should be installed for eastbound traffic.
- At the intersection of Havendale Drive and Celina Drive, Metro Nashville Public Works Traffic and Parking Staff should install a stop bar and stop sign for northbound traffic.
- At the intersection of Dalemere Drive and Havendale Drive, the existing stop bars for all approaches are faded and should be repainted by Metro Nashville Public Works Traffic and Parking Staff for visibility. The intersection is expected to meet Metro Nashville – Davidson County’s policy goal for level of service.
- At the intersection of Dalemere Drive and Cecil Court, Metro Nashville Public Works Traffic and Parking Staff should install stop bars and stop signs for westbound and eastbound traffic.
- At the intersection of Dalemere Drive and Dalemere Court, Metro Nashville Public Works Traffic and Parking Staff should install a stop bar and stop sign for southbound traffic.
- At the intersection of Grandville Boulevard and Bellavista Boulevard, Metro Nashville Public Works Traffic and Parking Staff should install stop bars and stop signs for westbound and eastbound traffic. The intersection is expected to meet Metro Nashville – Davidson County’s policy goal for level of service.
- At the intersection of Grandville Boulevard and Grandville Court, Metro Nashville Public Works Traffic and Parking Staff should install a stop bar and stop sign for westbound traffic.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approve as a Concept Plan only. Public sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval.



Metro Planning Commission Meeting of 2/14/2019

The 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.

- Conceptual approval for sanitary sewer only. Madison Suburban Utility District (MSUD) to provide water to this development.

MADISON SUBURBAN UTILITY DISTRICT

Approve with conditions

- Madison Suburban Utility District tentatively agrees to serve the project pending approval of project plans.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. 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.
2. Comply with all conditions of Public Works, Stormwater, Water Services, and the Fire Marshal's Office.
3. Construction of all street extensions shall occur within right-of-way areas only.
4. The public access greenway easements shall be identified on the final site plan and recorded with the final plat.
5. All areas identified within Primary Conservation Land shall be preserved from development or disturbance.
6. The final site plan shall include buffer yards consistent with the provisions of the Cluster Lot Option, Section 17.12.090 of the Metro Zoning Code.
7. Prior to any land disturbance within the development footprint, a tree survey shall be provided consistent with the provisions of Rural Character Design, Sec.4-2.5(d) of the Metro Subdivision Regulations.
8. A tree protection plan shall be provided with the final site plan application to indicate preservation of trees within common open space and buffer areas.
9. On the final site plan, provide an open space summary that identifies each open space with corresponding area information.
10. A landscape plan shall be submitted with the final site plan. The landscape plan shall include proposed vegetation in the open space areas.
11. The open space areas along Hunters Lane shall provide a minimum depth of approximately 300 feet.
12. 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.
13. 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 2/14/2019



2018S-210-001

MOSSWOOD LOT 57 SUBDIVISION AMENDMENT

Map 091-05, Parcel(s) 035

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Subdivision Plat Amendment 2018S-210-001
Project Name	Mosswood Lot 57 Subdivision Amendment
Council District	20 - Roberts
School District	9 - Frogge
Requested by	Dale & Associates, applicant; Edward Michaels, IV, owner.

Deferrals This item was deferred at the January 24, 2019, Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the February 28, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Amend subdivision plat to amend the platted setbacks.

Subdivision Amendment

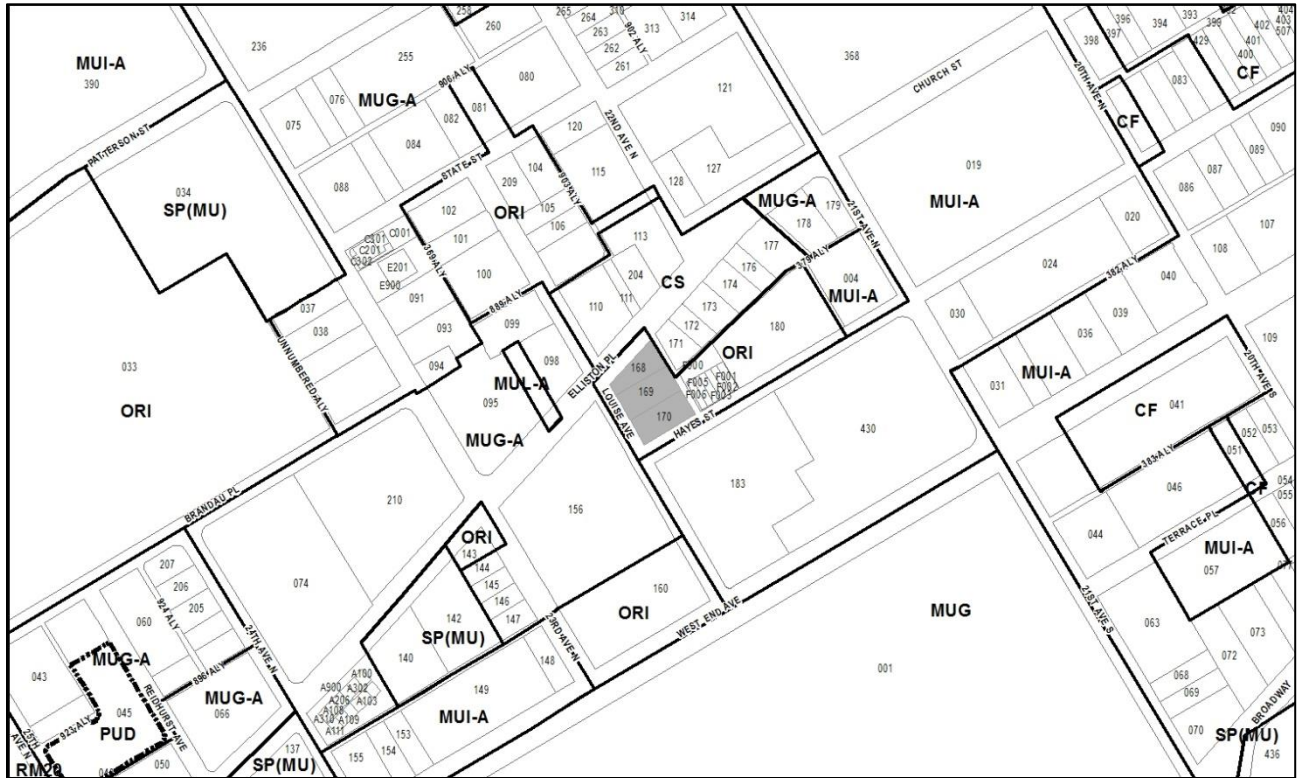
A request to amend the previously platted setbacks on property located at 715 Ries Avenue, at the southwest corner of Laredo Avenue and Ries Avenue, zoned One and Two-Family Residential (R8) (0.21 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 28, 2019, Planning Commission meeting.



Metro Planning Commission Meeting of 2/14/2019



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 and January 10, 2019, Planning Commission meetings. 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.



Metro Planning Commission Meeting of 2/14/2019

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



Metro Planning Commission Meeting of 2/14/2019

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

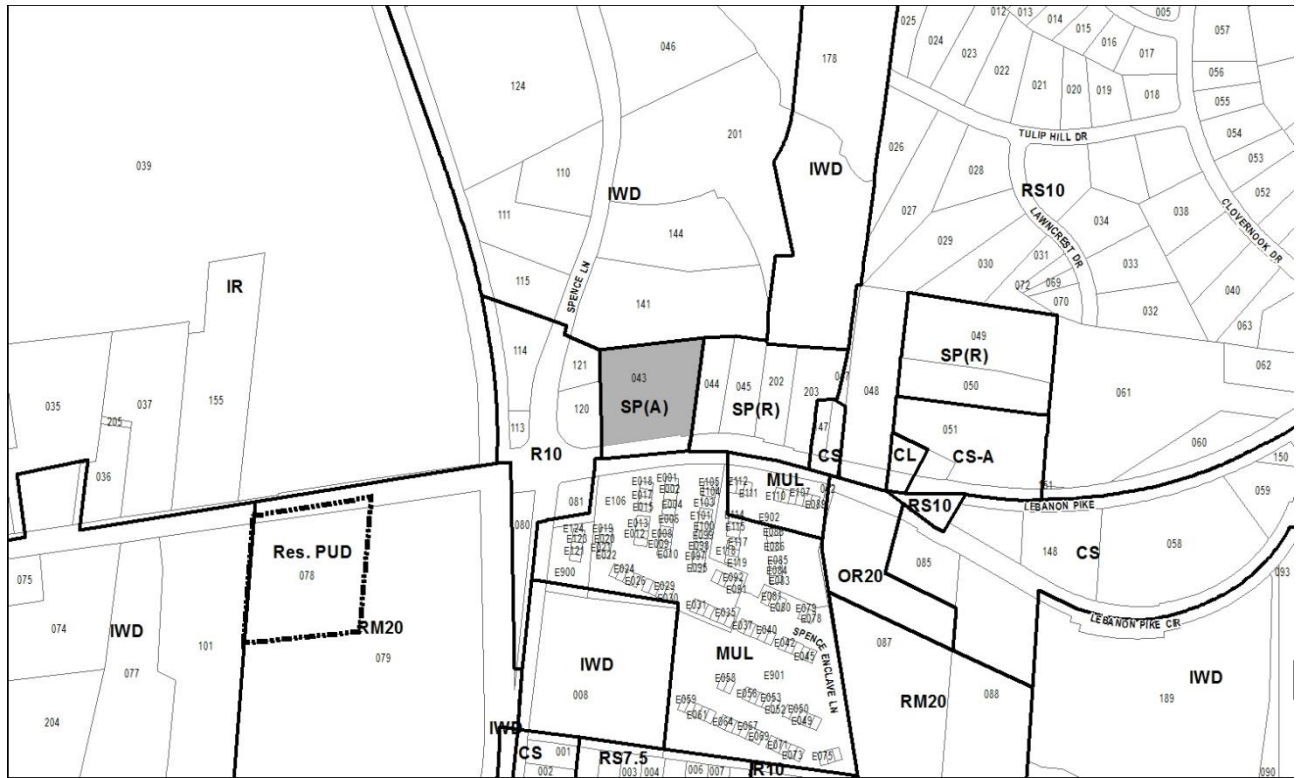
The proposed MUI-A zoning district would generate two more students than what is typically generated under the existing ORI zoning district. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. None of the schools have been identified as being over capacity. 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.



Metro Planning Commission Meeting of 2/14/2019



2018Z-129PR-001

Map 094, Parcel(s) 043

14, Donelson-Hermitage-Old Hickory

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, January 10, and January 24, 2019 Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the February 28, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Zone change from SP-C to MUL.

Zone Change

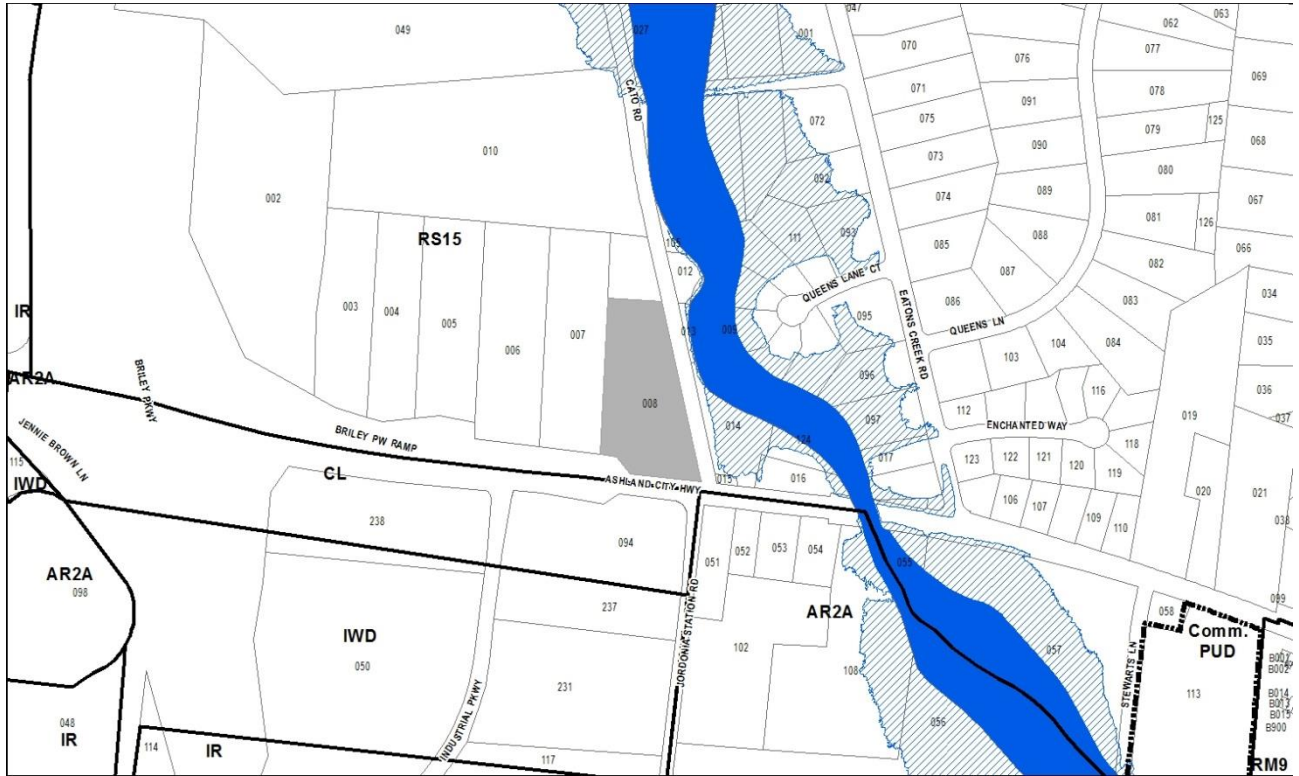
A request to rezone from Specific Plan-Commercial (SP-C) to Mixed Use Limited (MUL) on property located at 1510 Lebanon Pike, approximately 150 feet east of Spence Lane (1.77 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 2/14/2019



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.

Deferrals This item was deferred at the January 10, 2019, and January 24, 2019 Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation Approve.

APPLICANT REQUEST
Zone change from RS15 to RM9-A.

Zone Change

A request to rezone from Single-Family Residential (RS15) to Multi-Family Residential – Alternative (RM9-A) zoning for property located at Ashland City Highway (unnumbered), at the corner of Cato Road and Ashland City Highway (3.74 acres).

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum 9 lots. Application of the Subdivision Regulations may result in fewer lots on this property.*

Proposed Zoning

Multi-Family Residential – Alternative (RM9-A) is intended for single-family, duplex, and multi-family dwellings at a density of 9 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM9-A would permit a maximum of 34 units.*

History

The previously requested zoning for this case was RM15-A. Staff recommended disapproval as the intensity allowed within the RM15-A zone district would not meet the goals of the Suburban Neighborhood Evolving policy without the supporting public infrastructure. The applicant has amended the requested zoning to the RM9-A zone district.

BORDEAUX-WHITESCREEK-HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 2/14/2019

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.

ANALYSIS

The 3.74 acre site is located on the north side of Ashland City Highway, at the corner of Cato Road and Ashland City Highway. The site is currently vacant and contains some vegetation and several mature trees.

Parcels to the east of this site are primarily zoned for residential uses and are located within a T3 Neighborhood Maintenance policy area. West of Briley Parkway, the policy is largely T2 Rural. Directly to the south of the site there are several larger parcels which contain a mixture of commercial and industrial zoning and located within District Industrial policy. This site is oriented to Ashland City Highway, which is identified as an Arterial Street within the Major and Collector Street Plan (MCSP).

The site is located on the edge of T3 NE policy area which is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns. The policy supports a range of residential development, including single-family, two-family, and multi-family residential, depending on location and context. The requested rezoning to RM9-A is consistent with the T3-NE policy at this location. The requested zoning, which is the least intense multi-family zoning districts supported by the T3 NE policy, would permit a maximum of 34 dwelling units on the site.

This property is adjacent to a Neighborhood Maintenance policy area which contains primarily single-family structures within a large area of RS15 (Single-Family Residential) zoning. Neighborhood Evolving policy areas can allow for a diversity of housing but should be respectful of the existing pattern and provide appropriate transitions. The RM9-A zoning district provides design standards related to site access and orientation. The RM9-A zone district will allow for moderate density development providing a diversity of housing not currently located in this area. The intensity allowed within the RM9-A zoning district will maintain an appropriate level of intensity for the existing infrastructure.

This proposal is consistent with policy at this location as rezoning to the site RM9-A would achieve policy goals that include greater housing choice and moderate density development.

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: **RS15**



Metro Planning Commission Meeting of 2/14/2019

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)	3.74	2.9 D	10 U	126	12	12

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	3.74		34 U	217	18	23

Traffic changes between maximum: **RS15 and RM9-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 24 U	+91	+6	+11

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 1 Elementary 1 Middle 1 High

Projected student generation proposed RM9-A district: 5 Elementary 3 Middle 3 High

The proposed RM9-A zoning district will generate 8 additional students beyond what would be generated under the existing RS15 zoning. Students would attend Cumberland Elementary School, Joelton 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.



NO SKETCH



Project Nos.	Text Amendment 2019Z-004TX-001
Project Name	Corridor Design Overlay District
Council District	Countywide
School District	Countywide
Requested by	Councilmembers Davette Blalock and Fabian Bedne
Staff Reviewer	Priest
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Zoning Code to create a corridor design overlay district with standards to for signage, landscaping, and building materials.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend Section 17.36 by adding a section to provide standards for signage, landscaping and materials that are derived from standards of base zoning districts. The Corridor Design overlay district (CDO) would be available to be applied to any part of the county where standards, slightly different from base zoning, are needed. The proposal would also amend Section 17.40 in regards to waiver of fees if filed by a councilmember.

ANALYSIS

Section 17.36 of the Metro Zoning Ordinance establishes overlay districts. The proposed corridor design overlay provides incremental improvements to the aesthetics of Nashville’s commercial districts and corridors. The proposed amendment changes the signage entitlements of the base zoning district to more conservative standards. These standards are currently used for MUL, OR40, and SCN among others, and are very well known in the signage industry and the business community. No new signage standards are created by this amendment; rather, when strategically applied through Council action, the signage standards are revised to correlate with the vision for a commercial area.

The proposed amendment includes minor changes to the perimeter landscaping requirements. These minor changes include requiring trees for every 30 feet of frontage, rather than every 50 feet, and requiring shrubs to be planted on the outside of perimeter walls.

The proposed amendment includes requirements for building materials. These minor standards ensure quality construction with durable materials, promote visual harmony of new construction, and do not hinder creativity or architectural variety.

The proposed amendment will generally apply to office, commercial, industrial, and mixed-use buildings and properties where the overlay is applied. The standards would be applicable to new construction and to additions over a certain size.

The proposed amendment creates an overlay that when applied provides for narrowly tailored design standards which will improve the overall aesthetics of Nashville’s commercial corridors.



Metro Planning Commission Meeting of 2/14/2019

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken to this bill.

STAFF RECOMMENDATION

Staff recommends approval.

PROPOSED NEW ZONING CODE SECTIONS

17.36.510 – Purpose and intent.

The purpose of the Corridor Design Overlay (CDO) is to allow for the application and implementation of changes to signage, landscaping, and building materials to achieve incremental improvements to the aesthetics of commercial districts and corridors. Application of this special overlay district shall be limited to areas that are not within Urban Design Overlays, Specific Plan zoning, or Historic zoning overlays. Lots included in a district should be contiguous, and the majority of lots throughout the office, commercial, mixed use, and/or industrial area where the overlay is applied.

17.36.520 – Overlay designation.

A Corridor Design Overlay shall be created according to the procedures of Chapter 17.40, Article IV and depicted as a geographical area on the official zoning map.

17.36.530 – Application of the overlay district

- A. Signage standards apply to any and all new signs, and do not apply to panel changes to existing signs.
- B. Landscaping standards apply to new parking lots, and to the expansion area of existing parking lots that are expanded by 5 spaces or more.
- C. Landscaping standards do not apply to existing parking lots, or re-surfacing or re-stripping of existing parking lots.
- D. Building materials standards apply to building addition where the addition is greater than fifty percent (50%) of the existing building's square footage, and to new buildings.
- E. The zoning administrator may allow adjustments to the standards of the CDO based on site-specific physical factors including, but not limited to, orientation of building facades or relationship of the lot to the street. Adjustments may be up to twenty percent (20%) of any signage standard, landscaping requirement, or dimensional requirement relating to building materials. At the zoning administrator's discretion, any requested adjustment may be referred to the board of zoning appeals for review and action.
- F. 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, architect, engineer, or land planner registered in Tennessee. The presence of this seal indicates full compliance with this section.
- G. Before the issuance of a Use and Occupancy Permit, as-built drawings shall be submitted to certify compliance with the standards of this section. The as-built drawings shall be prepared by, or under the direction of, and bear the seal of a professional landscape architect, architect, engineer, or land planner registered in Tennessee. The presence of this seal indicates full compliance with this section.

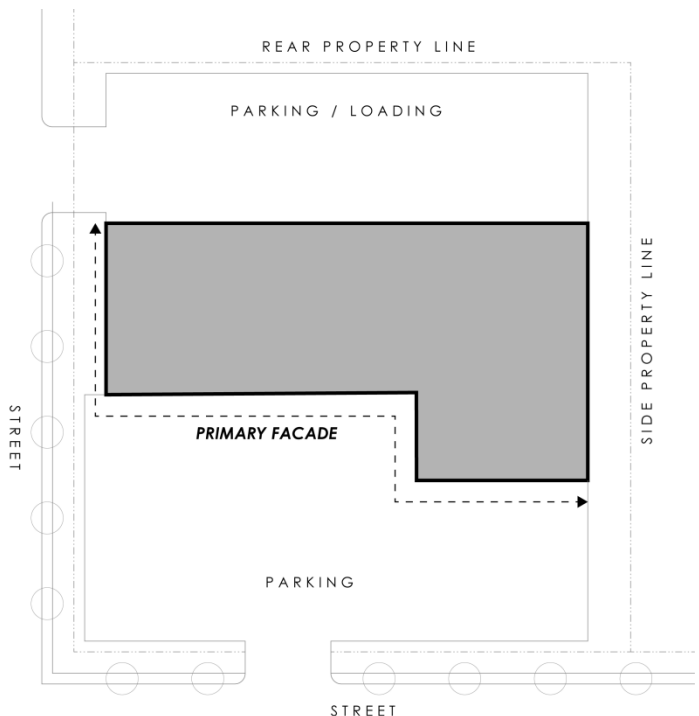


Metro Planning Commission Meeting of 2/14/2019

17.36.540 - Variations to conventional standards.

Variations to the conventional standards of the underlying zoning district(s) are:

- A. Properties in the CDO are subject to the following variations regarding signage:
1. All standards of 17.32 Signage Regulations shall apply according to the zoning district of the property, except Table 17.32.130D.
 2. In place of Table 17.32.130D, Table 17.32.120 shall apply. Any references to Table 17.32.130D shall be substituted with Table 17.32.120.
 3. All notes from Table 17.32.130D shall apply to properties in CL, CS, CA, CF, SCC, SCR, IWD, IR and IG districts.
 4. Any uses permitted with conditions are allowed one half (1/2) the maximum sign area allowed in 17.16.070. All other standards of 17.16.070 shall apply to uses permitted with conditions.
- B. Properties in the CDO are subject to the following variations regarding perimeter screening:
1. All standards of 17.24.150 shall apply, with the exception that trees shall be installed at a rate of one tree per thirty feet of perimeter parking area regardless of zoning district or elevation relative to the public street.
- C. Properties in the CDO are subject to the following regarding building materials:
1. Each building façade facing a public street or private drive shall be considered a Primary Façade. The presence or absence of parking between the Primary Façade and the street or drive does not influence the designation as a Primary façade. Any and all Primary Facades are subject to all regulations regarding Primary Facades.
 2. For all calculations related to materials, the Primary Façade shall be calculated as the entire width of the building multiplied by the entire height of the building, less the width and height of each window or door system. The calculations below are based on the remaining non-glazed façade.
 3. Primary Facades shall be at least 75% brick, brick veneer, stone, cast stone, architecturally treated concrete masonry units.
 - a. Concrete masonry units, if unclad and visible to the exterior, shall be split-face or otherwise treated with texture or visual interest.
 - b. The remaining 25% of the façade may be any material except exposed untreated concrete masonry units.
 - c. Material changes shall occur along horizontal lines, not vertical lines.
 4. All other building facades, including those facing interior property lines, rear property lines, loading lanes, etc. – are not Primary Facades, and have no requirements regarding building materials.





Metro Planning Commission Meeting of 2/14/2019



2019CP-004-001
MADISON COMMUNITY PLAN AMENDMENT
Various Parcels
04, Madison
09 (Bill Pridemore)



Project No.	Major Plan Amendment 2019CP-004-001
Project Name	Madison Community Plan Amendment
Associated Cases	2019Z-011PR-001
Council District	09 – Pridemore
School District	3 – Speering
Requested by	CESO, Inc., applicant; Various owners.
Staff Reviewer	McCullough
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Amend Madison Community Plan to change the policy to T3 Suburban Mixed Use Corridor from T4 Urban Mixed Use Corridor

Major Plan Amendment

Amend the Madison Community Plan by changing from T4 Urban Mixed Use Corridor and T4 Neighborhood Evolving to T3 Suburban Mixed Use Corridor on various properties located north of State Route 45, zoned Commercial Services (CS), Medium-high density residential, 20 units/acre (RM20), Medium Density Residential, 9 units/acre (RM9), Low-Medium Density Single Family Residential (RS20), Medium Density Single Family Residential (RS7.5), and Specific Plan (SP) (22.09 acres).

MADISON COMMUNITY PLAN

Current Policy

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

T4 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. Buildings in T4 CM areas can be up to five stories, have moderate to high lot coverage, and are placed at the back of the sidewalk with minimal spacing between. Parking is located on street or behind the buildings.

Proposed Policy

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



Metro Planning Commission Meeting of 2/14/2019

provide high access management (such as minimizing curb cuts) and are served by highly connected street networks, sidewalks, and existing or planned mass transit. Buildings are typically one to three stories, moderately spaced, and can be placed either at the back of the sidewalk or behind a small parking area (one lane).

BACKGROUND

An application to rezone the properties located at 106, 108, and 110 McArthur Drive was submitted on November 28, 2018, to change from RS 7.5 to CS, to accommodate a convenience store with gas pumps. During a pre-application meeting, the applicant was informed that the requested zoning does not match the policy in the area. A community plan amendment application was filed for the subject properties (106, 108, and 100 McArthur Drive, as well as 106 and 108 Myatt Drive).

As part of the determination process, the Executive Director determined this request to be a major plan amendment and assigned the study area boundary to a larger area, as the Mixed Use Corridor policy is intended to be applied to multiple properties along major corridors. This larger study area boundary encompasses one block length of McArthur Drive, Myatt Drive, and Larchmont Drive (to the east) and includes properties guided by multiple policies, as discussed later in the “Analysis” section of this report.

Madison’s Role in the County

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

- Enhancing walkable commercial centers and corridors,
- Preserving established residential areas,
- Creating diverse and affordable housing options,
- Adding more connectivity, primarily through bikeways, greenways, multiuse paths, and transit, and
- Preserving environmentally sensitive features and open space.

The location of Madison within the county provides easy access to interstates and surrounding counties, and makes the community a gateway for Nashville/Davidson County. It provides a variety of housing options through both suburban and urban neighborhoods. There are four Centers located in the Madison Community Planning Area, including a Tier One Center that includes Downtown Madison and the intersections of Gallatin Pike, Neely’s Bend Road, and Old Hickory Boulevard/State Route 45.

Plan Amendment Study Area

The community plan amendment study area is located north of Tennessee State Route 45, and encompasses properties on both sides of McArthur Drive, Myatt Drive, and the west side of Larchmont Drive, with the northern boundary just north of North Dupont Avenue. The study area also includes parcels with T4 NM and T3 NM policies applied. Some properties within the study area that have the T4 CM policy applied are zoned SP MU, with design guidelines listed in the Myatt Drive-Anderson Lane Specific Plan (Myatt Drive SP) adopted in 2007. The properties in the requested plan amendment area are not included in the Myatt Drive SP.



Metro Planning Commission Meeting of 2/14/2019

Major and Collector Street Plan Classification

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in and along the major streets that make up the backbone of the city's transportation system. It provides guidance on the character and function of streets. Character guidelines apply to the planning, construction, and development of streets and how buildings relate to them, while street function is the degree of mobility (number of travel lanes, degree of accessibility, and its role in the larger network).

Street segments are categorized by transect, street context, and functional design type. In some cases (such as State Route 45) a fourth element, multimodal and/or Scenic Overlay, is included. Three Functional Design Types are relevant to the study area: Collector-Avenue (Old Hickory Boulevard), Arterial-Boulevard (Myatt Drive), and Arterial-Parkway (State Route 45).

Community Participation

A community meeting was held on Tuesday, January 29, 2019, and was attended by Planning Staff, the applicant and representatives of the property owner, the district councilman, and 17 community members. Planning Staff presented the proposed amendment, followed by a presentation from the applicant. Attendees expressed concerns about increased traffic and traffic accidents, stormwater runoff, and noise. Others expressed apprehension that the project would be as walkable as described by the applicant, based on the lack of sidewalks in the area to date. Staff received one written comment in support of the project. The comment did not mention the proposed plan amendment.

ANALYSIS

The analysis for this request involves reviewing how the community character policy and MCSP standards along four streets (two parallel streets running north to south and two parallel streets running east to west) combine to orient housing and services to create a distinctive transition from Madison's suburban neighborhoods to its urban core. T3 Suburban Mixed Use Corridor is not appropriate at this location because of the community's vision for:

1. Myatt Drive as a walkable, mixed use corridor, with the intersection of Myatt and State Route 45 serving as a gateway to Madison's urban neighborhoods north and west of the requested plan amendment properties;
2. McArthur Drive as an urban residential neighborhood street; and
3. State Route 45 as a scenic parkway with limited access, with Old Hickory Boulevard as the focus of auto-oriented, suburban services.

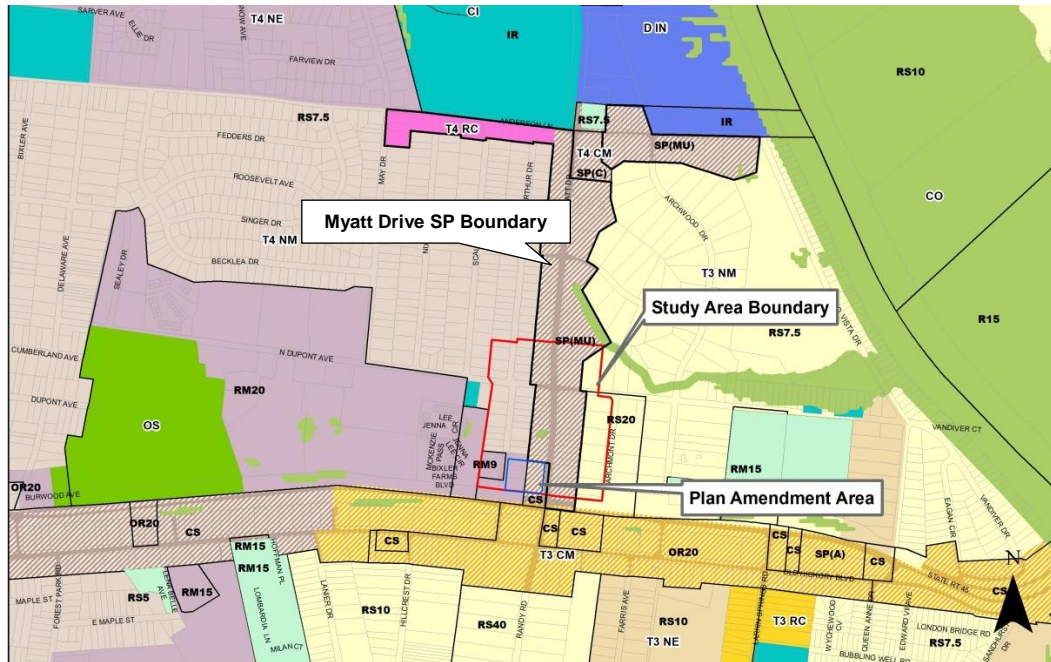
Myatt Drive – Urban Mixed Use Corridor

Myatt Drive establishes a boundary between urban neighborhoods to the west (beginning with McArthur Drive and stretching to Madison's historic downtown, a Tier One Center) and the suburban neighborhoods to the east and south (beginning with Larchmont and reaching to the Cumberland River). The neighborhood west of Myatt Drive has an urban development pattern with small lots, a consistent street grid, and a mix of housing options. The suburban neighborhood east of Myatt Drive has curvilinear streets, large lots and single family homes. Myatt Drive is classified as an urban mixed-use arterial boulevard, consisting of four lanes (T4-M-AB4) in the MCSP. Arterial Boulevards are described as medium- to high-speed, high-volume streets that serve longer trips within and between different communities within the city, with access provided by driveways,



Metro Planning Commission Meeting of 2/14/2019

alleys, or frontage roads. Arterial Boulevards serve to balance access to surrounding land uses and mobility; in urban settings they are designed to promote walkability with wider sidewalks and frontage zones.



The Myatt Drive SP implements the vision for Myatt Drive as a walkable, mixed use corridor. It creates a boundary between the urban neighborhood to the west and the suburban neighborhood to the east.

Properties along Myatt Drive have Urban Mixed Use Corridor (T4 CM) policy applied. Through the application of T4 CM to properties originally platted for residential development, buildings are encouraged to orient toward Myatt Drive, framing the street with an urban, mixed use development form. Development is further guided by the Myatt Drive SP. The intention of both the Madison Community Plan as well as the SP is for the street to evolve into an urban corridor with neighborhood scaled services, for which the current zoning (CS) at the corner may be appropriate, based on the limited application of this zoning at the corner of Myatt Drive and State Route 45. The Myatt Drive SP provides guidance for streetscape design with the goal of “providing an attractive and safe environment for all users, including pedestrians.” This is achieved by consolidating access points, providing planted pedestrian islands to limit vehicular left turns and provide pedestrian refuge, and incorporating street furniture such as bus shelters, and pedestrian scale street furniture.

Changing the policy at Myatt Drive and State Route 45 from T4 CM to T3 CM would reduce the potential for a pedestrian friendly streetscape that connects nearby residents to the neighborhood services intended for Myatt Drive.

McArthur Drive – Urban residential neighborhood

McArthur Drive is a residential street. Urban Neighborhood Evolving (T4 NE) policy is applied close to State Route 45 to provide additional housing options in a strategic location. Through the application of T4 NE here, buildings are encouraged to orient toward McArthur Drive, framing the street with a range of urban, residential options, while providing a buffer between State Route 45 and the neighborhood interior. North of the T4 NE policy is an area of Urban Neighborhood Maintenance (T4 NM) policy, which serves to preserve the established character of the



Metro Planning Commission Meeting of 2/14/2019

neighborhood with its street network, average lot size, and moderate- to high-density residential development.

Changing the policy from T4 NE to T3 CM would undermine the character of McArthur Drive, increasing traffic and reducing opportunities for walkable development that offers more housing options. Application of T3M to these parcels could also introduce a commercial use into a residential area, further changing the character of McArthur Drive.

State Route 45 – Multimodal Scenic Arterial Parkway

The MCSP classifies State Route 45 as an urban mixed-use arterial parkway to the west of Myatt Drive, and a suburban mixed-use arterial parkway to the east (T4-M-AP4-S-LM to the west, T3-M-AP4-S-LM to the east). Arterial Parkway are limited access roadways which provide mobility for crosstown trips while also acting as linear green spaces with landscaping, serving both residential and mixed use areas. Both the urban and suburban portions of the parkway are four lanes, and have both multimodal (LM) and scenic (S) overlays. The multimodal corridor overlay is applied to streets that are intended to serve a greater role in the city’s transit system in the long term. The scenic overlay reflects that State Route 45 connects areas of scenic and cultural significance from downtown Madison to the Cumberland River. The scenic overlay designation is intended to preserve or enhance existing natural areas within easements on private property, adjacent to the edge of the right-of-way, beyond the minimum functional right-of-way, and planting of new landscaped areas.



State Route 45 and Old Hickory Boulevard separate the suburban neighborhood to the south from the urban neighborhood north of State Route 45 and west of Myatt Drive. Suburban services are oriented to Old Hickory Boulevard.

T3 CM policy is applied to a portion of Old Hickory Boulevard, which runs parallel and south of State Route 45. This application of T3 CM to Old Hickory Boulevard, combined with the Scenic designation on State Route 45, intentionally encourages development to orient to Old Hickory Boulevard instead of State Route 45. Staff’s analysis of the surrounding area finds that no development along this stretch of State Route 45 is oriented to the scenic highway.

The role of State Route 45 – to move cars quickly and efficiently through the area – makes it a logical and natural border between the urban development pattern to the north and suburban pattern to the south. Applying T3 CM to the plan amendment properties may redirect building orientation toward State Route 45 and away from Old Hickory Boulevard. This would change the role of and



Metro Planning Commission Meeting of 2/14/2019

the development pattern along State Route 45 in a manner that is intentionally discouraged through the application of the Scenic overlay. Therefore, extension of T3 CM north is not appropriate.

STAFF RECOMMENDATION

Staff recommends disapproval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/14/2019



2019Z-011PR-001
Map 043-11, Parcel(s) 116-118
04, Madison
09 (Bill Pridemore)



Project No.	Zone Change 2019Z-011PR-001
Associated Project No.	2019CP-014-001
Council District	09- Pridemore
School District	3 – Speering
Requested by	CESO, Inc., applicant; Johnson, Kenneth and Nadine, Knight, Jerry W., and Pitts, Gina A., owners.
Staff Reviewer	Burse
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RS7.5 to CS.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Commercial Service (CS) zoning for properties located at 106, 108, and 110 McArthur Drive, at the northeast corner of McArthur Drive and State Route 45 (0.85 acres).

Existing Zoning

Single-Family Residential (RS7.5) zoning requires a minimum 7,500 square foot lot and is intended for single-family dwellings at an overall density of 5.8 dwelling units per acre. *RS7.5 would permit a maximum of 4 single-family residential lots based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

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

MADISON COMMUNITY PLAN

Existing Policy

T4 Urban Neighborhood Evolving (T3 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.

Proposed Policy

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and



Metro Planning Commission Meeting of 2/14/2019

collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

ANALYSIS

The site is located at the northeast corner of McArthur Drive and State Route 45 in the Madison Community Plan area. Nearby zoning districts include Commercial Service (CS), Specific Plan-Mixed Use (SP-MU), Multi-Family Residential (RM9) and Office/Residential (OR20). This site is part of a larger area located in the Single-Family Residential (RS7.5) zoning district. Nearby land uses consist primarily of single-family residential and some multi-family residential, two-family residential, office, commercial and vacant land.

The proposed CS zoning district is not consistent with the existing T4 Urban Neighborhood Evolving policy as this policy does not support commercial uses that would be permitted by CS. There is an associated plan amendment (Case No. 2019CP-004-001) to amend the policy to T3 Suburban Mixed Use Corridor. Staff is recommending disapproval of the plan amendment.

Additionally, the existing policies at this location are intended to encourage development to orient to Myatt Drive, McArthur Drive, and Old Hickory Boulevard and away from State Route 45. Even if the plan amendment were approved, this is an inappropriate location for the requested zoning as it would likely result in development oriented toward State Route 45 in manner inconsistent with the existing development pattern on and around State Route 45.

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: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	TotalFloor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential(210)	0.85	5.8 D	4 U	54	8	5

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

Land Use (ITE Code)	Acres	FAR/Density	TotalFloor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	0.85	0.6 F	22,215 S.F.	2162	155	179



Metro Planning Commission Meeting of 2/14/2019

Traffic changes between maximum: **RS7.5** and **CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2108	+147	+174

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 1 Elementary 1 Middle 1 High

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

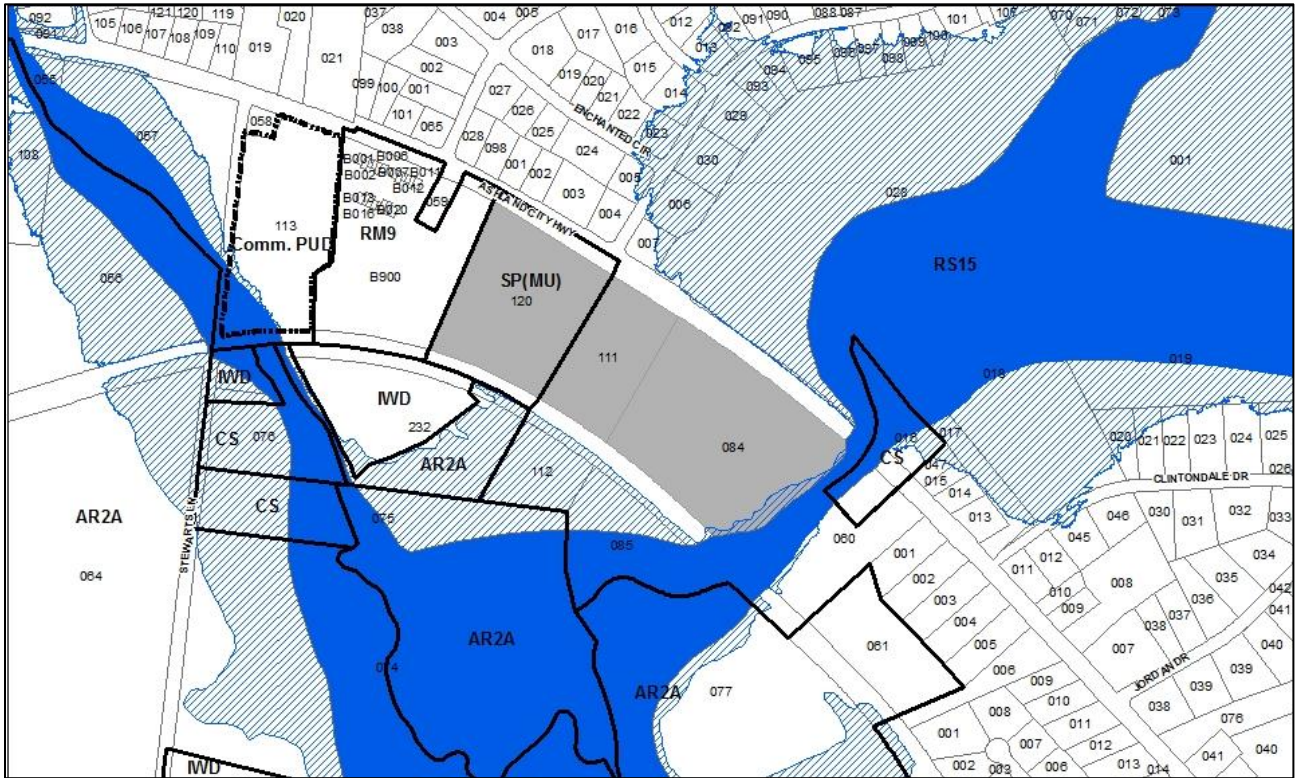
The proposed CS zoning will not generate more students than the existing RS7.5 zoning district. Students would attend Amqui Elementary School, Neely’s Bend College Preparatory Middle School, and Hunter’s Lane High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends disapproval.



Metro Planning Commission Meeting of 2/14/2019



2018SP-057-001

EATON CREEK COMMONS

Map 069, Parcel(s) 084, 111, 120

03, Bordeaux-Whites Creek-Haynes Trinity

01 (Jonathan Hall)



Project No.	Specific Plan 2018SP-057-001
Project Name	Eaton Creek Commons
Council District	01 - Hall
School District	1 – Gentry
Requested by	Land Solutions Company, LLC, applicant; Green Trails, LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone from SP and RS15 to SP-R to permit 100 residential units.

Preliminary SP

A request to rezone from Specific Plan-Mixed Use (SP-MU) and Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) for properties located at 4269 Ashland City Highway and Ashland City Highway (unnumbered), approximately 830 feet East of Stewarts Lane, (23.34 acres), to permit up to 100 single-family residential units.

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 46 single-family lots.*

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.*

Proposed Zoning

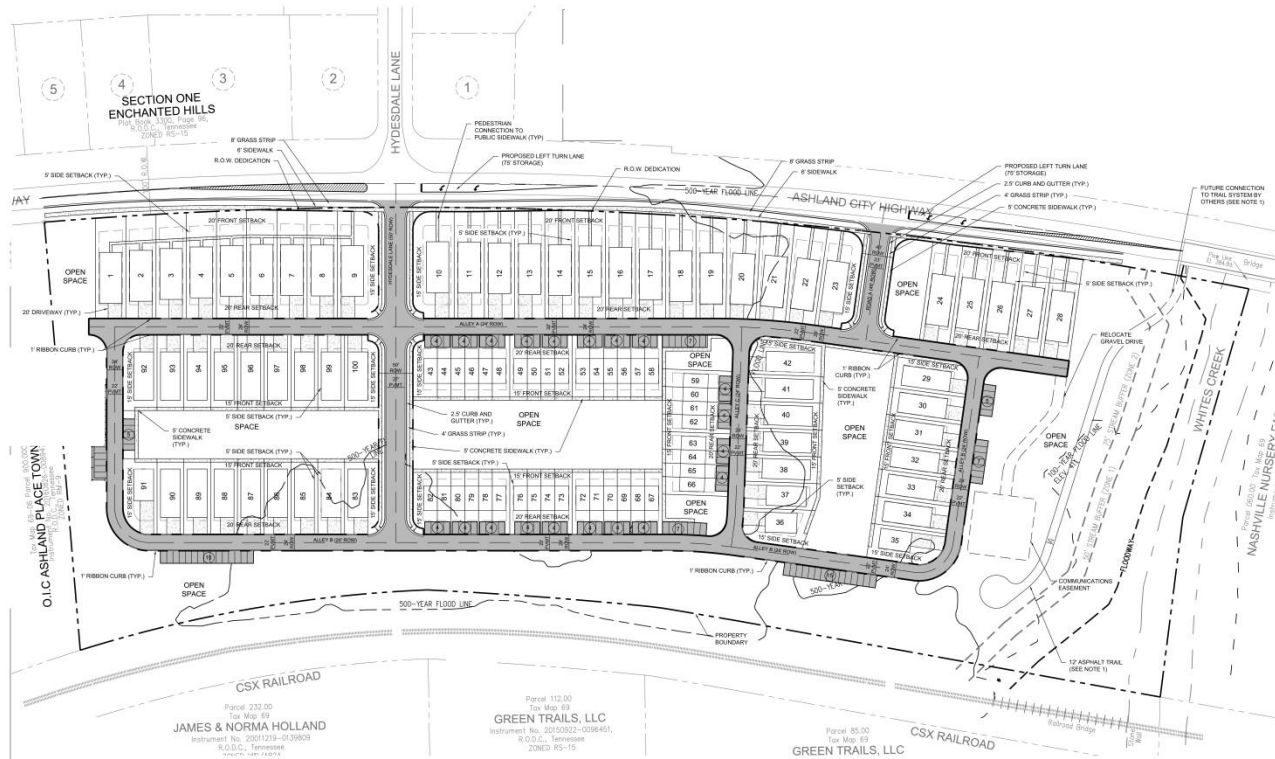
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan includes only one residential building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

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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 2/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 2/14/2019

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.

PLAN DETAILS

The approximately 23 acre site is located on the south side of Ashland City Highway in the Bordeaux area. Whites Creek runs along the eastern property line, and Mullins Park is on the opposite side of Ashland City Highway. The majority of the immediate area consists of single-family residential, but other uses along Ashland City Highway include multi-family residential, industrial and vacant agricultural land. The site is vacant with the exception of a cell tower. The site is relatively flat and contains some areas of dense vegetation. The site contains floodway, 100 and 500 year floodplain associated with Whites Creek. The existing SP zoning on a portion of the project site was approved in 2009, to permit a funeral home and one single-family home.

Site Plan

The plan calls for a maximum of 100 residential units with an overall density of 4.2 dwelling units per acre. As proposed the plan consist of two unit types: single-family detached (60 units), and single-family attached (40 units). As proposed all units front onto either Ashland City Highway or internal open space. The plan provides architectural standards pertaining to raised foundations, front façade and building materials.

Access into the site is proposed from two new public streets connecting to Ashland City Highway. All residential units will be accessed by a new public alley system. All new local roadways include a five foot sidewalk and four foot planting strip. The plan calls for an eight foot sidewalk and six foot planting strip along Ashland City Highway. Parking is a mix of private garage and surface parking.

As proposed the plan provides approximately ten acres of open space. This includes courtyards, stormwater treatment areas, floodplain and floodway buffer areas. The plan provides language regarding the future development of a greenway along Whites Creek. Specifically, it requires that the developer work with Metro Greenways to determine future greenway requirements. Any final site plan will require approval from Metro Greenways.

ANALYSIS

As proposed the plan is consistent with the CO and the T3 NE policies. While the proposal deviates from the mostly single-family development pattern in the immediate area, the T3 NE policy recognizes that the development pattern within the T3 NE policy will change over time. The plan provides an additional housing option in the area which is an important goal of the T3 NE policy.



Metro Planning Commission Meeting of 2/14/2019

Ashland City Highway is a busy arterial and additional density along major arterials is appropriate at these type locations. The plan improves pedestrian connectivity by providing an internal sidewalk network, as well as sidewalks along Ashland City Highway consistent with the Major and Collector Street Plan. The plan also provides language regarding future greenway location and the possibility of making a greenway connection to Mullins Park. The development footprint preserves the area within the CO policy which recognizes the 100 year floodplain associated with Whites Creek.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Each of the project accesses should be constructed to include a minimum of one entering lane and one exiting lane at the intersections with Ashland City Highway.
- Developer shall construct a dedicated westbound left turn lane with a minimum of 75 feet of storage provided at each of the project accesses. These turn lanes should be designed and constructed according to AASHTO standards. To minimize weaving maneuver on 40 mph road a continuous LTL may be required along project frontage. Dimension appropriate lane widths.
- In conjunction with the preparation of final construction documents for the proposed project, sight triangles should be provided to identify the sight distances which will be available based on the specific location of the project accesses and their design parameters. For a speed of 40 mph, developer shall provide the minimum stopping sight distance of 305 feet and a minimum intersection sight distance of 445 feet.
- Provide adequate guest parking.

Maximum Uses in Existing Zoning District: **RS15**

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)	16.2	2.9 D	46 U	509	38	49



Metro Planning Commission Meeting of 2/14/2019

Maximum Uses in Existing 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
Single-Family Residential (210)	7.14		1 U	16	6	2

Maximum Uses in Existing 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)			2,000 S.F.	127	7	14

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 (220)	23.34		100 U	814	54	66

Traffic changes between maximum: **RS15 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+53 U	+162	+3	+1

METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-R/RS15 districts: 7 Elementary 6 Middle 5 High
 Projected student generation proposed SP-R district: 14 Elementary 12 Middle 11 High**

The proposed SP-R zoning district would generate 19 additional students than what is typically generated under the existing SP-MU and RS15 zoning districts. Students would attend Cumberland Elementary, Joelton 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 approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 100 single-family residential units.
2. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,500 square feet.
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 RS3.75 zoning district.
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.



Metro Planning Commission Meeting of 2/14/2019

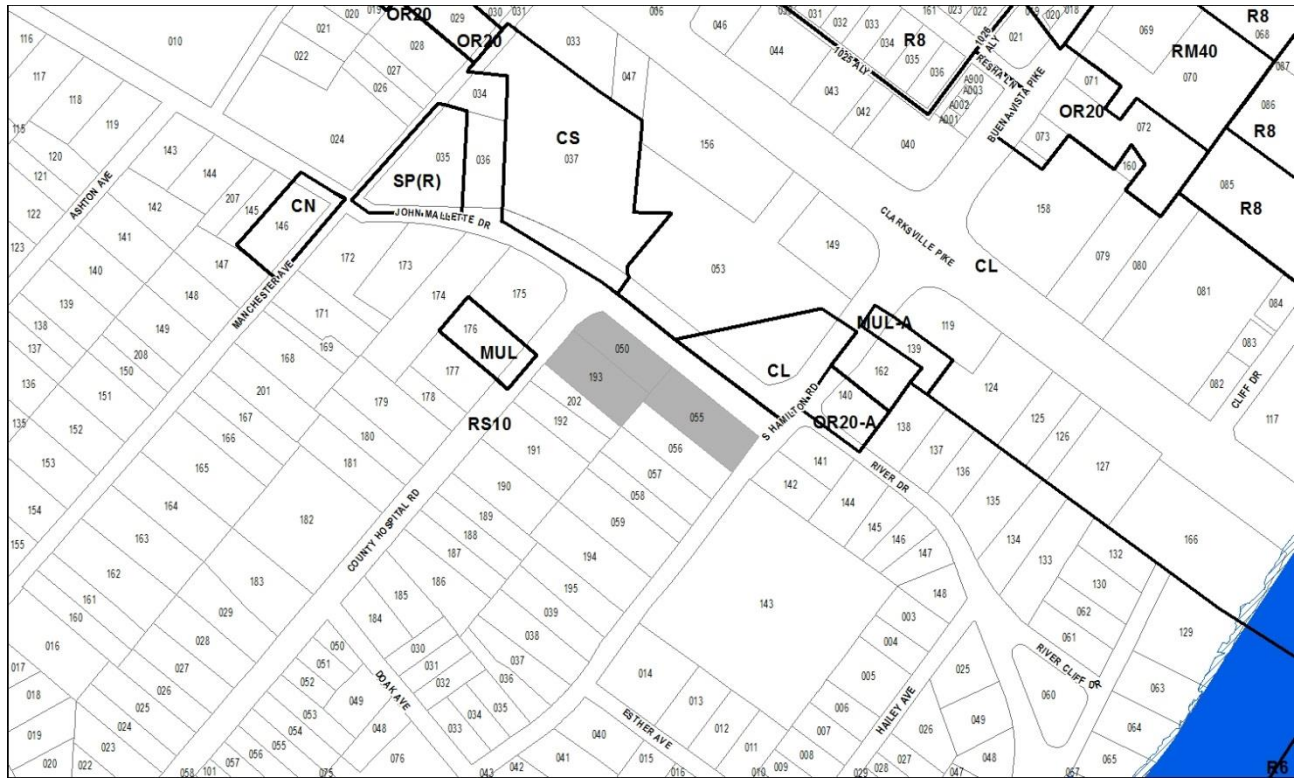
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. 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.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 2/14/2019



2018SP-073-001

SOUTH HAMILTON AND COUNTY HOSPITAL ROAD

Map 069-16, Parcel(s) 193

Map 070-13, Parcel(s) 50, 55

03, Bordeaux-Whites Creek –Haynes Trinity

02 (DeCosta Hastings)



Project No.	Specific Plan 2018SP-073-001
Project Name	South Hamilton and County Hospital Road
Council District	02 - Hastings
School District	1 – Gentry
Requested by	Turner Investment Properties, LLC, applicant; Kenon Ewing and Turner Investment Properties, LLC, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone from RS10 to SP-R to permit 15 residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for properties located at 1908 and 1910 County Hospital Road and 1917 South Hamilton Road, at the southeast corner of John Mallette Drive and County Hospital Road (1.53 acres), to permit 15 multi-family residential units.

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 seven residential lots.*

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 2/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 2/14/2019

PLAN DETAILS

This request is composed of three properties totaling approximately 1.5 acres. The site has frontage on County Hospital Road, John Mallette Drive and South Hamilton Road. The lot along South Hamilton Road has one single-family residence, and the two lots along County Hospital Road have at least two residential units per lot. The site is relatively flat, and there are no known environmentally sensitive areas on the site. The surrounding area consists of a variety of single-family, commercial, office and religious institution uses. There is also a variety of zoning districts in the immediate area including residential, commercial, office and mixed-use.

Site Plan

The plan calls for a maximum of 15 multi-family residential units with an overall density of approximately ten units per acre. As proposed nine units front John Mallette Drive and County Hospital Road. The remaining six units front open space or internal drives. All units are two stories and include a rooftop deck.

Vehicular access is proposed from South Hamilton and John Mallette Drive. Each unit includes a two car garage. Additional surface parking is also provided. The plan calls for a five foot sidewalk and four foot planting strip along South Hamilton Road, a six foot sidewalk and eight foot planting strip along John Mallette and a six foot sidewalk and eight foot sidewalk along County Hospital Road. Each unit fronting a public street includes a private sidewalk connection to a public sidewalk.

ANALYSIS

As proposed the plan is consistent with the T3 NE policy. The plan provides an additional housing option in an area that is made up of mostly single-family homes on individual lots. Due to the site's location along two busy arterial roadways, additional density than what is currently permitted under the existing RS10 zoning is appropriate. The properties directly across John Mallette Drive are commercial and are in Suburban Community Center Policy (T3 CC). The proposed plan provides a transition between the adjacent T3 CC policy area and the existing single-family neighborhood southwest of the subject site. The plan enhances pedestrian movement by providing sidewalks consistent with the Major and Collector Street Plan.

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

- Availability request received. To be processed, evaluated, and completed by Final SP stage

PUBLIC WORKS RECOMMENDATION

Approve



Metro Planning Commission Meeting of 2/14/2019

TRAFFIC AND PARKING RECOMMENDATION Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.53	4.35 D	7 U	67	9	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.34	-	15 U	110	7	9

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+8 U	+43	-2	+3

METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 district: 1 Elementary 1 Middle 1 High
Projected student generation proposed SP-R district: 8 Elementary 5 Middle 4 High**

The proposed SP-R zoning district would generate 14 more students than what is typically generated under the existing RS10 zoning district. Students would attend Cumberland Elementary, Joelton 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 approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 15 multi-family residential units.
2. Any final site plan shall meet the Major and Collector Street Plan.
3. 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.
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. Uses are limited as described in the Council ordinance.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone.



Metro Planning Commission Meeting of 2/14/2019

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.

6. 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.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 2/14/2019



2018SP-078-001

ORAL SURGICAL INSTITUE 28TH AVENUE

Map 092-10, Parcel(s) 267.01, 267.02, 264-267

08, North Nashville

21 (Ed Kindall)



Project No.	Specific Plan 2018SP-078-001
Project Name	Oral Surgical Institute 28th Avenue
Council District	21 – Kindall
School District	5 – Buggs
Requested by	Thomas and Hutton Engineering, applicant; Wehby, Charles T. & Sally J., Living Trust, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone from CS and IWD to SP-O to permit an office building.

Preliminary SP

A request to rezone from Commercial Services (CS) and Industrial Restrictive (IR) to Specific Plan-Office (SP-O) zoning for properties located at 500, 502, 504, 506 and 508 28th Avenue North and 510 27th Avenue North, approximately 145 feet southwest of 27th Avenue North, (1.55 acres), to permit an office building.

Existing Zoning

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

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

Proposed Zoning

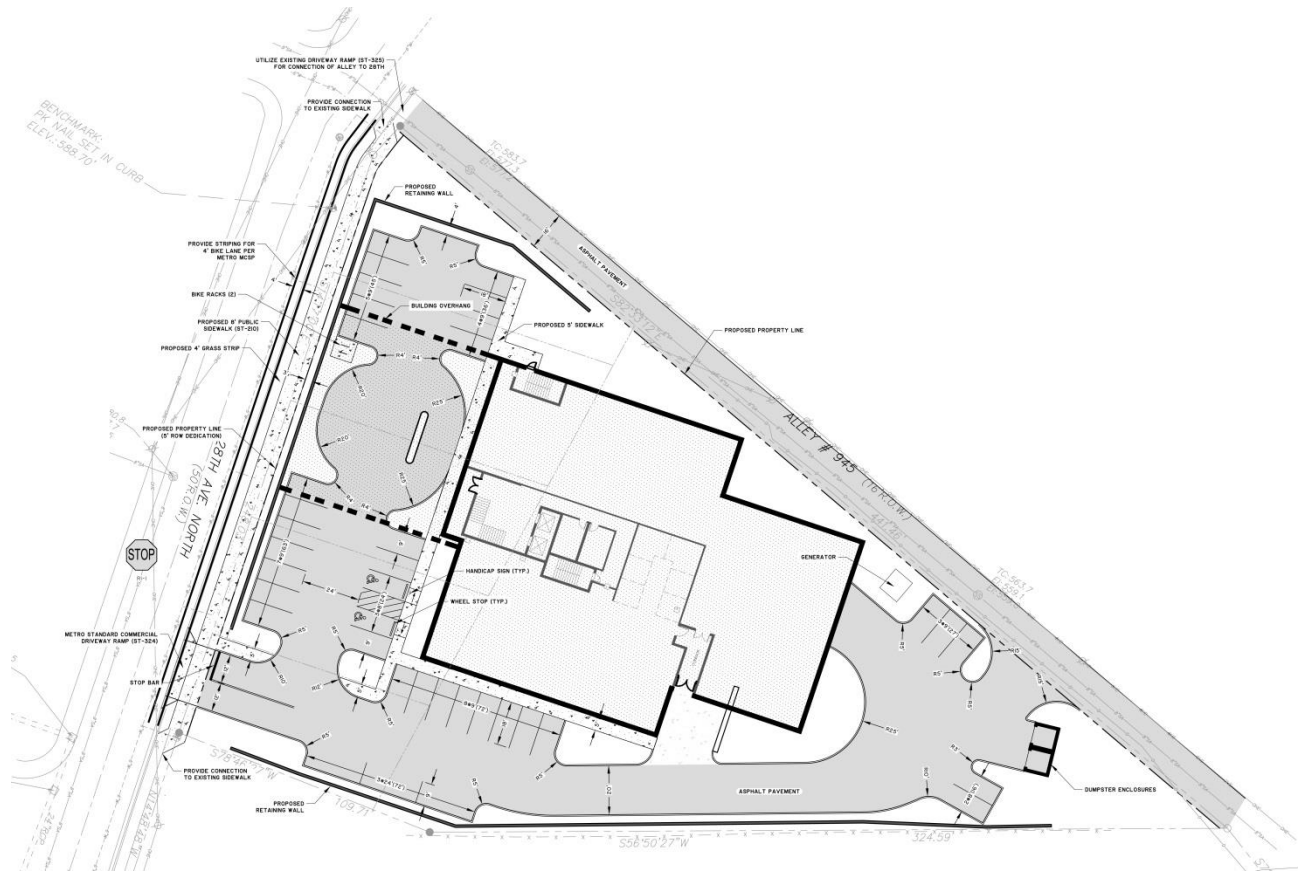
Specific Plan-Office (SP-O) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes office uses.

NORTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 2/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 2/14/2019

PLAN DETAILS

The site is located on the east side of 28th Avenue North, just north of Charlotte Avenue. The site is bounded by an alley on the northern property line and a railroad on the southern property line. The site is occupied with a single-story metal building.

Site Plan

The plan calls for an approximately 37,000 square foot office building. As proposed the building is three stories, and drops to two stories along 28th. The façade along 28th is not the actual front of the building, but is designed to appear as the front. The true front of the building which includes the main entrance is below 28th.

Access is proposed from 28th and the alley to the north. There is a covered drop-off at the front of the building. Parking includes a combination of surface and structured parking. Bicycle parking is also provided near the front entrance of the building. The plan calls for an eight foot wide sidewalk and four foot wide planting strip along 28th.

ANALYSIS

As proposed the plan is consistent with the T4 MU policy. While the primary front entrance is not actually on 28th, the front façade is designed in a manner that enhances the streetscape along 28th, consistent with the policy. The location of the primary entrance being below 28th is due to the slope of the site and the nature of the specific use. The plan provides for a sidewalk and planting strip consistent with the Major and Collector Street Plan.

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

- Availability request received. To be processed, evaluated, and completed by Final SP stage

PUBLIC WORKS RECOMMENDATION

Approve

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to Final SP submittal work with MPW and MPC on final bike lane design along 28th AVE. MPW does not install bike lanes for one block, we install.
- Prior to the issuance of a building permit by MPW submit a recorded copy of the ROW dedications.
- Comply with the approved TIS recommendations from the MPW Traffic Engineer.



Metro Planning Commission Meeting of 2/14/2019

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Site Access Driveways

- The proposed site accesses should be designed to include sufficient width for one entering lane and one exiting lane. A R1-1 ‘Stop’ sign and stop bar should be installed on the egress approach.
- As part of the construction of the project, the site accesses should be designed such that the departure sight triangles, as specified by AASHTO, will be clear of all sight obstructions, including landscaping, existing vegetation, monument signs/walls, fences, etc.
- Dedicate ROW along 28th avenue frontage of project per the MSCP.

28th Avenue North and Clifton Avenue

- It is recommended to restripe the pedestrian crosswalks at the intersection. The existing pedestrian crosswalks are faded and difficult to see.

Parking

- Metro Nashville’s current Code of Ordinances was reviewed to determine the minimum parking that would be required for the proposed development. Based on the parking demand rates, the development would require a minimum of 74 parking spaces. Approximately 127 surface parking spaces are planned to accommodate the development.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.66	0.6 F	17,249 S.F.	1095	55	118

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)	0.89	0.6 F	23,261 S.F.	83	29	31

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
Medical Office (720)	1.55		35,000 S.F.	1258	88	121

Traffic changes between maximum: CS, ID and SP-C

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-5,510 S.F.	+80	+4	-28



Metro Planning Commission Meeting of 2/14/2019

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to general office, medical office, outpatient clinic and medical or scientific lab.
2. Any final site plan shall meet all requirements of the Major and Collector Street Plan.
3. 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.
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 OG zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
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. 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.
7. Comply with all conditions and requirements of Traffic and Parking and Public Works.
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 2/14/2019



2019SP-001-001

3RD AND JEFFERSON SP

Map 082-09, Parcel 419

Map 082-13, Parcel 318, 319

08, North Nashville

19 (Freddie O'Connell)



Project No.	Specific Plan 2019SP-001-001
Project Name	3rd and Jefferson SP
Council District	09 – O’Connell
School District	1 – Gentry
Requested by	Southeast Venture, applicant; Frank B. Allen and Jefferson Street Lofts, L.P., owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Defer to the February 28, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

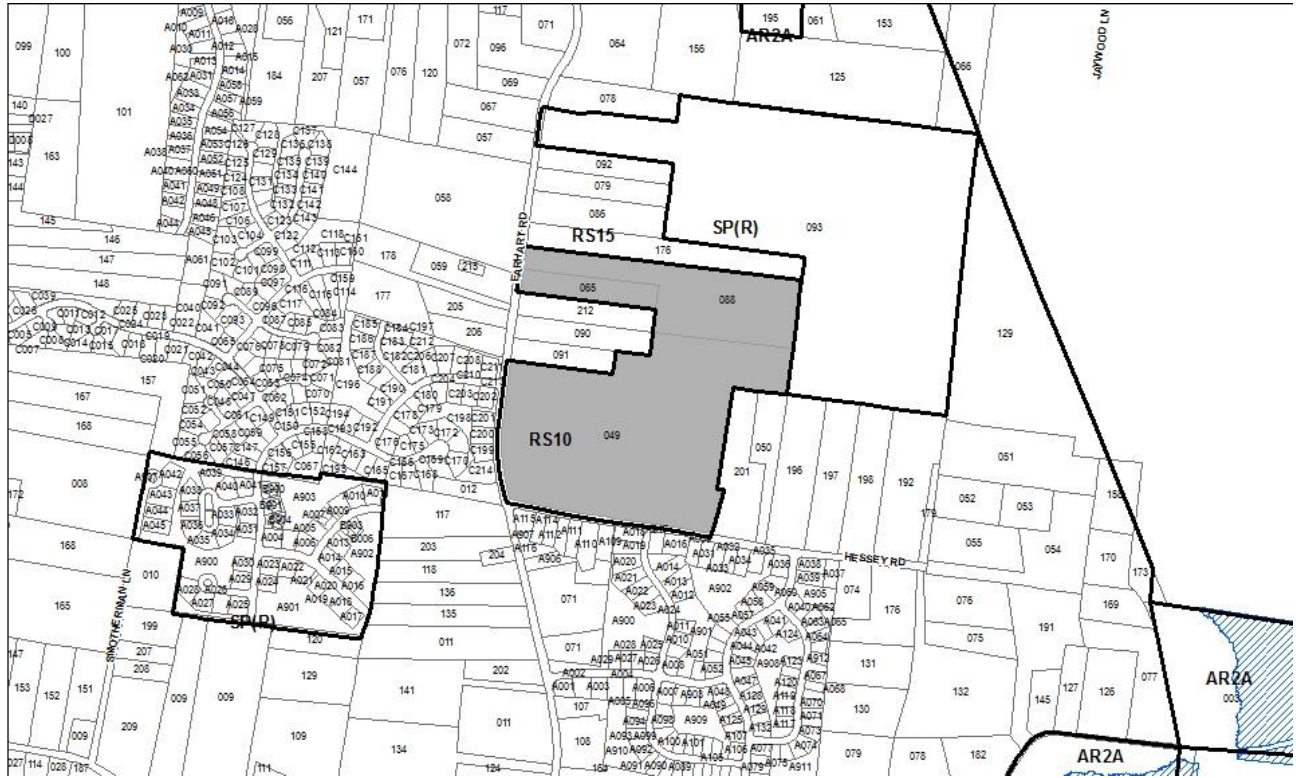
A request to rezone from Commercial Service (CS) and Industrial Warehousing/Distribution (IWD) to Specific Plan-Mixed Use (SP-MU) zoning on property located 1121 3rd Ave N, 300 and 304 Jefferson Street, at the northwest corner of the intersection of 3rd Ave N and Jefferson Street and within the Phillips-Jackson Street Redevelopment District (1.14 acres), to permit a mixed use development.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 2/14/2019



2018S-160-001

EARHART – HESSEY ROAD

Map 098, Parcel(s) 065, 088

Map 110, Parcel 049

14, Donelson – Hermitage – Old Hickory

12 (Steve Glover)



Project No.	Concept Plan 2018S-160-001
Project Name	Earhart – Hessey Road
Council District	12- Glover
School District	4 – Shepherd
Requested by	Dale and Associates, applicant; Chris Pardue and The Brandon Pardue Trust, owners.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan approval to create 189 single-family lots.

Concept Plan

A request for concept plan approval to create 189 single-family lots on properties located at 3375 Earhart Road, Earhart Road (unnumbered), and 4619 Hessey Road, at the northeast corner of the intersection of Earhart Road and Hessey Road, zoned Single-Family Residential (RS10) (51.9 acres).

Existing Zoning

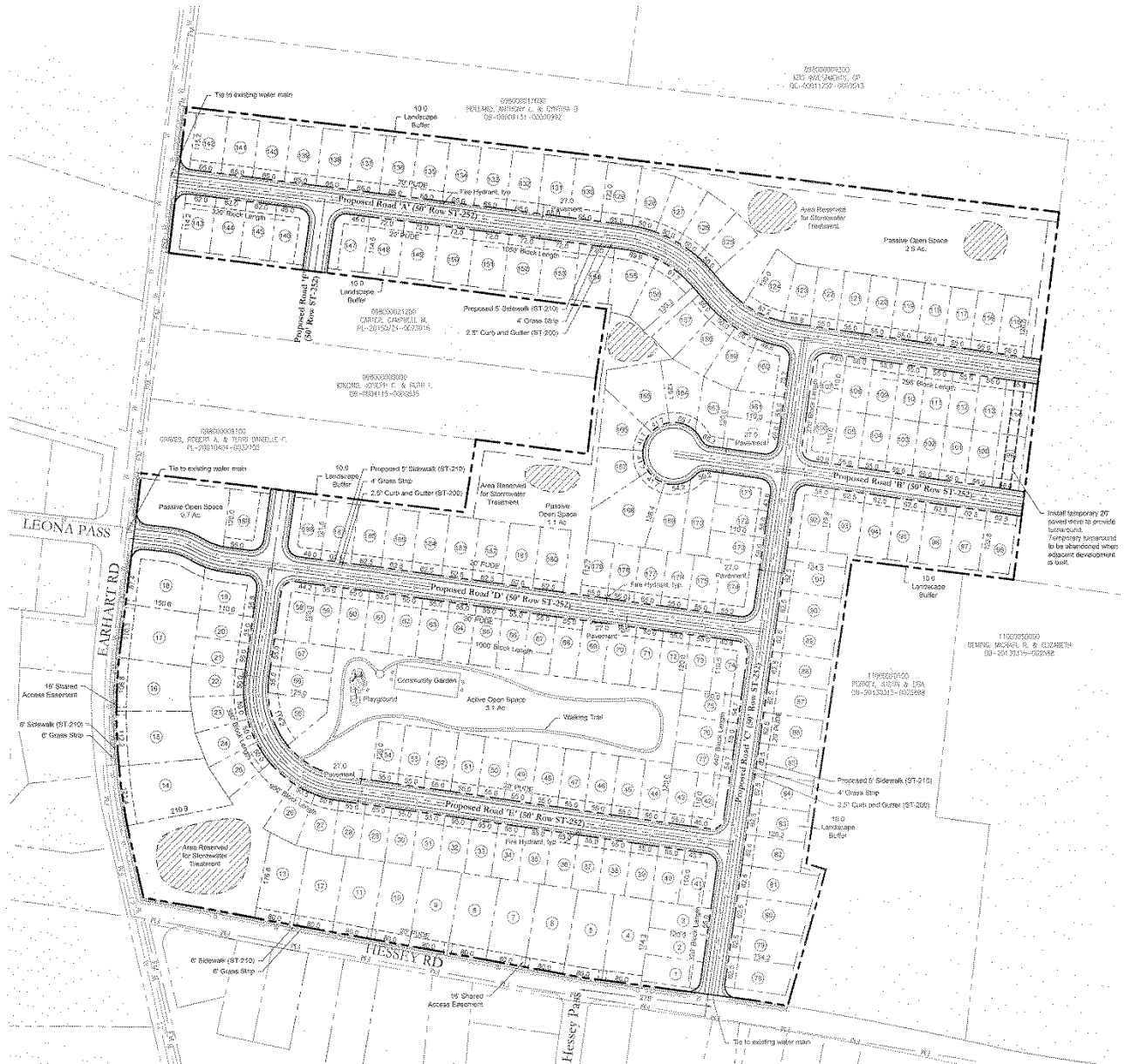
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 192 units based on the cluster lot provisions of the Metro Subdivision Regulations.*

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 2/14/2019



Proposed Concept Plan



Metro Planning Commission Meeting of 2/14/2019

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 proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. The property is approximately 51.9 acres and is located at the northeast corner of Earhart Road and Hessey Road. The site consists of three parcels. One parcel is vacant and each of the other parcels includes an existing single-family residential use. The proposed plan is surrounded by single-family residential uses to the north, south and west. Parcels along the eastern property line include single-family residential uses and vacant land zoned RS15 and Specific Plan.

Site Plan

The site plan proposes up to 189 single-family clustered lots. Lot sizes range from 6,050 square feet to 21,911 square feet. All of the 189 lots will front on to existing roads or new public roads. The plan includes four future connections. Two future connections are provided to the east, consistent with the Council approved SP along the eastern property line, and two future connections are provided to the three parcels along Earhart Road that are not included in this concept plan. Until the property to the east is improved, this plan provides for a temporary 20 foot paved drive for a turnaround between the two streets. This drive will be abandoned when the adjacent land is improved and the streets are extended. These connections are consistent with the circulation goals of the approved planning policy for this area. Proposed Road E has a slightly longer block length than what is standard in the Subdivision Regulations. The length is to secure efficient use of land and maximize useable open space for the residents of the development.

New streets will include a five foot wide sidewalk and a four foot wide grass strip, consistent with local street standards. Earhart Road and Hessey Road will be improved with a six foot wide sidewalk and a six foot wide grass strip consistent with the Major and Collector Street Plan. Lots that front onto Earhart Road and Hessey Road have shared access easements consistent with the Subdivision Regulations.

A 10 foot B-2 landscape buffer and a 20 foot C-3 landscape buffer are proposed along all property lines that abut existing lots. Three open space areas are provided in the development. One area includes amenities including a playground, walking trail and community garden, which exceeds the requirements of the Zoning Code for the cluster lot option.

This site includes small areas of sensitive environmental features identified by the conservation policy. These areas are small pockets of possible wetlands and one small area of slopes. The Stormwater Regulations will require additional study at the final site plan phase to determine if these small areas are wetlands and how to appropriately mitigate them. These small pockets are not associated with a stream.



Metro Planning Commission Meeting of 2/14/2019

ANALYSIS

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space and the preservation of natural features in Single-Family (RS) and One and Two-Family (R) zoning districts. To promote creative designs, single family lots are allowed to contain less land area than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. With this plan, the applicant is proposing to cluster the parcels to a minimum of 5,000 square foot lot sizes. However, the proposed plan only reduces lot sizes to 6,050 square feet. The cluster lot option does not allow more density than what would be allowed under RS10 zoning. The cluster lot option allows a reduction in lot sizes to work with existing topography, protect natural features, and create more useable open space.

In cluster lot subdivisions, a minimum of 15 percent of the development must be open space. Of the total 52.7 acres, 12.1 acres will remain as open space, or 23% of total area. Recreational facilities are required within a portion of the open space, and this proposal includes a walking trail, playground and community garden.

The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision. The plan provides for street connectivity by providing future stub streets to the east, consistent with the Council approved Specific Plan and to properties along Earhart Road, if those properties redevelop in the future.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- In order to facilitate safe and efficient traffic operations at this intersection, developer shall construct each of the project accesses to include one entering lane and two exiting lanes. Each of the exiting lanes should include at least 50 feet of storage.
- Developer shall construct the project access on Earhart Rd opposite Leona Pass with the first phase of the final subdivision plans
- Due to future access to adjacent lots, Developer shall construct a SB LTL with 75 ft storage and adequate transition on Earhart Rd at Road A northern project access if adequate ROW is available.
- Developer shall provide adequate sight distance at access roads. For a speed of 40 mph, the minimum stopping sight distance is 305 feet. The minimum intersection sight distance is 445 feet. Developer shall submit sight distance exhibits prior to final plan approval.



Metro Planning Commission Meeting of 2/14/2019

- Currently, Earhart Road includes approximately 20-21 feet of pavement and no shoulders. This width is less than that which Metro has identified as standard for collector roadways. Developer shall widen Earhart Rd along project frontage as necessary per MPW road staff requirements.
- Due to the location of the nearby elementary school on John Hagar Rd, prior to final plan approval, developer shall conduct additional traffic analysis for the intersection of John Hagar Rd and S New Hope Rd and determine if any traffic control modifications are warranted. If warranted developer shall construct traffic control modifications.
- If adequate pavement is available on Leona Pass 2 exiting lanes shall be installed. Project access shall align with Leona Pass laneage.
- Developer shall revise internal traffic control stop sign plan in accordance with revised street layout prior to final subdivision plan approval.

WATER SERVICES

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Provide a type C landscape buffer yard along perimeter lots that are less than 7,500 square feet.
2. Add Note "Lot 99 and Lot 114 are not buildable until proposed Road A and Road B are extended."
3. 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.
4. Add the following note to the plan/plat: 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.
5. Comply with all conditions and requirements of Metro agencies.



Metro Planning Commission Meeting of 2/14/2019



2019S-022-001

RESUBDIVISION OF LOTS 143 AND 144 OF WEST MEADE PARK INC.
SECTION 4

Map 129-06, Parcel(s) 028-029

07, West Nashville

23 (Mina Johnson)



Project No.	Final Plat 2019S-022-001
Project Name	Resubdivision of Lots 143 and 144 of West Meade Park Inc. Section 4
Council District	23- Johnson
School District	9- Frogge
Requested by	JMC Surveying, applicant; Gretchen Napier, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Final plat approval to shift a lot line.

Final Plat

A request for final plat approval to shift a lot line for properties located at 6614 Ellwood Court, approximately 630 feet northeast of Carnavon Parkway, zoned RS40 (1.94 acres).

Existing Zoning

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at an overall density of 1.08 dwelling units per acre. *RS40 would permit a maximum of two single-family lots.*

WEST NASHVILLE COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. 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 2/14/2019

PLAN DETAILS

This site is located at 6614 Ellwood Court, approximately 630 feet northeast of Carnavon Parkway. The proposal is to shift a lot line. The proposed lots have the following area and frontage:

Proposed Lots:

- Lot 143: 40,705 square feet (0.93 acres) and 215 feet of frontage along Ellwood Court
- Lot 144: 41,401 square feet (0.95 acres) and 182 feet of frontage along Ellwood Court

Analysis

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

Zoning Code

Each proposed lot meets the minimum standards of the Single-Family Residential (RS40) zoning district.

Street Frontage

Each proposed lot has frontage on a public street.

Community Character

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

In this instance, the lots created must have the following frontages:

Lot 143 Frontage		Lot 144 Frontage	
Proposed Frontage	215 ft.	Proposed Frontage	182 ft.
Minimum Frontage	190 ft.	Minimum Frontage	138 ft.
70% Average	142 ft.	70% Average	96 ft.

Both proposed lots meet the frontage requirement of the compatibility criteria.

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

In this instance, the lots created must have the following areas:

Lot 143 Area		Lot 144 Area	
Proposed Size	40,705 sq.ft.	Proposed Size	41,401 sq.ft.
Minimum Size	39,639 sq.ft.	Minimum Size	41,401 sq.ft.
70% Average	29,119 sq.ft.	70% Average	60,374 sq.ft.



Metro Planning Commission Meeting of 2/14/2019

Lot 143 meets the area requirement. Lot 144 does not meet the area requirement; however, the proposed lot area does meet the minimum area requirement of the One and Two-Family (RS40) zoning district.

Lot orientation: Orientation of proposed lots shall be consistent with the surrounding parcels. Each lot is oriented to Ellwood Court, consistent with the lot pattern in the area.

Agency Review

All reviewing agencies have recommended approval.

HARMONY OF DEVELOPMENT

Lot 144 does not meet the compatibility criteria of the Subdivision Regulations pertaining to lot size when compared to surrounding parcels as defined in the Metro Subdivision Regulations. Section 3-5.2 of the Subdivision Regulations defines surrounding parcels as the five parcels oriented to the same block face on either side of the parcel proposed for subdivision or to the end of the same block face, whichever is less. The Metro Planning Commission may consider whether this proposal can provide for the harmonious development of the community by comparing this proposal with the development pattern of the area per Section 3-5.2.f of the Subdivision Regulations.

One lot, immediately north of Lot 144 within the cul-de-sac, was used as part of the compatibility analysis per the Subdivision Regulations. Lot 144 did not meet the minimum lot size requirement due to this lot being significantly larger than other lots along this portion of Ellwood. The development pattern along Ellwood transitions to significantly larger lots at the north portion of the street where the cul-de-sac is located. Smaller lots are located south of the cul-de-sac. Lot 144, when compared to the development pattern south of the cul-de-sac along Ellwood, is similar in lot area. This proposal does not include a significant change to the existing lot size. Existing entitlements will not increase with this proposal. Lot 144 will remain a single-family residential lot as originally platted. This plat adjusts the existing lot line and will permit the existing single-family residential structure to have a side yard setback consistent with the established development pattern along Ellwood south of the cul-de-sac.

The plat includes notes addressing building height, raised foundation, and location of parking in order to ensure development on these lots remains consistent with the character of the neighborhood. Staff finds that this proposal would provide for harmonious development within the immediate area along Ellwood Court.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve



Metro Planning Commission Meeting of 2/14/2019

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

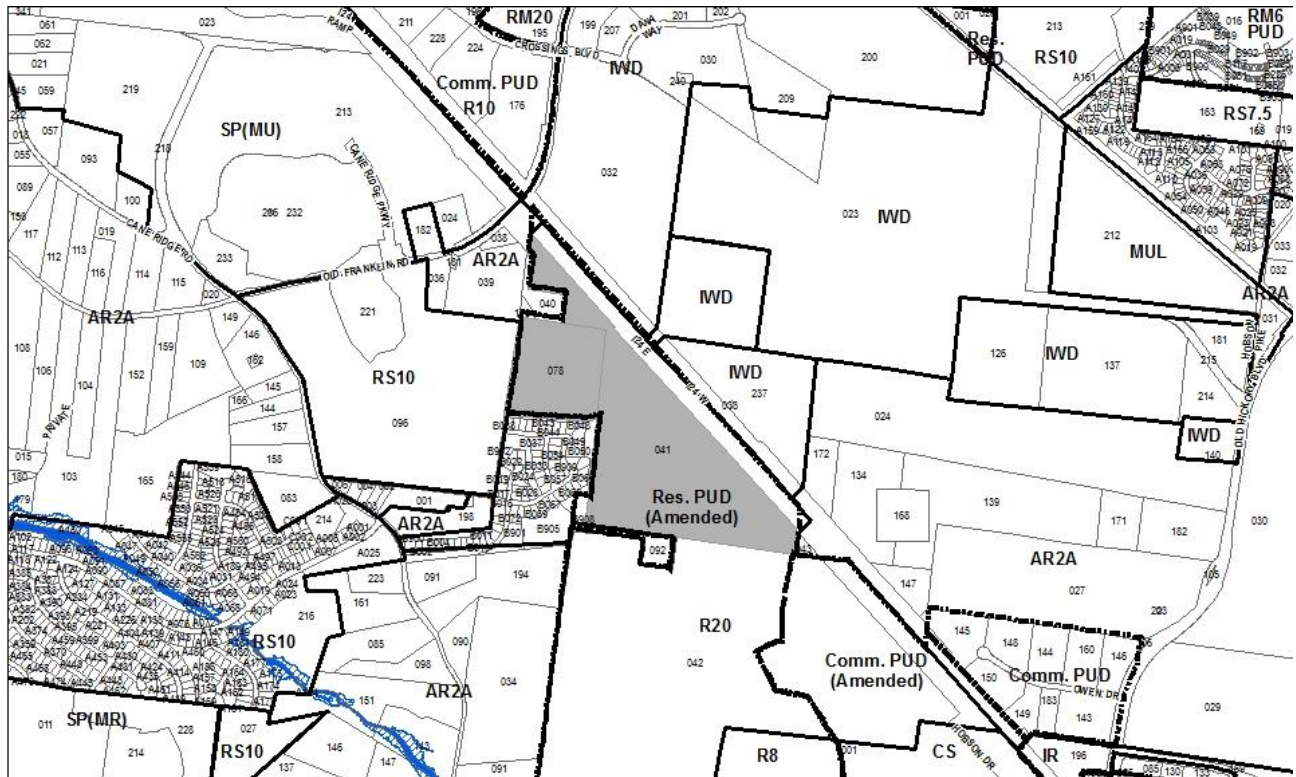
Approve

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 2/14/2019



188-84P-001
CENTURY SOUTH PUD (REVISION)
Map 174, Parcel(s) 041, 078
12, Southeast
33 (Antoinette Lee)



Project No. **Planned Unit Development 188-84P-001**
Project Name **Century South (Revision)**
Council District 33 – Lee
School District 06 – Bush
Requested by Dale and Associates, applicant, Freeman Florida Venture, LTD., owner.

Staff Reviewer Birkeland
Staff Recommendation *Defer to the February 28, 2019, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions.*

APPLICANT REQUEST

Revise the preliminary plan for a Planned Unit Development.

Revise Preliminary PUD

A request to revise the preliminary plan for a portion of the Century South Residential Planned Unit Development Overlay District for properties located at Cane Ridge Road and Old Franklin Road (unnumbered), approximately 350 feet southeast of Old Franklin Road (75.7 acres), zoned One and Two-Family Residential (R20), to permit up to 550 multi-family residential units.

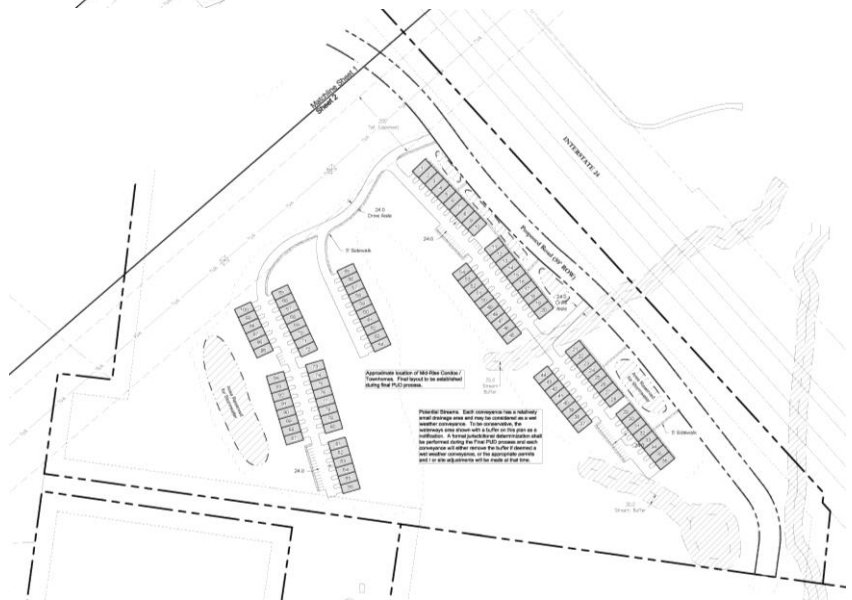
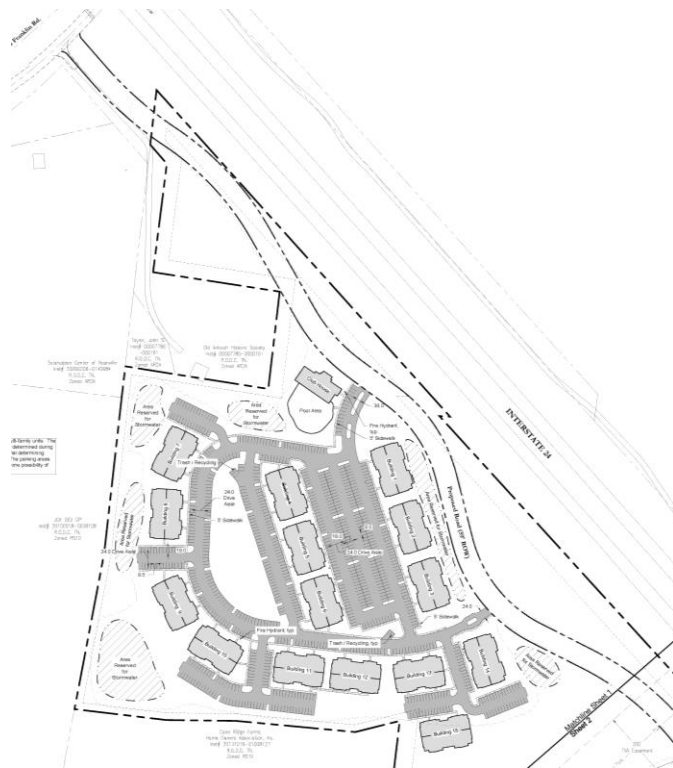
Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 85 lots with 21 duplex lots for a total of 106 units.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of 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.



Metro Planning Commission Meeting of 2/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 2/14/2019

REQUEST DETAILS

This is a request to revise the preliminary PUD plan for the Century South PUD. Metro Council originally approved the PUD in 1984. The PUD was amended in 2003 to permit 95,000 square feet of car dealership along with 871,000 of retail, restaurant, motel and convenience uses and a maximum of 1,974 residential units.

This PUD covers various properties along the western and eastern side of I-24. The request pertains to the portion of parcels 041 and 078 within the PUD. The applicant is requesting to revise the layout to permit 550 multi-family residential units. The 550 multi-family units are a portion of the previously approved 1,974 multi-family residential units.

PLAN DETAILS

The proposed plan splits the 550 multi-family residential units into two sections. One section will contain 450 multi-family residential units. The second section will contain 100 multi-family units. The plan proposes to build a new road with access from Old Franklin Road to the north, which is consistent with the previously approved PUD. Each section of multi-family residential units will have two access points to the new road. Parking locations are shown on the plan. All proposed parking shall meet the requirements of the Zoning Code at the final site plan. A sidewalk and planting strip will be provided along the newly constructed road per Public Works standards with the final site plan application. No sidewalk width or grass strip width has been determined. No sidewalk width or grass strip width have been determined at this time.

ANALYSIS

Section 17.40.120.F permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with and meets all of the criteria of Section 17.40.120. These standards are provided below for review.

F. Changes to a Planned Unit Development District.

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



Metro Planning Commission Meeting of 2/14/2019

- e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
- e.[f.] Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.

This request can be considered a minor modification because there is no proposed change in land use or development type beyond that permitted by approved Planned Unit Development Overlay district. The revised layout is consistent with the Council approved PUD, therefore staff recommends approval.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase.
- 2 means of egress are provided. 01-18-19

STORMWATER RECOMMENDATION

Returned for corrections

- Closed contours was shown at the very north section of the site.
- Adequate areas for detention and water quality was not observed (for the north east section of the site beyond the high point at Building 5, then all areas shown within C4.1).
- Provide undisturbed stream buffers (GIS indicates a stream between units 20 and 21 then a 25' stream buffer was shown near lot 36 (30' stream buffer minimum)).

WATER SERVICES

Approve with conditions

- No objection as a Revision to the Preliminary only. This project lies within the SE Quadrant and is currently experiencing water capacity limits. Prior to final approvals, capacity must be available and reserved for water and sanitary sewer. Public water, sanitary sewer, and site utility construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. Any required fees including capacity fees must also be paid prior to Final Site Plan/SP approval. If the project moves forward prior to resolution of the water capacity issue, a Metro approved hold harmless must be executed by the Developer that will be included on all final documents.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to final approval, provide written approval from TDOT for proposed access road within State ROW.
- New public road is to be constructed in compliance with the approved TIS and contain a 3 lane cross section, curb and gutter (both sides) grass strip and sidewalk. Include a turn around at the terminus of the new public street.
- Add note to the plans that the roads are to comply with MPW Subdivision Street Design Standards and Specifications manual.



Metro Planning Commission Meeting of 2/14/2019

- With final plan submittal, provide sight distance analysis for the new access point on Old Franklin Road per AASHTO standards.
- Comply with the conditions of approval of the MPW Traffic Engineer.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with TIS dated Jan 2019 findings, with phase 1 development of PUD (188-84p-001) consisting of approximately 550 apartments, developer shall construct the following roadway improvements:

Intersection of Old Franklin Road and the New Public Road

- Provide a westbound left turn lane on Old Franklin Road at the New Public Road with a storage length of 75 feet plus taper. Developer shall demonstrate that LTL can be constructed prior to Final PUD plan approval.
- Provide separate left and right turn lanes for the northbound approach of the New Public Road to Old Franklin Road. Developer shall construct a minimum of 150ft of storage for each exiting lane.
- Ensure adequate intersection sight distance will be available for motorists turning from the New Public Road onto Old Franklin Road with appropriate placement of any monumental signage, landscaping, etc. Prior to final PUD approval, a sight distance exhibit using the posted speed limit shall be submitted and approved prior to PUD plan approval.
- Developer shall dedicate ROW along access of Old Franklin Rd for a future right turn lane at pud access with a minimum of 100 ft of storage.
- Developer of phase 1 PUD shall submit additional traffic analysis to determine appropriate intersection traffic control on Old franklin Rd at new public road.

Old Franklin Road

- Any speed limit reduction on Old Franklin Rd shall be directed to MPW operations and approved by T&P commission.

New Public Road

- At this time, the cross-section of the New Public Road should include a 3 lane x-section or at a minimum a 2 lane road with adequate turn lane storage at access drives to apartments to accommodate the traffic generated by the proposed PUD development. Adequate ROW shall be dedicated to allow transition to 5 lane cross section for the commercial area of PUD.
- Additional traffic analysis shall be submitted to determine LTL storage at apartment drives.
- At a minimum, Sidewalk should be constructed on the west side of the New Public Road, extending the full length to Old Franklin Road.
- The New Public Road should dedicate adequate right-of-way to allow for future widening to a three-lane cross-section and transition, in order to accommodate additional traffic when property to the south is developed and the New Public Road is extended as a 5 lane section to Old Hickory Boulevard.
- The southern terminus of the New Public Road should include a temporary turnaround and shall be built so that the adjacent property can tie in and complete the roadway construction.



Metro Planning Commission Meeting of 2/14/2019

- The New Public Road will require an access easement for the TDOT right-of-way in order to intersect with Old Franklin Road. TDOT shall review final road plans for phase 1 development and approve access easement and WB left turn lane on Old Franklin RD at access road prior to final PUD approval.
- Developer shall attain TDOT access and striping approval of overpass prior to final PUD plan approval and submit verification of TDOT approval to MPW. If TDOT does not allow striping modification to Old Franklin overpass, proposed Access road location will not be approved.

Apartment Project Site's Driveways

- All driveways for the project site along the New Public Road should include minimum throat storage lengths of 50 feet and should be a minimum of 24 feet wide to ensure minimal vehicular conflicts at site accesses.

Southern Section of PUD development

- Developer of the commercial southern section of PUD shall construct new 5 lane access road between Old Hickory Blvd and access road constructed by Apartment developer.

At a minimum, developer of south portion of commercial PUD shall comply with conditions in BL2003-1488 as described in Section 3 below. Additional traffic analysis may be required at development.

Section 3. Be it further enacted, that the following conditions be completed or bonded prior to the recording of a final plat.

1. Signalization of the site access intersection on Old Hickory Boulevard.
2. Widening of Old Hickory Boulevard, south of Interstate 24
3. Provision of dual left-turn lanes from Old Hickory Boulevard onto westbound Interstate 24.
4. Extension of the site access roadway to Old Franklin Road.
5. Provision of dual left-turn lanes from Firestone Parkway onto southbound Old Hickory Boulevard.
6. Installation of an all-way STOP on Old Franklin Road at the site access intersection. Developer of PUD shall submit traffic analysis to determine appropriate intersection traffic control.
7. Provision of dual left-turn lanes from the Interstate 24 off-ramp onto southbound Old Hickory Boulevard

STAFF RECOMMENDATION

Staff recommends deferral to the February 28, 2019, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Parking requirements shall meet the Metro Zoning Code requirements at final site plan.
2. Comply with Council Bill BL2003-1488.
3. Provide written approval from the Tennessee Department Of Transportation (TDOT) for proposed access road within State right-of-way.
4. Elevations are required with final site plan.

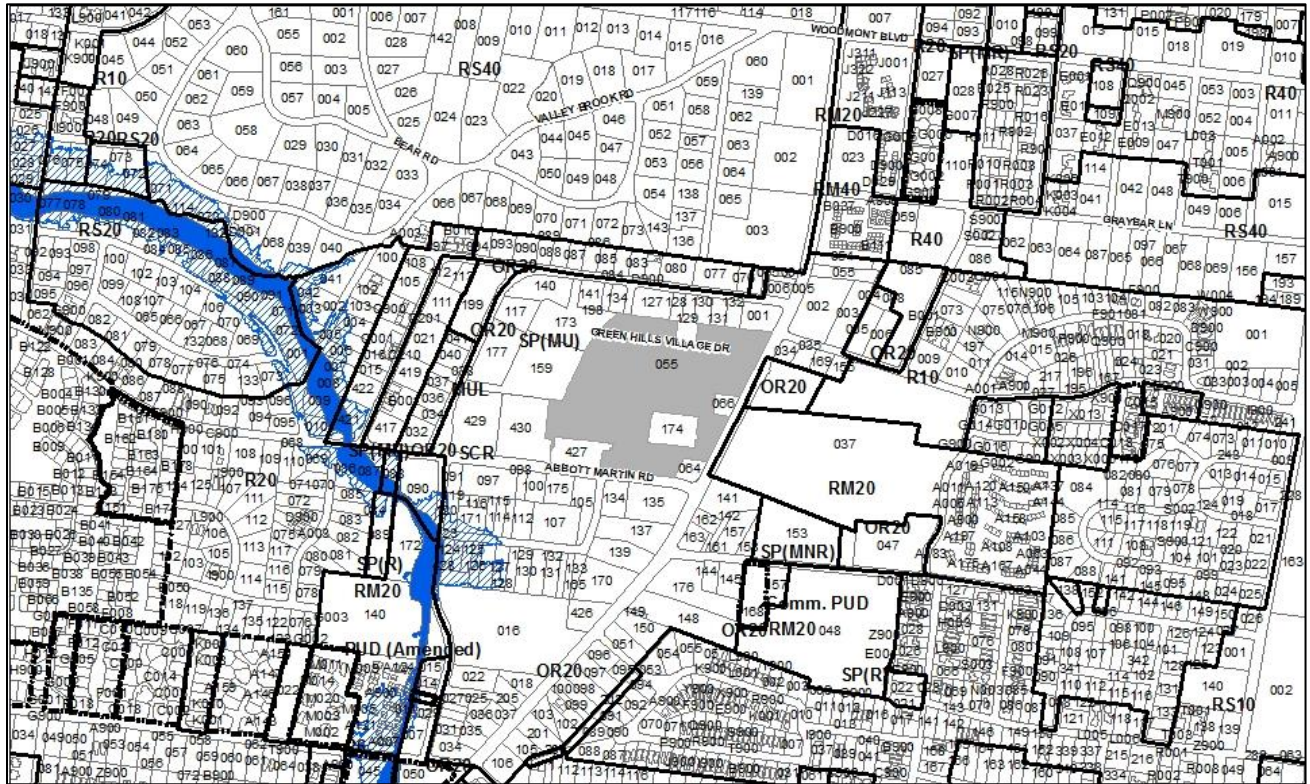


Metro Planning Commission Meeting of 2/14/2019

5. Comply with all conditions of Public Works and Traffic and Parking.
6. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
7. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
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.
9. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.



Metro Planning Commission Meeting of 2/14/2019



2002UD-001-011
GREEN HILLS MALL
Map 117-14, Parcel(s) 055
10, Green Hills - Midtown
25 (Russ Pulley)



Project No. UDO Sign Modification 2002UD-001-011
Project Name Green Hills Mall
Council District 25 – Pulley
School District 8 – Pierce

Requested by Barge Design Solutions, applicant; Green Hills Mall TRG LLC, owner.

Staff Reviewer Hammer
Staff Recommendation *Approve.*

APPLICANT REQUEST

Modification to the UDO sign standards to allow two projecting signs of 28 square feet each along Abbott Martin Road, to be located on the south façade of the parking structure.

Modification

A request for a modification to the Green Hills Urban Design Overlay (UDO) sign standards to allow a projecting sign of 28 square feet for the south elevation of the parking structure, on the Abbot Martin Road Frontage of the Green Hills Mall, where 20 square feet is the maximum permitted individual area for a projecting sign on the second story or higher; for property located at 2126 Abbott Martin Road, zoned Shopping Center Regional (SCR) (5.78 acres).

Existing Zoning

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

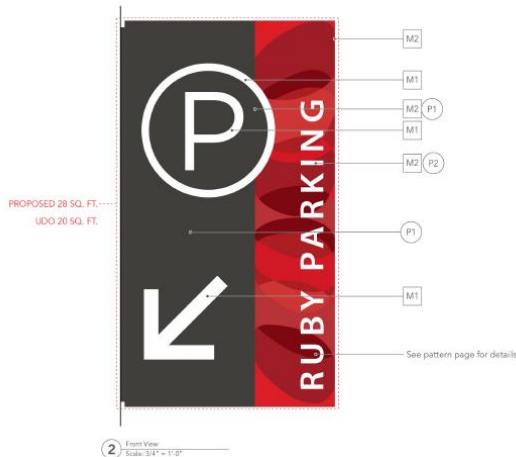
Green Hills Urban Design Overlay (UDO) provides voluntary urban design standards for mixed use development within the Green Hills commercial area, with signage standards that are mandatory for all development within the UDO boundary.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

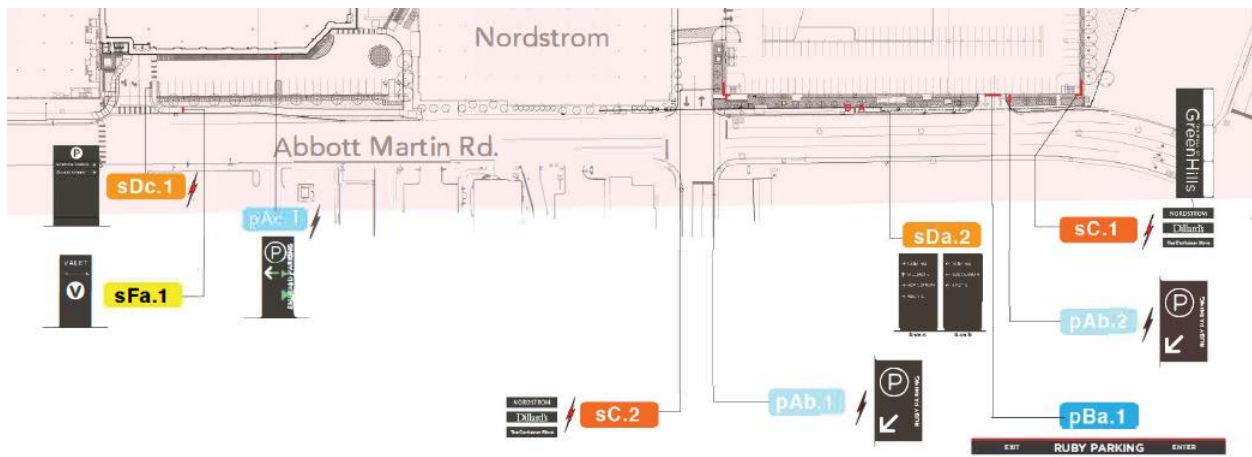
T5 Regional Center (T5 RG) is intended to enhance regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities, as well as the County and the surrounding region, with supporting land uses that create opportunities to live, work, and play. T5 Regional Centers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



Metro Planning Commission Meeting of 2/14/2019



Proposed Projecting Sign Dimension



Proposed Signage on Abbot Martin Road Facade

MODIFICATION REQUEST DETAILS

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

1) Maximum Display Surface Area of Individual Signs

Building Sign-Projecting 2nd story and above: 20 square feet.

Two projecting signs are proposed, each with an area of 28 square feet. The proposed location is on the south façade of the parking structure with Abbott Martin Road frontage.

ANALYSIS

The Green Hills Mall is updating signage facing Abbott Martin Road, within the Green Hills Urban Design overlay. Although the mall is updating signage for the entire mall, only the Abbott Martin Road façade of the Green Hills Mall is within the overlay. The Metropolitan Planning Commission previously granted modifications to allow a wall sign that exceeded the maximum size allowed by the UDO. Staff supported that request, as it resulted in a net reduction in signage, meeting the intent of the UDO to reduce visual clutter.



Metro Planning Commission Meeting of 2/14/2019

As part of the sign package, the applicant is proposing two new projecting signs of 28 square feet each on the second floor of the parking structure façade. Within the UDO, projecting signs attached to the 1st story of a building are limited to 10 square feet, whereas projecting signs attached to the 2nd story or above are limited to 20 square feet. The sign materials and placement comply with the UDO, but both signs exceed the maximum display area allowed within the overlay.

The intent of the Green Hills signage standards is to minimize visual clutter by limiting the amount and size of signage. The total signage proposed for this façade is well within the UDO's maximum aggregate sign area standard and is mostly wayfinding in nature. Often, wayfinding signage is classified as "exempt" signage, meaning that it is exempt from the standards typically applied to on-premises signs. However, due to the size and location of the signage, these signs do not qualify for that exemption.

Additionally, this property is unique in that some portions of the mall are within the overlay, while some are not. The modification would allow these two signs to match those proposed in the mall property outside of the UDO, maintaining consistency for the entire property. For these reasons, staff recommends approval of the request.

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

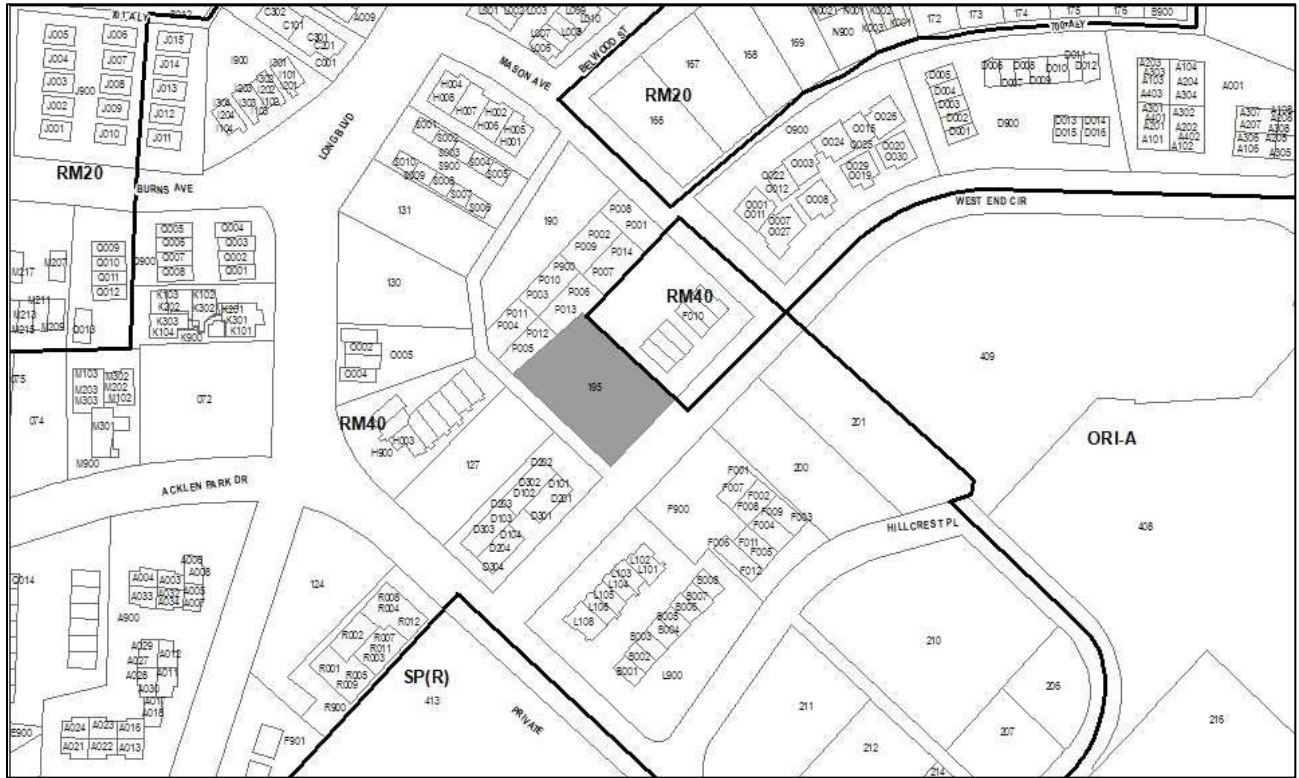
- Final construction plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- If any signs are to be installed within the ROW then they require a Mandatory Referral for Encroachment.
- Signs are not permitted within the sight triangles as described in the Zoning Code.

STAFF RECOMMENDATION

Staff recommends approval. The modification request is consistent with the Green Hills UDO's vision for moderated and tasteful signage and allows for a consistent overall signage plan with coherent wayfinding messaging.



Metro Planning Commission Meeting of 2/14/2019



2005UD-006-040
3206 WEST END CIRCLE
Map 104-02, Parcel(s) 195
10, Green Hills – Midtown
21 (Ed Kindall)



Project No.	UDO Modification 2005UD-006-040
Project Name	3206 West End Circle
Council District	21 – Kindall
School District	8 – Pierce
Requested by	rootARCH, PLLC, applicant; Ross Schilling, owner.
Staff Reviewer	Hammer
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Modifications to the front yard build-to and townhouse court standards of the 31st Avenue & Long Boulevard Urban Design Overlay.

UDO Modification

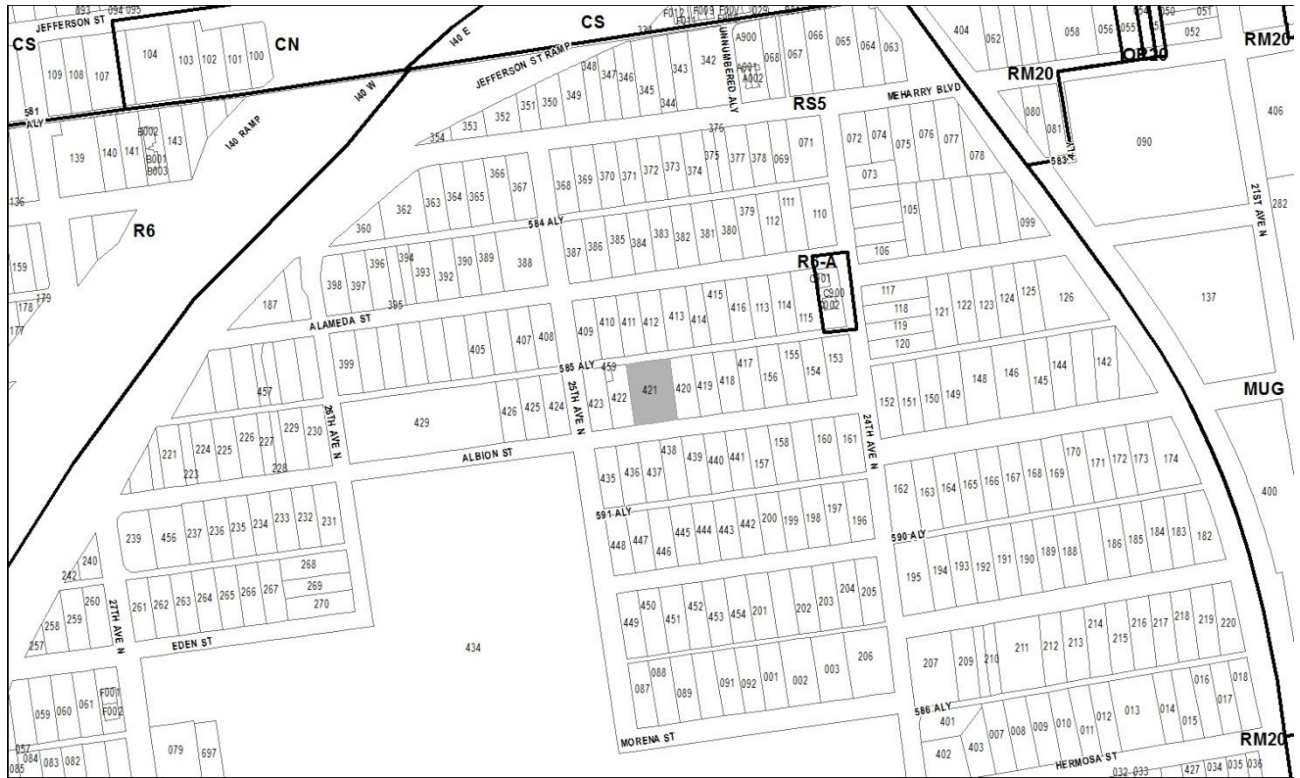
A request for modification to the standards of the 31st Avenue & Long Boulevard Urban Design Overlay on property located at 3206 West End Circle, zoned Multi-Family Residential (RM40) (0.33 acres) to permit the reduction of the front yard build-to and allow a townhouse court configuration that exceeds the maximum height allowed.

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 2/14/2019



2019Z-014PR-001

Map 092-02, Parcel(s) 421

08, North Nashville

21 (Ed Kindall)



Project No.	Zone Change 2019Z-014PR-001
Council District	21- Kindall
School District	5- Buggs
Requested by	Land Development Solutions, applicant; Mustard Seed Living, owner.
Staff Reviewer	Birkeland
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 2416 Albion Street, approximately 100 feet east of 25th Avenue North (0.30 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 unit 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 one duplex lot for a total of two residential units based on current configuration, or a maximum of two duplex lots for a total of four residential units if a subdivision is proposed. Application of the Subdivision regulations may result in fewer units at this site. Determinations regarding duplex eligibility are made by the Codes Department.*

NORTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 2/14/2019

ANALYSIS

The site consists of one parcel totaling 0.30 acres located at 2461 Albion Street, 100 feet east of 25th Avenue North. Existing conditions include a single-family house on the 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 the nearest bus stop located approximately 1,069 feet west of the site. Surrounding land uses consist primarily of single-family residential with some two-family residential and vacant land.

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 at the lower end of the range of zonings supported by T4 NE policy and is consistent with the 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)	0.3	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)	0.3	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 Planning Commission Meeting of 2/14/2019

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is not expected to generate 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 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 2/14/2019



2019Z-022PR-001
Map 092-06, Parcel(s) 590-591
08, North Nashville
21 (Ed Kindall)



Project No.	Zone Change 2019Z-022PR-001
Council District	21 - Kindall
School District	5 - Buggs
Requested by	Catalyst Design Group, applicant; Cottage Partners, LLC, and E3 Construction Services, LLC, owners.
Staff Reviewer	Rickoff
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 properties located at 729 and 731 26th Avenue North, at the southwest corner of 26th Avenue North and Booker Street (0.31 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 single-family residential units, based on the current configuration. However, application of the Subdivision Regulations may result in fewer units at this site.*

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 duplex lots for a total of four residential units, based on the current configuration, as determined by the Codes Department. However, application of the Subdivision Regulations may result in fewer units at this site.*

NORTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 2/14/2019

ANALYSIS

The 0.31-acre site is vacant and contains two parcels at the southwest corner of 26th Avenue North and Booker Street. An existing alley runs parallel with the western property line, extending from Booker Street to Clifton Avenue (south), which is identified as a collector-avenue by the Major and Collector Street Plan. The alley provides rear access to properties along 26th Avenue North (east) and 27th Avenue North (west). The neighborhood is made up of predominantly one and two family residential uses, but also includes a moderate concentration of vacant properties.

The proposed zone change is consistent with the site’s Urban Neighborhood Evolving policy, as the requested R6-A zoning would add diversity in housing stock for the immediate neighborhood, while also requiring enhanced design and building placement standards. Bus service runs along Herman Street (north) and 28th Avenue North (west) and includes multiple MTA bus stops located less than 1,000 feet from the site, offering transportation service options beyond single occupancy vehicle trips. The requested rezoning will allow development on the lower range of the T4 NE policy. The R6-A zoning district includes enhanced standards for the location of access, driveways, and parking to ensure that development addresses the pedestrian realm, and the surrounding street network allows for improved pedestrian, bicycle and vehicular connectivity.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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* (220)	0.31	7.26 D	4 U	54	8	5

*Based on two-family residential

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 Planning Commission Meeting of 2/14/2019

METRO SCHOOL BOARD REPORT

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

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

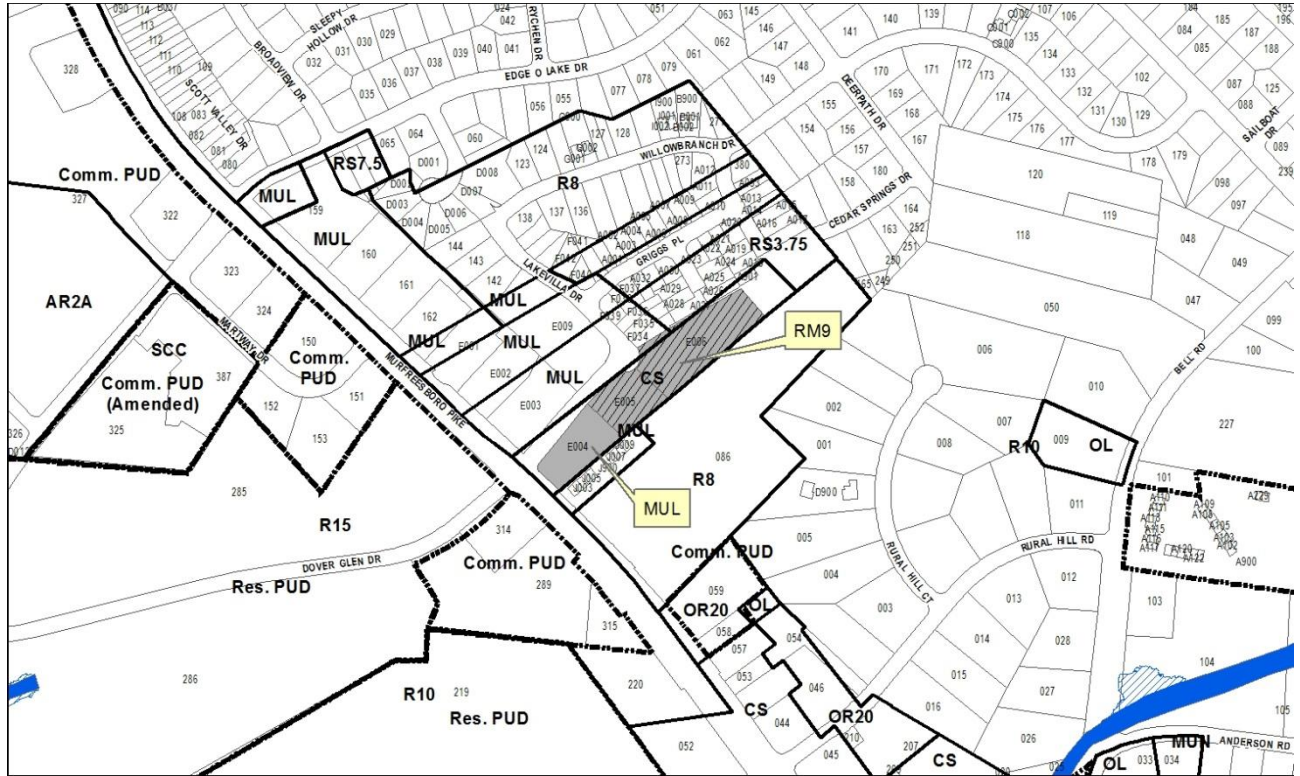
The proposed zoning is expected to generate no additional students beyond the existing zoning. Students would attend Park Avenue Enhanced Elementary School, McKissack Middle School, and Pearl Cohn High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy in this location.



Metro Planning Commission Meeting of 2/14/2019



2019Z-023PR-001

Map 149-03-0-E, Parcel(s) 004-006

13, Antioch – Priest Lake

29 (Mendes)



Project No.	Zone Change 2019Z-023PR-001
Council District	29- Mendes
School District	6- Bush
Requested by	Dewey Engineering, applicant; Scotland Springs, LLC, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CS to MUL and RM9.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use Limited (MUL) and Multi-Family Residential (RM9) zoning for properties located at 2540 Murfreesboro Pike and Lakevilla Drive (unnumbered), located at the northeast corner of Murfreesboro Pike and Lakevilla Drive (3.06 acres).

Existing Zoning

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

Proposed Zoning

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

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. *RM9 would permit a maximum of 20 units based on 2.25 acres.*

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 2/14/2019

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

ANALYSIS

The site consists of three parcels totaling 3.06 acres located at 2540 Murfreesboro Pike and Lakevilla Drive (unnumbered). All three parcels are vacant. One parcel has frontage along Murfreesboro Pike and is a total of 0.81 acres. The request is to change zoning from CS to MUL zoning for the parcel along Murfreesboro Pike. The other two parcels are located behind the parcel with frontage along Murfreesboro Pike and total 2.25 acres. The request is to change zoning from CS to RM9 zoning on these parcels.

The site is located along Murfreesboro Pike which is classified as an arterial-boulevard on the Major and Collector Street Plan. There is an existing public transit route with the nearest bus stop located at the southwest corner of the site. Surrounding land uses consist primarily of commercial, multi-family residential and single-family residential uses. Surrounding zonings range from RS7.5 and R8 to MUL zoning. The existing single-family residential use along the western property line does not provide an opportunity for additional public street connections to this site.

The T3 Suburban Mixed Use Corridor policy is applied on the 0.81 acre parcel along Murfreesboro Pike. MUL zoning is supported by the T3 CM policy in this location and will allow a mixture of uses that will support the corridor. The T3 Neighborhood Maintenance policy is applied on the two parcels behind the parcel located on Murfreesboro Pike. The RM9 zoning district is consistent with the policy in this location as it provides a transition from an intense multi-family residential use along the eastern property line and the single-family residential uses along the western property line. The MUL and RM9 zoning are appropriate at this location given the existing context and policies.

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: 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)	3.06	0.6 F	79,976 S.F.	5165	192	461



Metro Planning Commission Meeting of 2/14/2019

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

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)	2.25	0.6 F	20 U	111	11	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.41	1.0 F	18 U	96	10	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.2	1.0 F	8,712 S.F.	100	35	12

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.2	1.0 F	8,712 S.F.	553	28	60

between maximum: **CS, RM9 and MUL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-4305	-108	-361

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUL district: 3 Elementary 2 Middle 2 High

Projected student generation proposed RM9 district: 3 Elementary 2 Middle 2 High

The proposed MUL and RM9 zoning will generate 14 more students than the existing CS zoning district. Students would attend Lakeview Elementary School, Apollo Middle School, and Antioch 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 T3 Suburban Mixed Use Corridor policy and T3 Suburban Neighborhood Maintenance policy of the Antioch- Priest Lake Community Plan.