

# Metropolitan Planning Commission



## Staff Reports

**February 28, 2019**



## Metro Planning Commission Meeting of 2/28/2019

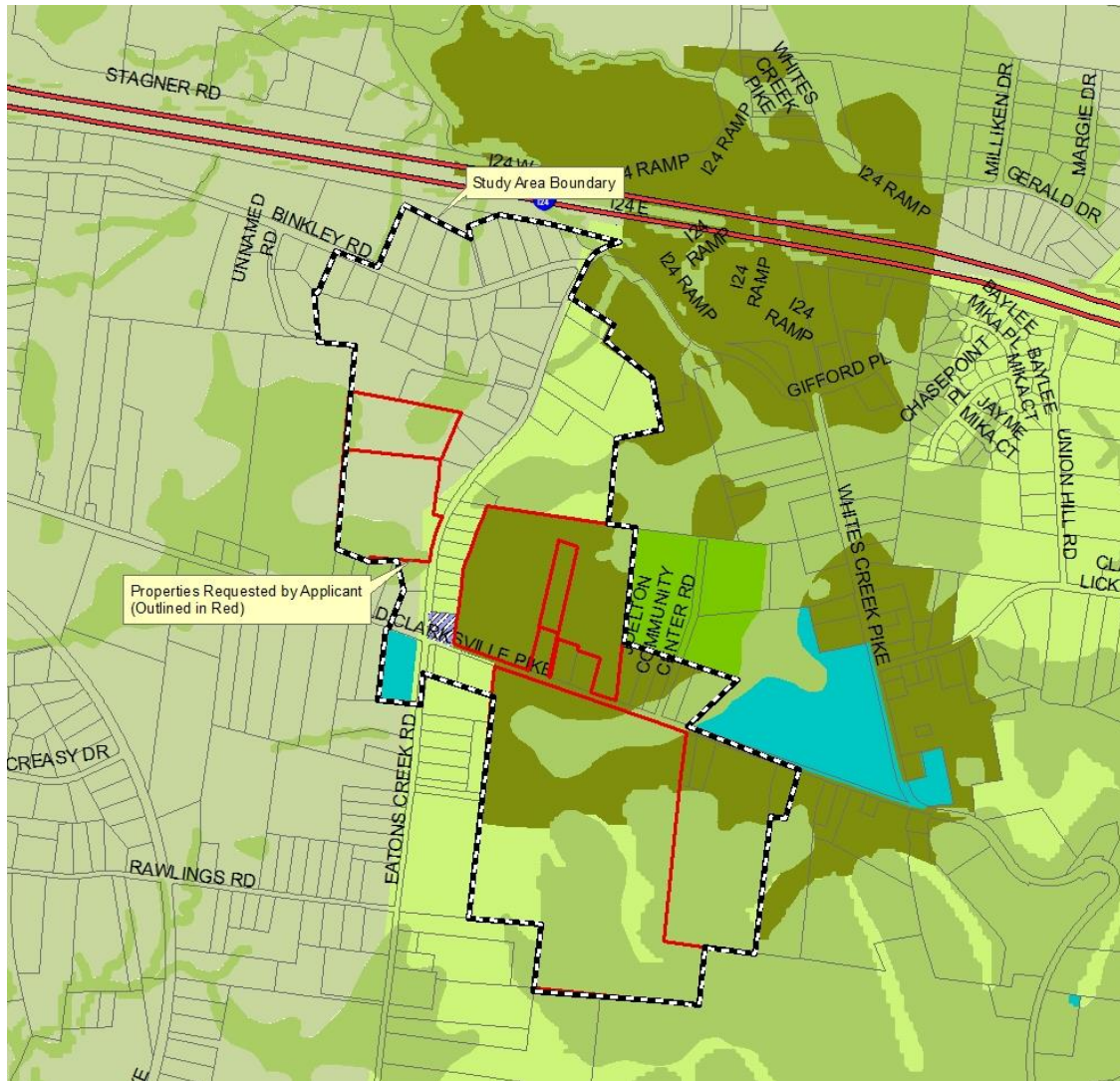
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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## Metro Planning Commission Meeting of 2/28/2019



### **2018CP-001-001**

#### **JOELTON COMMUNITY PLAN AMENDMENT**

Map 014, Parcel(s) 114, 123, 130

Map 014-16, Parcel(s) 004-006

Map 015, Parcel(s) 007.01-009, 151, 175, 189

Map 015-13, Parcel(s) 001-003

Map 021, Parcel(s) 016-023, 036, 187, 188, 227, 228, 301, 393-396

Map 021-04, Parcel(s) 001-003, 007-010

Map 022, Parcel(s) 003-004, 006-009, 020-024, 061, 063, 064, 066, 067, 123, 136, 160, 171, 243-244

Map 022-01, Parcel(s) 001-0080

1, Joelton

01 (Jonathan Hall)





<b>Project No.</b>	<b>Major Plan Amendment 2018CP-001-001</b>
<b>Project Name</b>	<b>Joelton Community Plan Amendment</b>
<b>Council District</b>	01 – Hall
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Joe Smith, Annette Winters, and Wayne Winters, applicant; various owners.
<b>Staff Reviewer</b>	Sanders
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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**APPLICANT REQUEST**

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

Major Plan Amendment

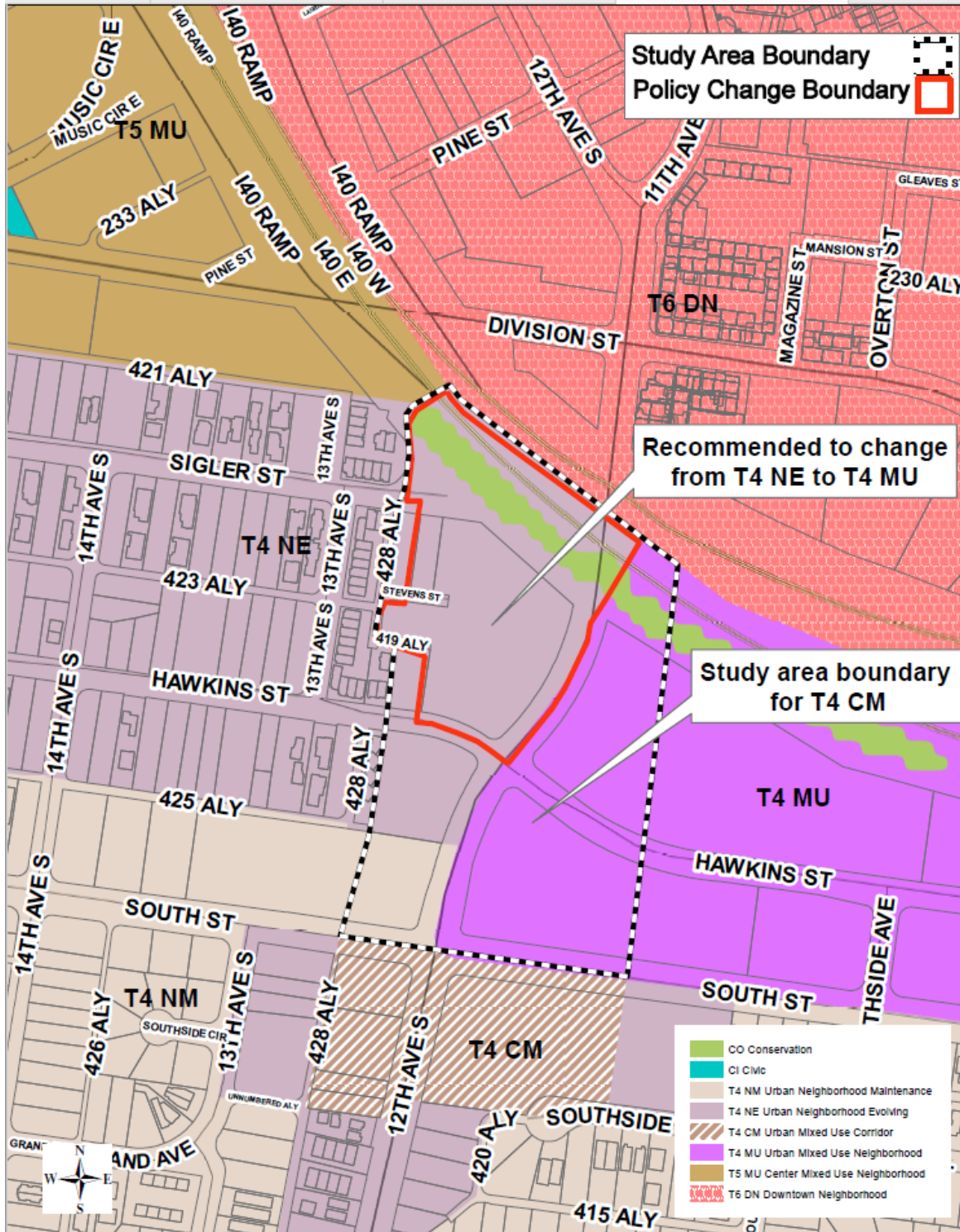
A request to amend the Joelton Community Plan by changing from T2 Rural Countryside Policy, T2 Rural Maintenance Policy, T2 Rural Neighborhood Center Policy, and Conservation Policy to T3 Suburban Neighborhood Maintenance Policy and Conservation Policy on various properties located along Binkley Road, Eatons Creek Road, and Old Clarksville Pike, zoned Single-Family Residential (RS40), One and Two-Family Residential (R15, R40), Shopping Center Commercial (SCC), Office Neighborhood (ON), Multi-Family Residential (RM4) and Agricultural Residential (AR2a) (222.43 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 2/28/2019



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, January 24, 2019, and the February 14, 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 12<sup>th</sup> 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.



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T4 Urban Mixed Use Neighborhood (T4 MU) is intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development.

T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy 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 12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> Avenue South corridor in order to study a wider area and evaluate the appropriateness of applying a mixed use policy to all properties fronting 12<sup>th</sup> Avenue. Through the community input process, staff reduced the boundary of the policy change to only those properties within the SP rezoning request.



## Metro Planning Commission Meeting of 2/28/2019

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.

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 12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> Avenue South corridor. The Planning Department anticipates taking a detailed look at 12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> 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.



## Metro Planning Commission Meeting of 2/28/2019

A follow-up meeting was held on December 17, 2018, at Park Center. Those who had signed in to the November 26<sup>th</sup> 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 17<sup>th</sup> meeting, including Councilmember Freddie O’Connell.

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 2/28/2019**

### **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, 12<sup>th</sup> Avenue South.

Redevelopment along 8<sup>th</sup> Avenue South and 12<sup>th</sup> 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 8<sup>th</sup> Avenue South and 12<sup>th</sup> 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.



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- **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 12<sup>th</sup> 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 12<sup>th</sup> Ave S. Metro Planning and Public Works are currently leading a complete and green street project for 12<sup>th</sup> 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.





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# Metro Planning Commission Meeting of 2/28/2019



**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, the January 24, 2019, and the February 14, 2019, Planning Commission meetings. No public hearing has been held.

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

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

Zone Change  
 A request to rezone from Multi-Family Residential (RM20) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 1113 Sigler Street and 801 12th Avenue South, at the northwest corner of Hawkins Street and 12th Avenue South, (2.9 acres), to permit 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 (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.

**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



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## Proposed Site Plan



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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 12<sup>th</sup> 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 12<sup>th</sup> Avenue is zoned for industrial (IWD), and consist of a large scale body and repair center for a local automobile dealership. Development along the 12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> Avenue South)

Vehicular access is from a single drive off of 12<sup>th</sup> Avenue South, and from an alley at the rear of the site. The rear alley connects to 13<sup>th</sup> 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 2/28/2019**

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 12<sup>th</sup> 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 12<sup>th</sup> Avenue South. The development would enhance the pedestrian realm by providing wide sidewalks consistent with the Major and Collector Street Plan, public space along 12<sup>th</sup> Avenue South, and activating the corner of Hawkins Street and 12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> 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 12<sup>th</sup> 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 2/28/2019

### **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 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.
- 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 MPW's 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 12<sup>th</sup> 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 12<sup>th</sup> 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).



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### 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 2/28/2019

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. Comply with all conditions of Public Works and Traffic and Parking.
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. 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.
7. 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.
8. 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.



## **Metro Planning Commission Meeting of 2/28/2019**

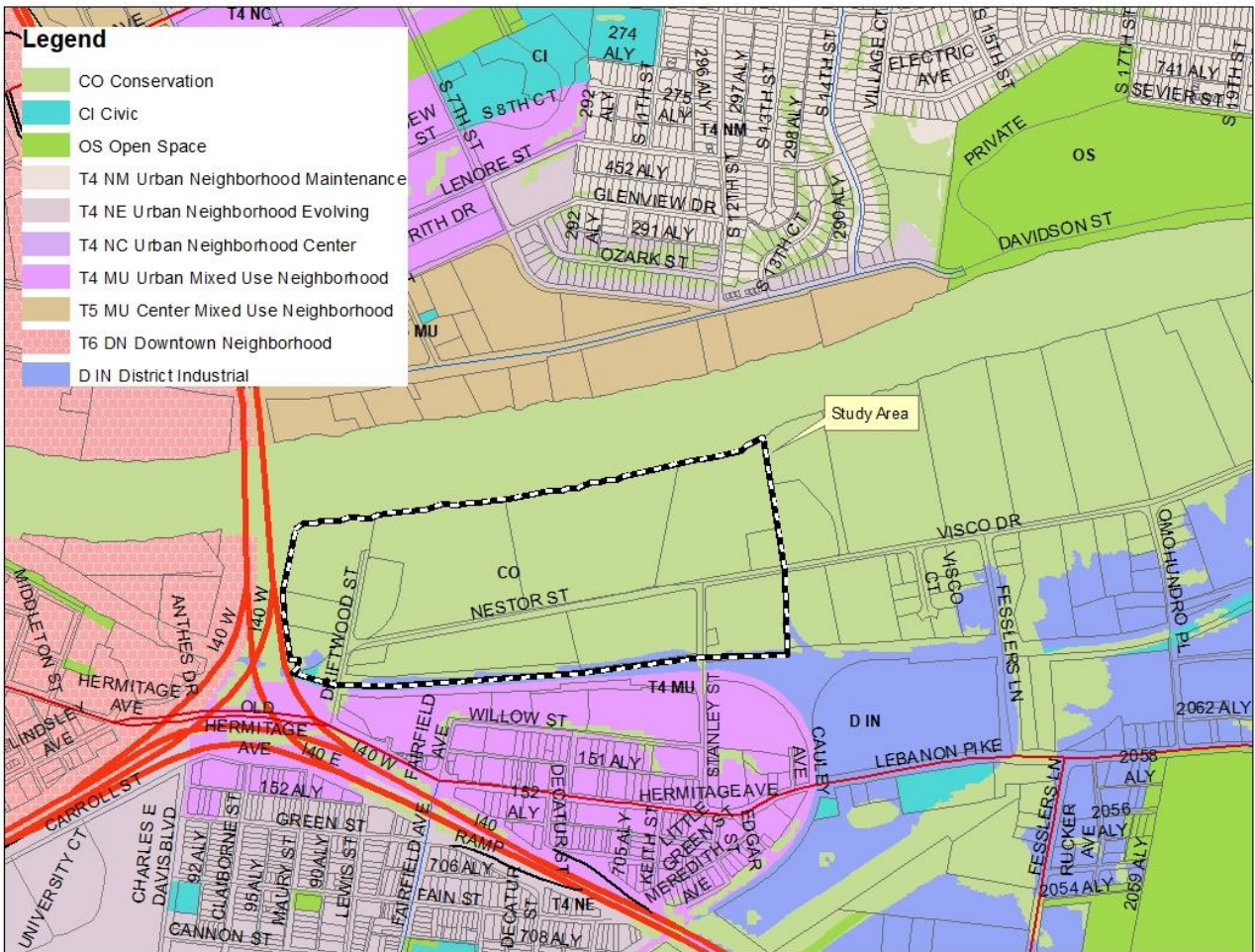
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. 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 2/28/2019



## 2018CP-011-002

### SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT

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

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

11, South Nashville

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Major Plan Amendment 2018CP-011-002</b>
<b>Project Name</b>	<b>South Nashville Community Plan Amendment</b>
<b>Associated Cases</b>	None
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 – Buggs
<b>Requested by</b>	GDC, applicant; various property owners.
<b>Staff Reviewer</b>	Sanders
<b>Staff Recommendation</b>	<i>Defer to the April 11, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Major Plan Amendment

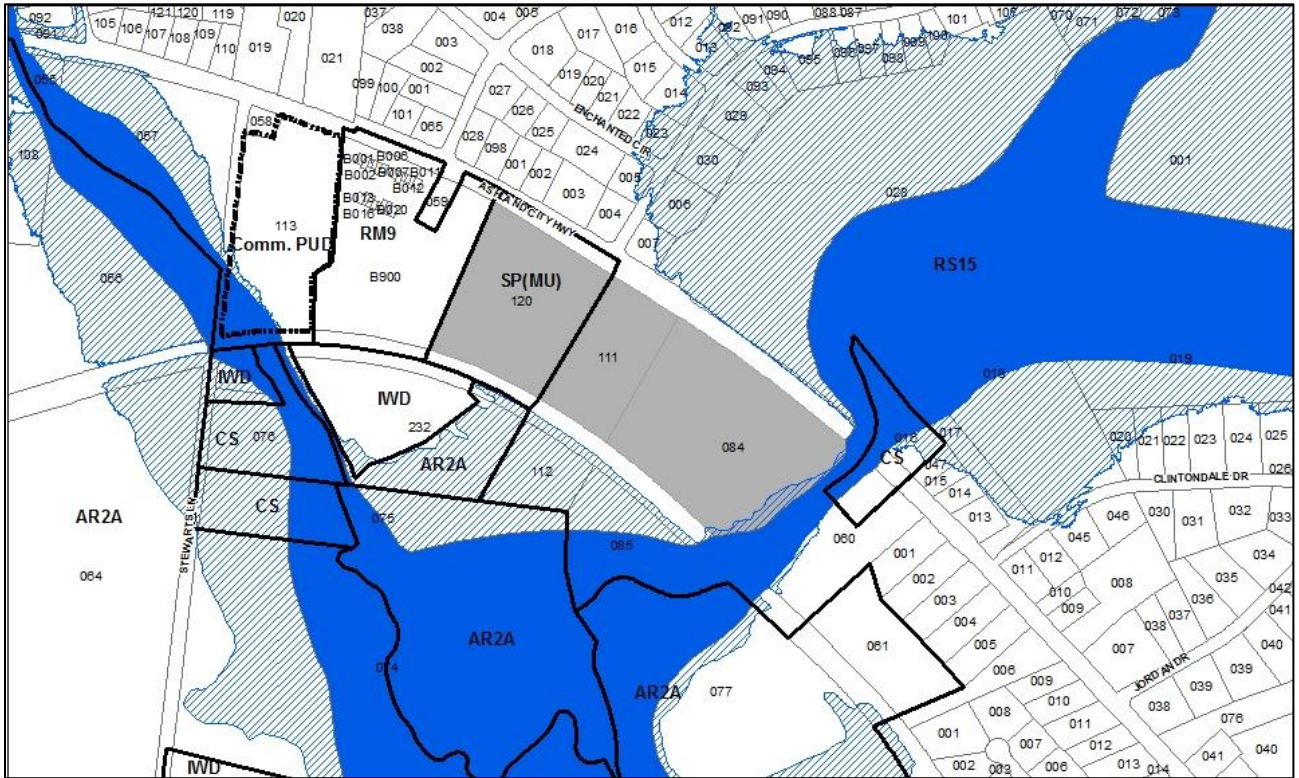
A request to amend the South Nashville Community Plan by changing from District Industrial Policy and Conservation Policy to T5 Mixed Use Neighborhood Policy on various properties, zoned Industrial General (IG) and Industrial Restrictive (IR) (81.3 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 11, 2019, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 2/28/2019



**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.

**Deferrals** This request was deferred from the February 14, 2019, Planning Commission meeting. No public hearing was held.

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

**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.







## Metro Planning Commission Meeting of 2/28/2019

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.

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 underdeveloped “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.



## **Metro Planning Commission Meeting of 2/28/2019**

### **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. 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.



## Metro Planning Commission Meeting of 2/28/2019

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

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.



## Metro Planning Commission Meeting of 2/28/2019

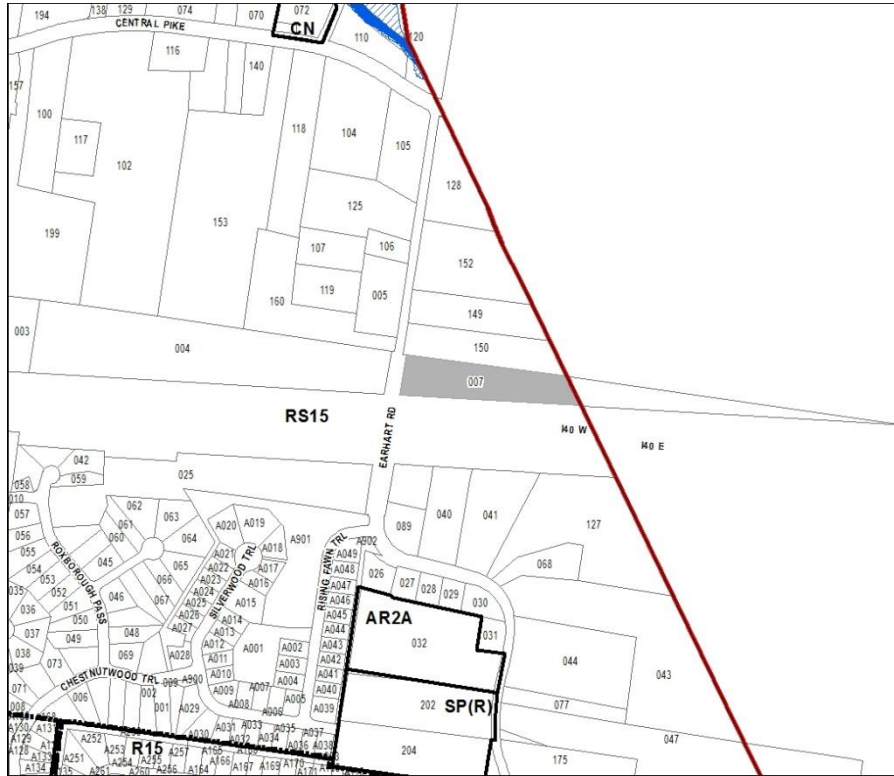
2. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,500 square feet.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations 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.
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 2/28/2019



**2018SP-074-001**

3049 EARHART SP

Map 098, Part of Parcel(s) 007

14, Donelson - Hermitage - Old Hickory

12 (Steve Glover)



**Project No.** Specific Plan 2018SP-074-001  
**Project Name** 3049 Earhart SP  
**Council District** 12 - Glover  
**School District** 4 – Shepherd  
**Requested by** Dale and Associates, applicant; Chris Pardue, owner.

**Deferrals** This item was deferred from the January 10, January 24, and February 14, 2019, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

**Rezone to permit a single family structure and billboards.**

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 3049 Earhart Road, approximately 620 feet north of Rising Fawn Trail, (2.78 acres), to permit a single family structure and billboards.

**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 8 lots.*

**Proposed Zoning**

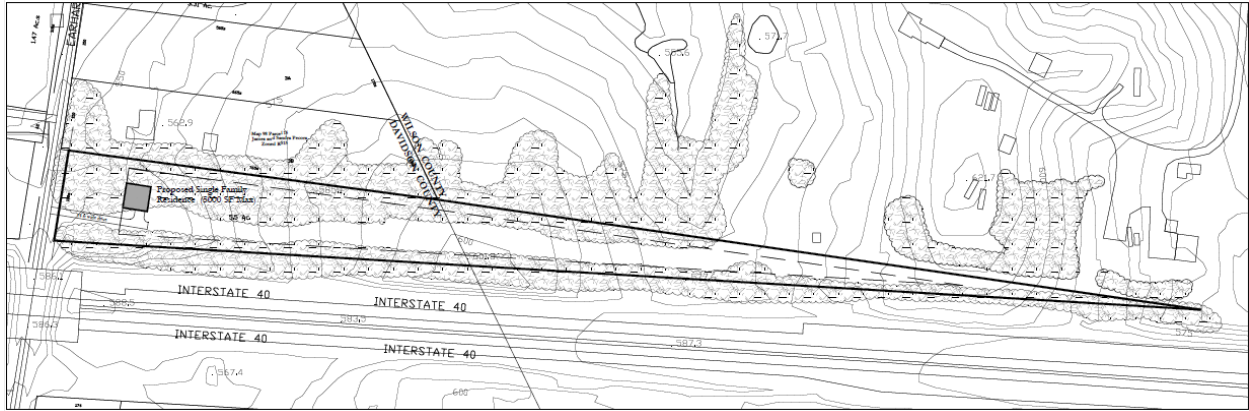
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

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

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



# Metro Planning Commission Meeting of 2/28/2019



**Proposed Site Plan**





## Metro Planning Commission Meeting of 2/28/2019

### Land Use Supplemental Policy

This site is within the Hermitage area, just south of the Central Pike corridor. In August of 2018, the Planning Commission approved updates to the community character policies for this area, including the adoption of supplemental policies providing more detailed guidance on the appropriate mix of land uses and on mobility, connectivity and pedestrian infrastructure. There is no specific guidance in the mobility supplemental policy applicable to this site. The supplemental policy for land use contains a concept plan with detailed guidance on the mix of land uses. The front half of the site, closest to Earhart Road, is designated for Office Mixed-Use. The rear of the property, closer to the Davidson – Wilson County line, is designated as Mix of Residential, which supports single-family, two-family, plex, townhouse, and court housing types.

### **PLAN DETAILS**

The property is located at 3049 Earhart Road, approximately 620 feet north of Rising Fawn Trail and contains 5.5 total acres. Approximately 2.78 acres of the site are located within Davidson County and subject to the Metro Zoning Ordinance. The remainder of the property falls within Wilson County; Metro Nashville does not control the zoning entitlements on the Wilson County portion of the property. This rezoning request is for the portion of the property in Davidson County only. The south property line fronts Interstate 40. The site is currently vacant and contains dense vegetation. The site fronts Earhart Road which is identified as a Residential Collector Street within the Major and Collector Street Plan.

### Site Plan

The plan limits the proposed uses of the site to a single family structure and billboards along Interstate 40 at spacing as allowed by the State of Tennessee. The site plan does not show the location of billboards on the site though a note stated on the site plan limits the maximum number of billboard to 2. The front setback for the site is stated as a minimum of 125 feet from Earhart Road, with 30 foot minimum side and rear setbacks. The maximum height is limited to two stories in 35 feet at the front setback, with an overall maximum height of 35 feet for all structures on the site. The site plan indicates the maximum square footage of the residential structure will be limited to 5000 sq. ft. Access will be provided in the form of a driveway connection to Earhart Road.

Sidewalks as required by the Major and Collector Street plan are proposed to be shown on the final site plan. The MCSP requires a 6 foot grass strip and a 6 foot sidewalk.

### **ANALYSIS**

The site is at the southern edge of a large area of T3 CM policy, which extends along Central Pike from Valley Grove Drive on the west to the Wilson County line to the east, and from Central Pike south to Interstate 40. T3 CM policy generally supports a range of residential, mixed use and commercial uses. The supplemental policies adopted for this area provide additional refinement of the policy, breaking up the larger area within a system of existing and proposed streets, and establishing planned residential areas, neighborhood centers, and commercial and mixed use districts.

This site falls partially within an area designated for mixed use, along Earhart Road. The remainder of the site is designated for mixed residential development.



## **Metro Planning Commission Meeting of 2/28/2019**

Given the location of the property adjacent to Interstate 40, staff finds that the proposal meets the intent of the T3 CM policy at this location. Staff is including a restriction on the plan to limit the number of billboard on the site to one and to limit to location to the Mixed Use policy portion of the site. Additionally, the plan includes a prohibition on digital billboards and a requirement that lighting not be directed to the interior of the site.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Add Preliminary Note to plans:  
Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
- Prior to Final SP, indicate location of driveway connection to Earhart Rd. Driveway shall comply with Metro Code and MPW standards and specs.
- Prior to Final SP, indicate solid waste and recycling container(s) onsite.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Provide adequate sight distance at driveway.

No traffic table was prepared as there is anticipated to be no increase in traffic.



## Metro Planning Commission Meeting of 2/28/2019

### METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 1 Elementary 1 Middle 1 High  
Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High

The proposed SP-R zoning district would not generate any additional students than what is typically generated under the existing RS15 zoning district. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

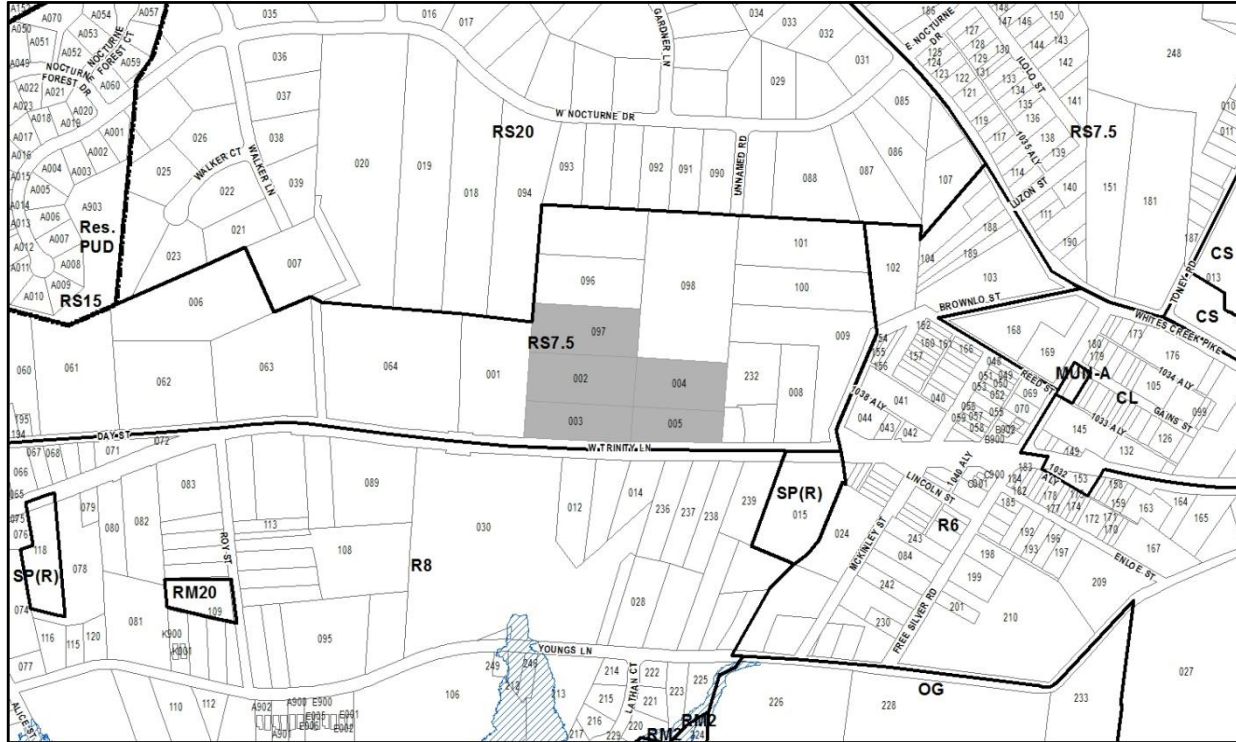
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to one single-family residential unit and one billboard. The billboard shall be located within the Mixed Use policy portion of the site.
2. Digital billboards are prohibited.
3. Any lighting of billboards shall be directed up toward the signage, away from surrounding residential properties.
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 RS15 zoning district for the residential structure and CL zoning district for remainder.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 2/28/2019



## 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.

**Deferrals** This item was deferred at the February 14, 2019, Planning Commission meeting. A public hearing was held and closed.

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

**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.

**History**

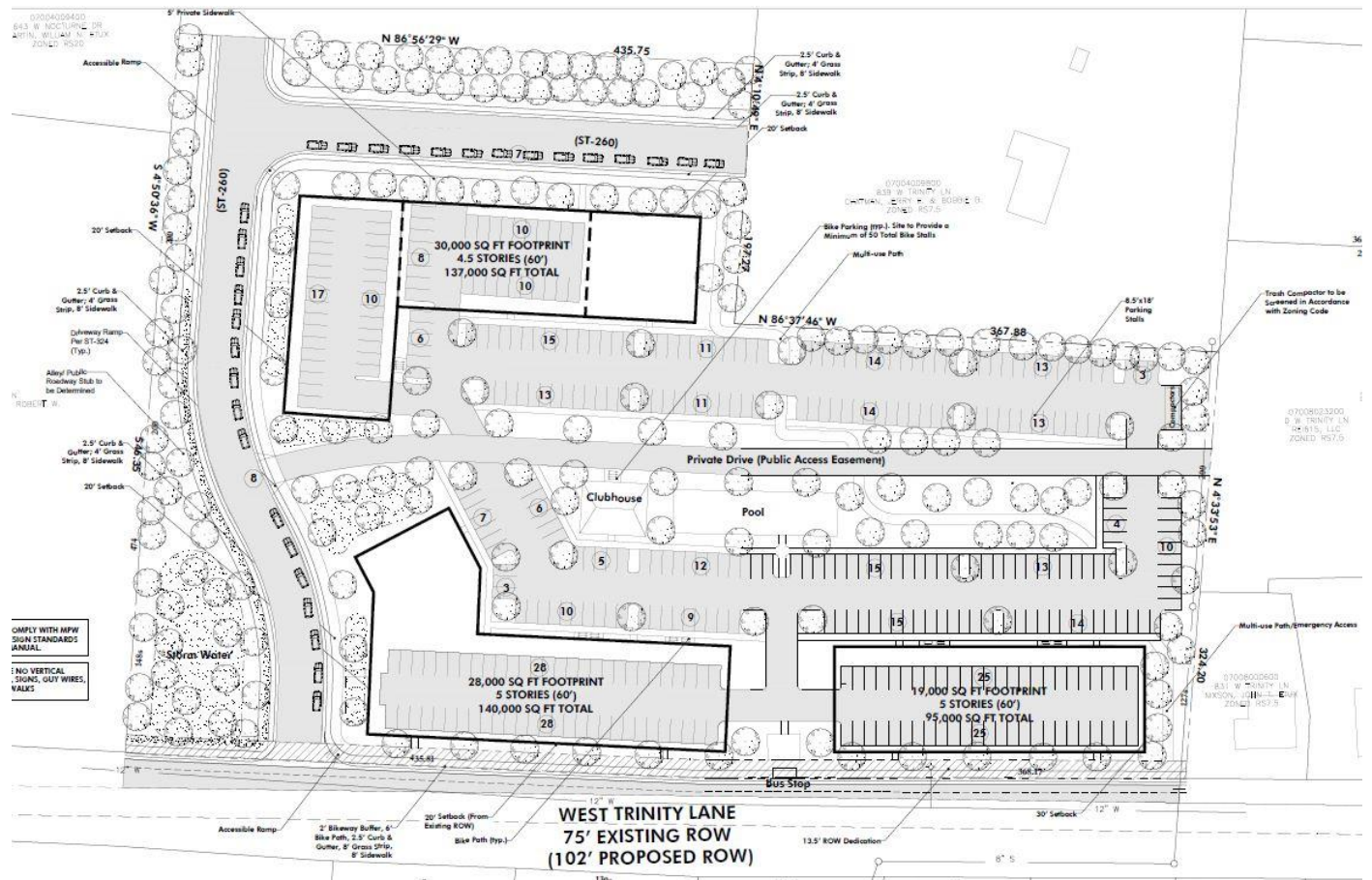
This item was heard at the February 14, 2019, Planning Commission meeting. The public hearing was held and closed. At that time, the Planning Commission deferred the item to allow for additional community input. A community meeting is scheduled for Tuesday, February 26, 2019.

**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



# Metro Planning Commission Meeting of 2/28/2019



## Proposed Site Plan



## Metro Planning Commission Meeting of 2/28/2019

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.

### Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. 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.



## **Metro Planning Commission Meeting of 2/28/2019**

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. 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 RECOMMENDATION**

#### **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 RECOMMENDATION**

#### **Approve with conditions**

- Offsite improvements may be required.

### **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.
- 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.





# Metro Planning Commission Meeting of 2/28/2019

## 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.
- 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



## Metro Planning Commission Meeting of 2/28/2019

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

Approve with conditions and disapprove without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 375 multi-family residential units.
2. 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.
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 RM40-A zoning district as of the date of the applicable request or application.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. 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.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/28/2019



**2019SP-001-001**

3<sup>RD</sup> 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** 3<sup>rd</sup> and Jefferson SP  
**Council District** 19 – O’Connell  
**School District** 1 – Gentry  
**Requested by** Southeast Venture, applicant; Frank B. Allen and Jefferson Street Lofts, L.P., owners.

**Deferrals** This item was deferred at the February 14, 2019, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the March 14, 2019, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Preliminary SP to permit a mixed use development.**

Preliminary SP

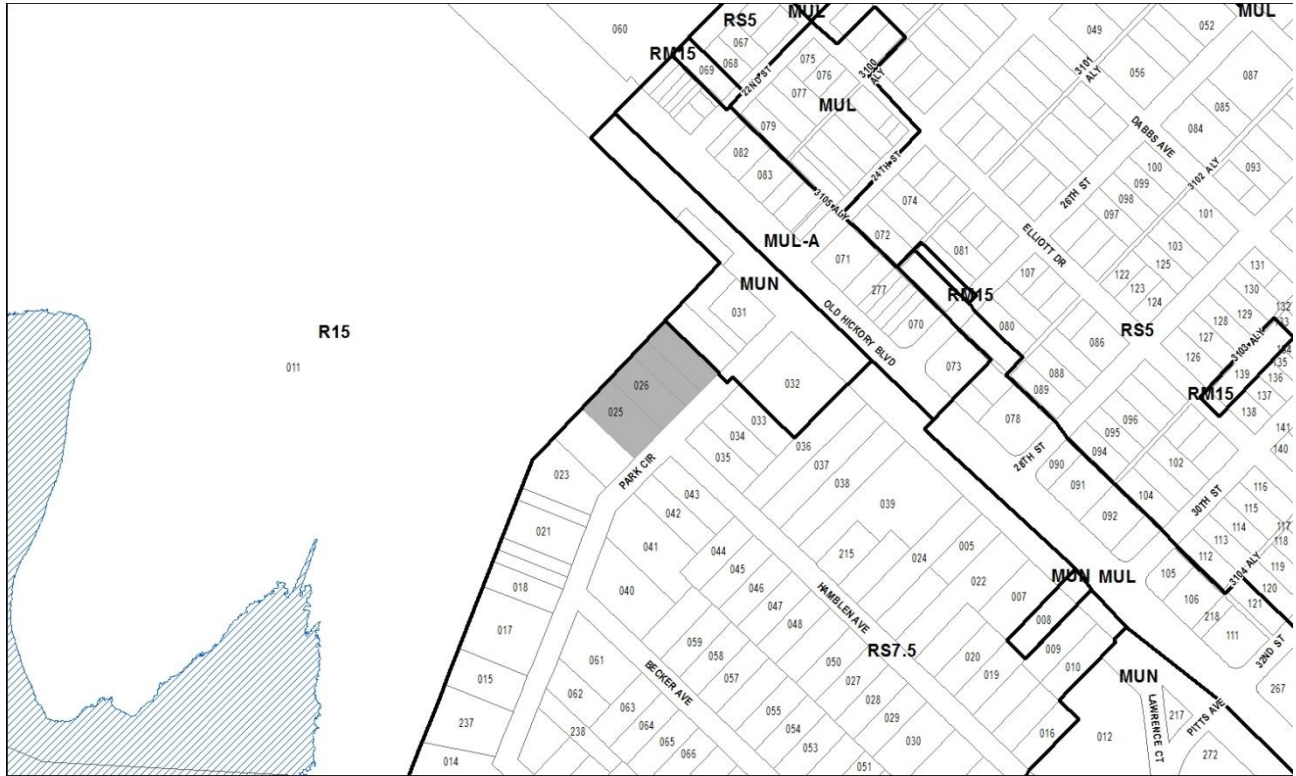
A request to rezone from Commercial Service (CS) and Industrial Warehousing/Distribution (IWD) to Specific Plan-Mixed Use (SP-MU) zoning on property located 1121 3rd Ave N, 300 and 304 Jefferson Street, at the northwest corner of the intersection of 3rd Ave N and Jefferson Street and within the Phillips-Jackson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

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 2/28/2019



**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 and the February 14, 2019, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the March 14, 2019, Planning Commission meeting.*

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**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 March 14, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 2/28/2019



**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** 3<sup>rd</sup> 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, and February 14, 2019, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the March 14, 2019, Planning Commission meeting.*

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**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 March 14, 2019, Planning Commission meeting at the request of the applicant.





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

**Deferrals** This item was deferred at the August 23, 2018, September 13, 2018, November 8, 2018, December 13, 2018, and the January 24, 2019, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the March 14, 2019, Metro Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions including approval of a variance of the lot size requirement.*

**APPLICANT REQUEST**  
**Final plat to create one lot.**

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

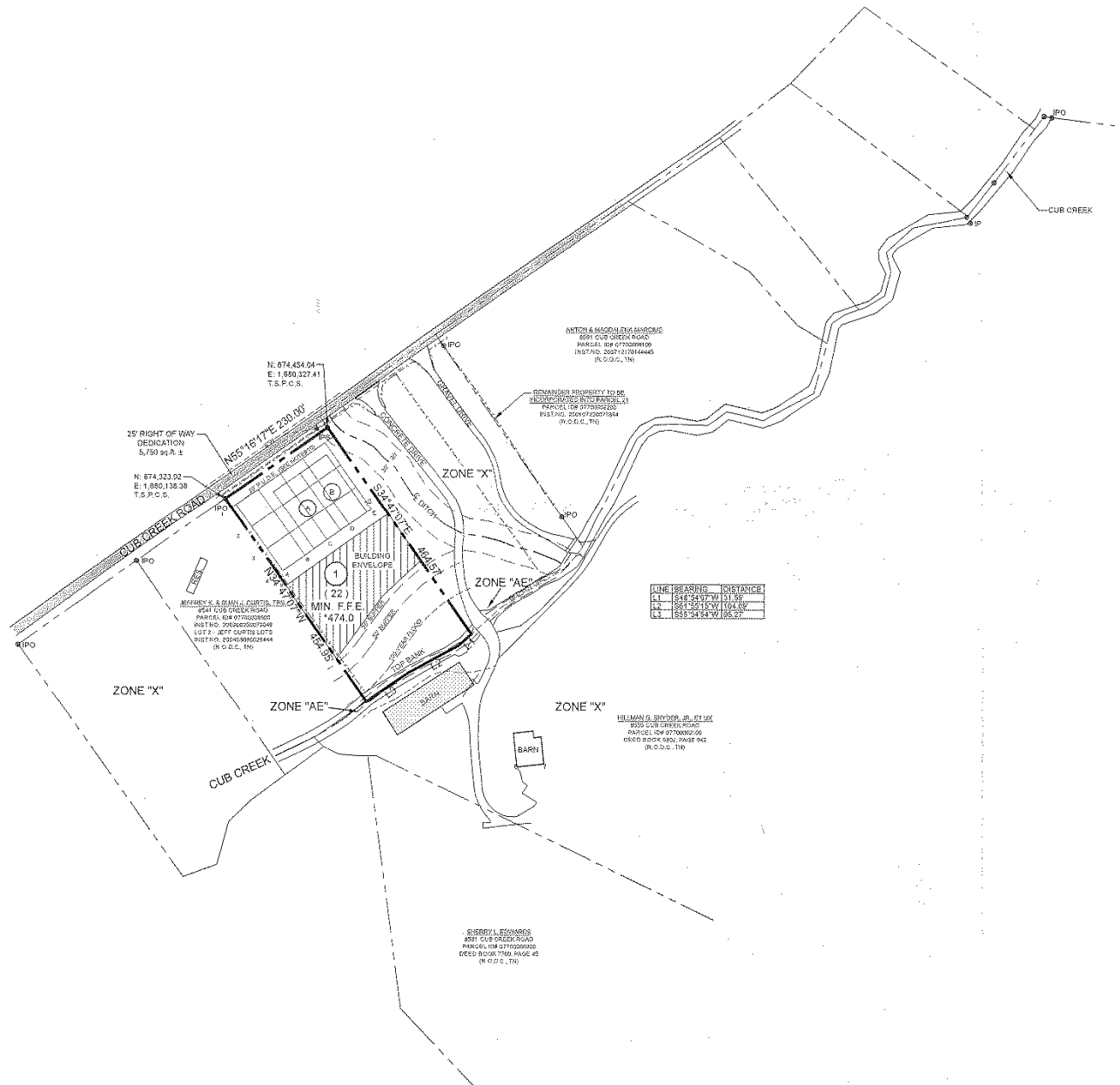
**Existing Zoning**  
Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 1 duplex lot for a total of 2 units.*

**BELLEVUE 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 2/28/2019



Proposed Site Plan



## Metro Planning Commission Meeting of 2/28/2019

T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 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.

### PLAN DETAILS

This request is to create one lot on property located at 8517 Cub Creek Road approximately 5,350 feet southwest of River Road Pike. Parcels along Cub Creek Road consist of single-family residential homes and vacant land.

### ANALYSIS

Chapter 4 of the Subdivision Regulations outlines the criteria for reviewing subdivisions located within the T2 Rural Maintenance policy areas and Conservation within T2 Rural areas. The intent of these regulations is to ensure new development is in harmony with established rural character.

Section 4-2.5 outlines two Character Options for development of land in Rural Neighborhood Maintenance and Conservation policy areas: the Countryside Character Option and the Agricultural Character Option. In this case, the Agricultural Character Option is not appropriate because the primary function of the subdivision does not involve an agricultural use. Therefore, the Countryside Character Option is the most appropriate option. The Countryside Character Option provides two options: Open Alternative and the Screened Alternative. Each proposed lot is not screened by vegetation or topography; therefore, staff reviewed the plat against the Open Alternative criteria below.

#### a. Building Setback

The required building setback shall be varied between lots. Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot(s) proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used. Where the majority of the abutting parcels are not developed, the minimum building setback shall be two times the amount of lot frontage. However, in no instance shall the minimum building setback be greater than 1,000 feet.

The building footprint identified on this lot exceeds the minimum 40-foot street setback established by Metro Zoning Code for the Agricultural/Residential (AR2a) zoning district. The 40-foot setback is less than the average street setback of the two abutting parcels on either side of the proposed lots, which is approximately 69 feet. Therefore, the minimum required setback for this subdivision is 69 feet.



## Metro Planning Commission Meeting of 2/28/2019

Lot 1, which has a proposed setback of 200 feet, meets the setback requirement.

b. Lot Depth

The minimum depth for lots along existing public streets shall be the building setback required by Section 4-2.5.a.1 plus 300 feet. For this subdivision, a depth of 369 feet is required.

Lot 1, with a depth of 450 feet, meets the requirement.

c. Lot Size

For the purposes of this analysis, “surrounding parcels” is defined as the five R, RS, AR2A or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less.

1. Individual lot sizes shall vary in size to reflect the rural character.
2. 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 smallest of the surrounding parcels, whichever is greater.
3. Flag lots shall not be included in the analysis.

Based on the surrounding lots, as defined by the Subdivision Regulations, the minimum required lot size is 13.79 acres. Lot 1 is 2.43 acres and therefore, does not meet the requirement.

d. Lot Frontage

Lot frontage 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.

Based on the surrounding lots, as defined by the Subdivision Regulations, the minimum lot width is 193 feet. Lot 1, with a frontage of 230 feet, meets the requirement.

e. Street Lights

Not applicable to this application

f. Cluster Lot Option

Not applicable to this application

### VARIANCE REQUEST

The variance request is from Section 4-2.5.a.1, for Lot Size. Proposed Lot 1 does not meet the minimum lot size requirement.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance the Commission must find that:



## Metro Planning Commission Meeting of 2/28/2019

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

### Variance Analysis

This property is located in T2 Rural Neighborhood Maintenance and Conservation policy areas and there is an existing rural development pattern to the east and west along Cub Creek Road. The majority of the lots along Cub Creek Road are approximately 1.26 acres to 5 acres in size with a lot depth between 300 and 500 feet. The proposed lot is 2.43 acres with a lot depth of 369 feet, generally consistent with the typical lots along this portion of Cub Creek Road. Although there are parcels to the west that are larger, requiring a larger lot size for this subdivision, the frontages of these larger lots are similar to what is being proposed.

With this subdivision, the character of the street will remain unchanged. For this reason, staff recommends that a variance from Section 4-2.5a.1 of the Rural Character Subdivision Regulations be granted by the Metro Planning Commission.

Staff finds that this proposal, with conditions mentioned below, would be consistent with the established rural character within the immediate area including along Cub Creek Road.

### **STORMWATER RECOMMENDATION**

#### **Returned for corrections**

- Show the Streams and buffer zones 1 & 2 in accordance with the SWMM, Vol. 1, and Figure 6-3 Buffer Example for Streams with Floodways. Please see attached Map.
- FEMA studied streams, streams with a Local Flood Study, or streams with a drainage area  $\geq 1$  square mile: 75' from the floodway, Zone 1=floodway + 50' and Zone 2=25' (See Figure 6-3).
- Show the Stream and buffer zone in accordance with the SWMM, Vol. 1, and Figure 6-1 Buffer Example for Streams with Drainage Area <100 acres. Or provide a TDEC study showing this as a wet-weather conveyance. Please see attached Map.
- Streams draining < 100 acres: 30' from top of bank; Zone 1=30' (See Figure 6-1)
- Cite the New FEMA: Zone X, AE,

### **WATER SERVICES**

**N/A – Water is provided by Harpeth Valley Utility District.**

### **HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 2/28/2019**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **METRO PUBLIC HEALTH RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends deferral to the March 14, 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, including a variance to the minimum lot size requirement.

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

1. The remnant property shall be combined with parcel 21 prior to recordation of Lot 1.

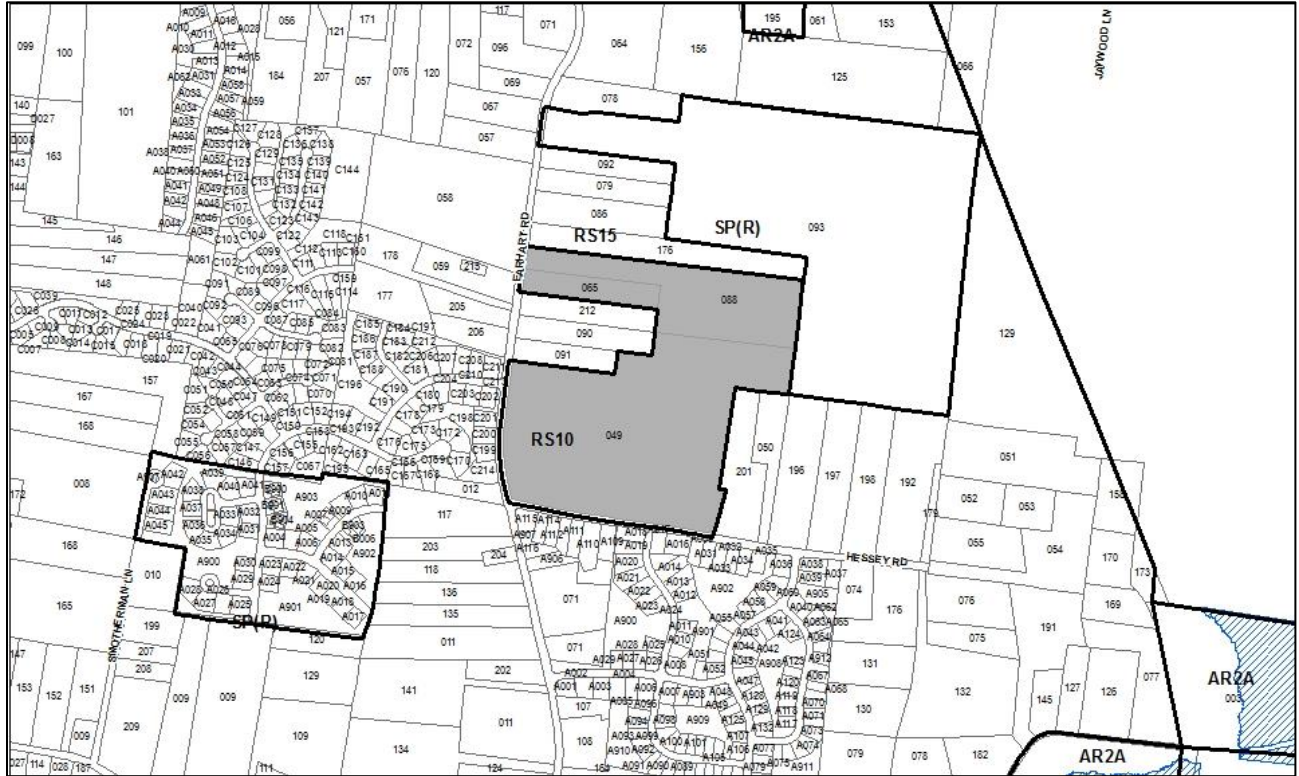




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/28/2019



**2018S-160-001**

**EARHART – HESSEY ROAD**

Map 098, Parcel(s) 065, 088

Map 110, Parcel 049

14, Donelson – Hermitage – Old Hickory

12 (Steve Glover)



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

**Deferrals** This item was deferred at the February 14, 2019, Planning Commission meeting. No public hearing was held.

<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<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**

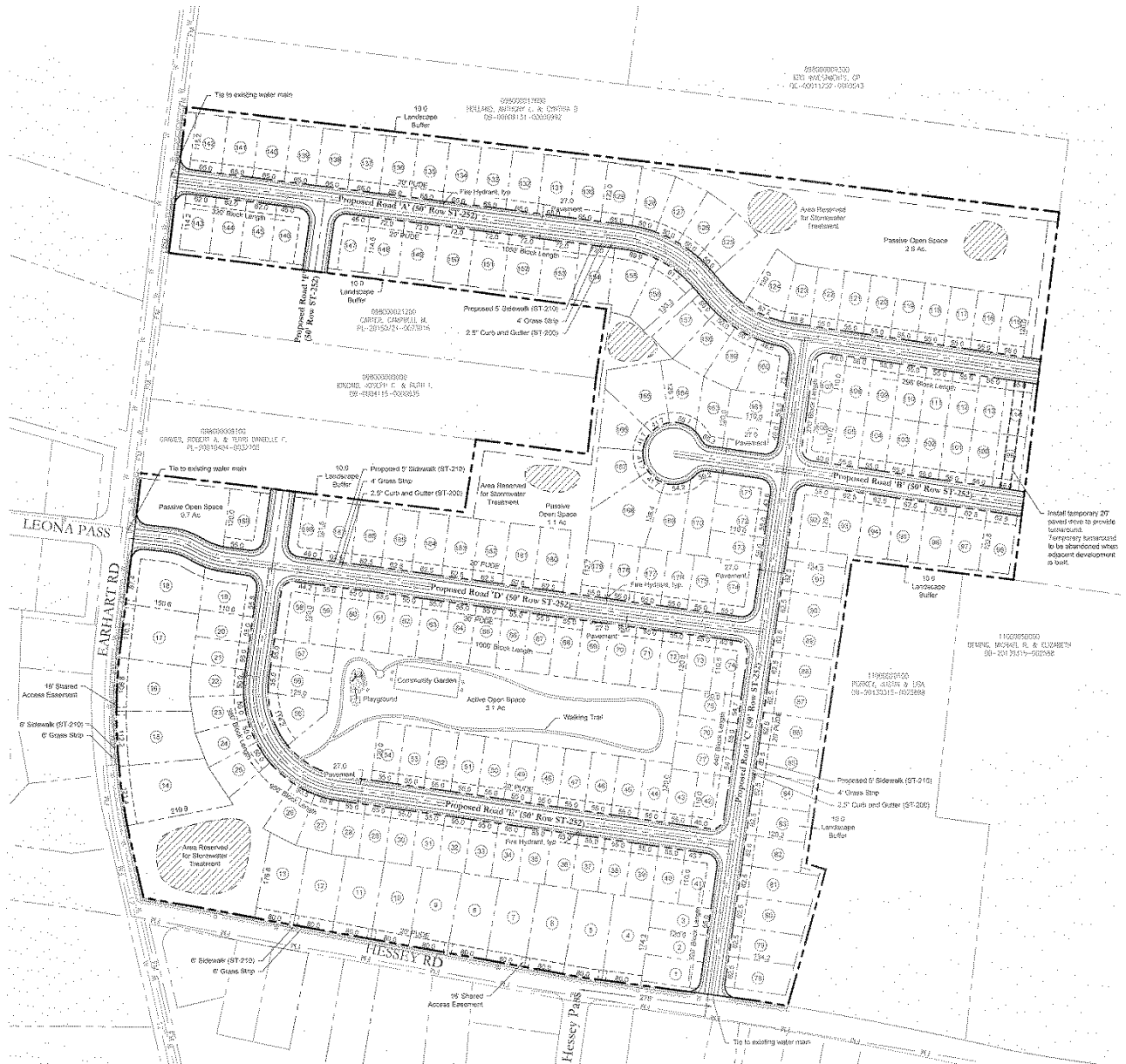
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 192 units based on the cluster lot provisions of the Metro Subdivision Regulations.*

**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 2/28/2019



**Proposed Concept Plan**



## Metro Planning Commission Meeting of 2/28/2019

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 2/28/2019**

### **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 2/28/2019

- 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 RECOMMENDATION**

#### **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**

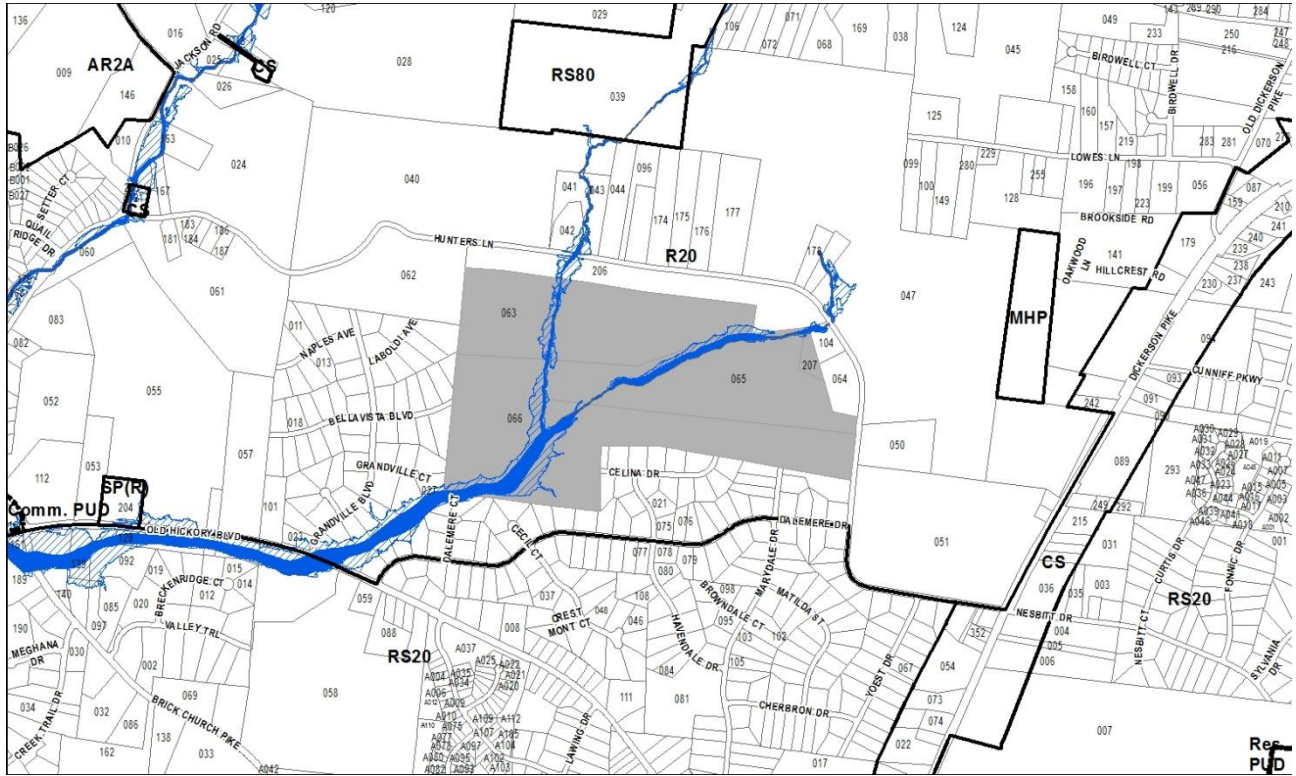
Staff recommends approval with conditions.

### **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 2/28/2019



**2018S-204-001**

**HUNTERS RUN**

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

02, Parkwood-Union Hill

03 (Brenda Haywood)





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

**Deferrals** This item was deferred from the December 13, 2018, January 24, and February 14, 2019, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**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.*

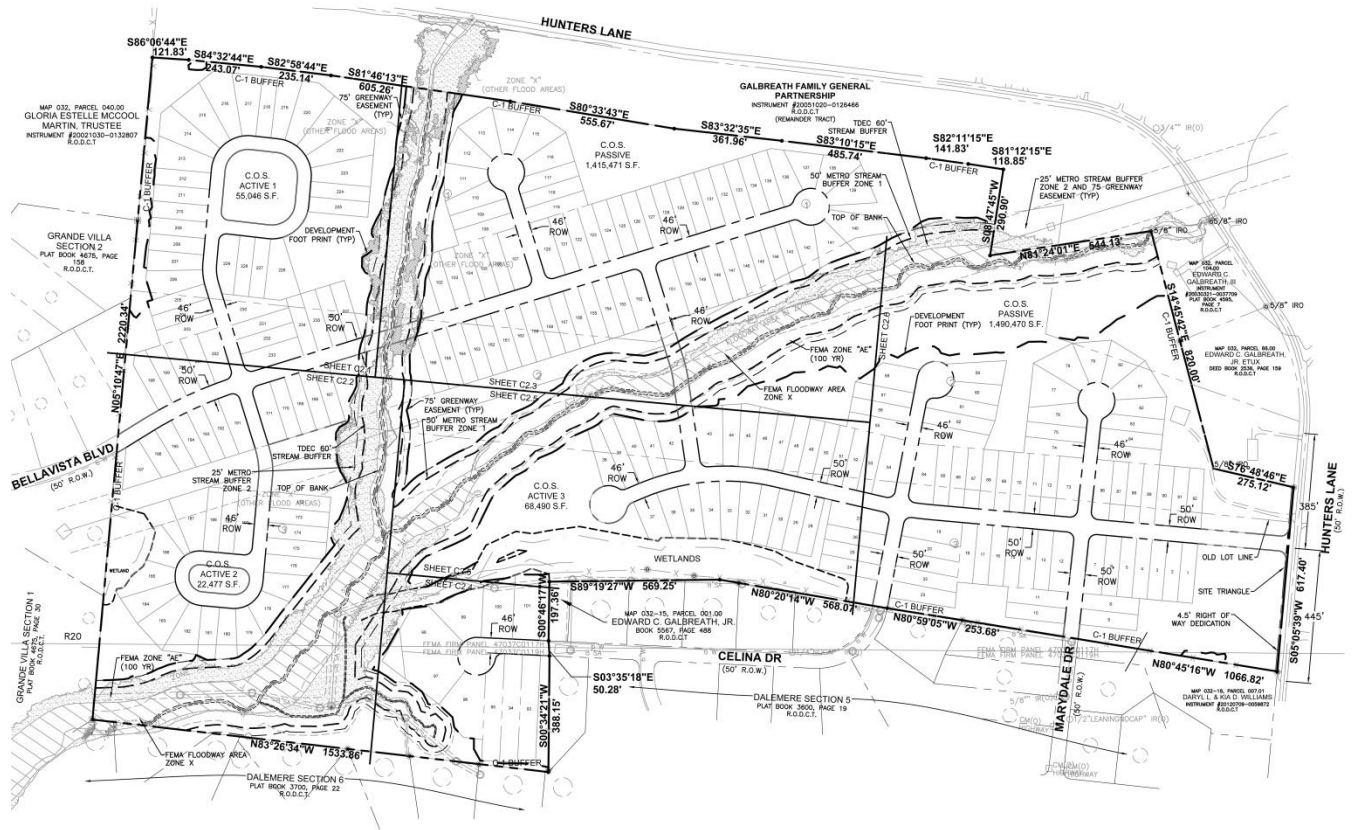
**PARKWOOD-UNION HILL COMMUNITY PLAN**

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 2/28/2019



## Proposed Subdivision



## Metro Planning Commission Meeting of 2/28/2019

### 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.

### 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.



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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.

### 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.



## Metro Planning Commission Meeting of 2/28/2019

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**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**



## Metro Planning Commission Meeting of 2/28/2019

### 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 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.



## Metro Planning Commission Meeting of 2/28/2019

- 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 2/28/2019

- 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. The approved construction plans





## Metro Planning Commission Meeting of 2/28/2019

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 2/28/2019



**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, and February 14, 2019, Planning Commission meetings. No public hearing was held.

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

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**APPLICANT REQUEST**

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

Subdivision Amendment

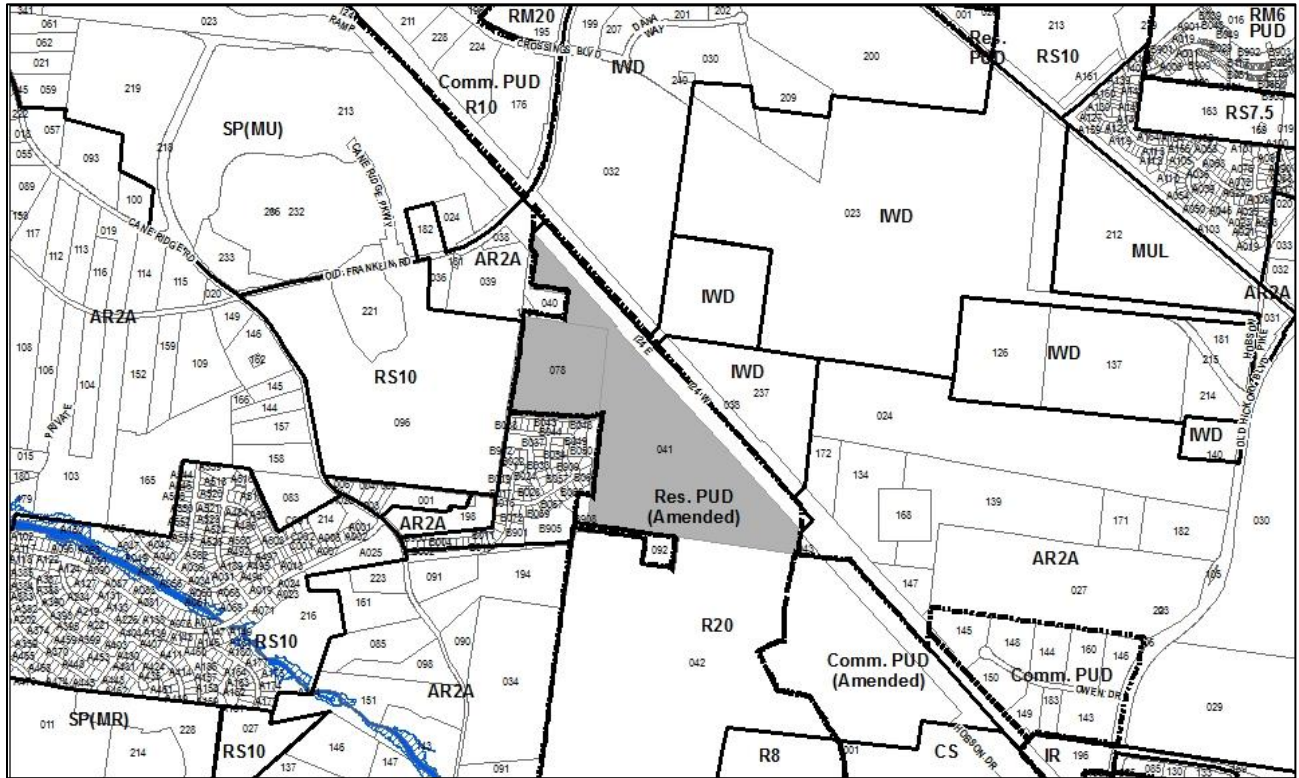
A request to amend the previously platted setbacks on property located at 715 Ries Avenue, at the southwest corner of Laredo Avenue and Ries Avenue, zoned One and Two-Family Residential (R8) (0.21 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 2/28/2019



## 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** 6 – Bush  
**Requested by** Dale and Associates, applicant, Freeman Florida Venture, LTD., owner.

**Deferrals** This item was deferred at the February 14, 2019, Planning Commission meeting. No public hearing was held.

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

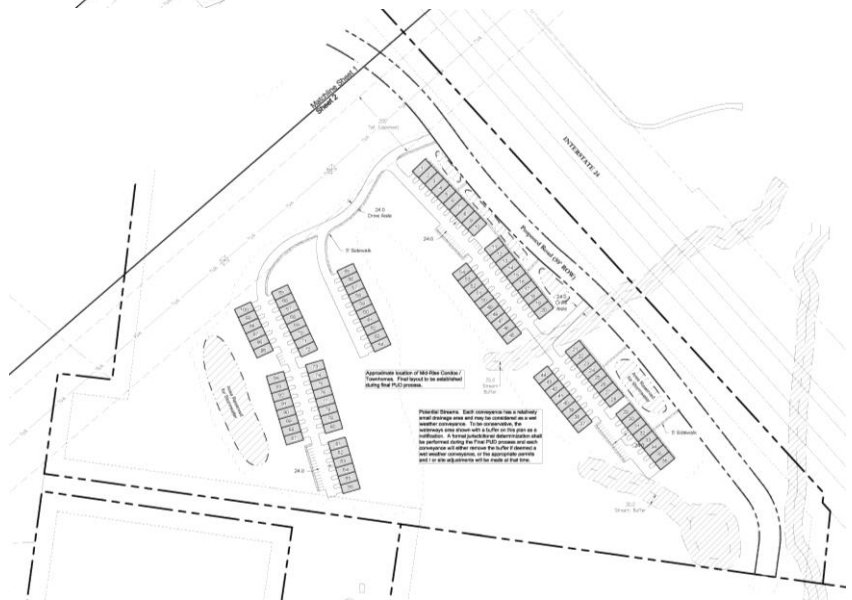
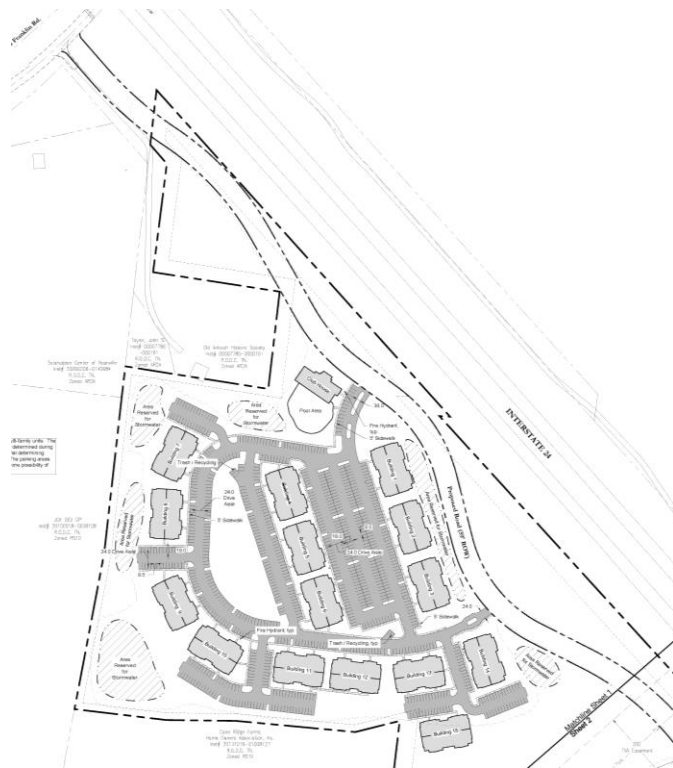
**Existing Zoning**

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 2/28/2019



**Proposed Site Plan**



## Metro Planning Commission Meeting of 2/28/2019

### 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 2/28/2019

- 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**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **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 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.
- 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.
- 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.





## Metro Planning Commission Meeting of 2/28/2019

### 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.
- 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.



## Metro Planning Commission Meeting of 2/28/2019

- 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 approval with conditions.

### **CONDITIONS**

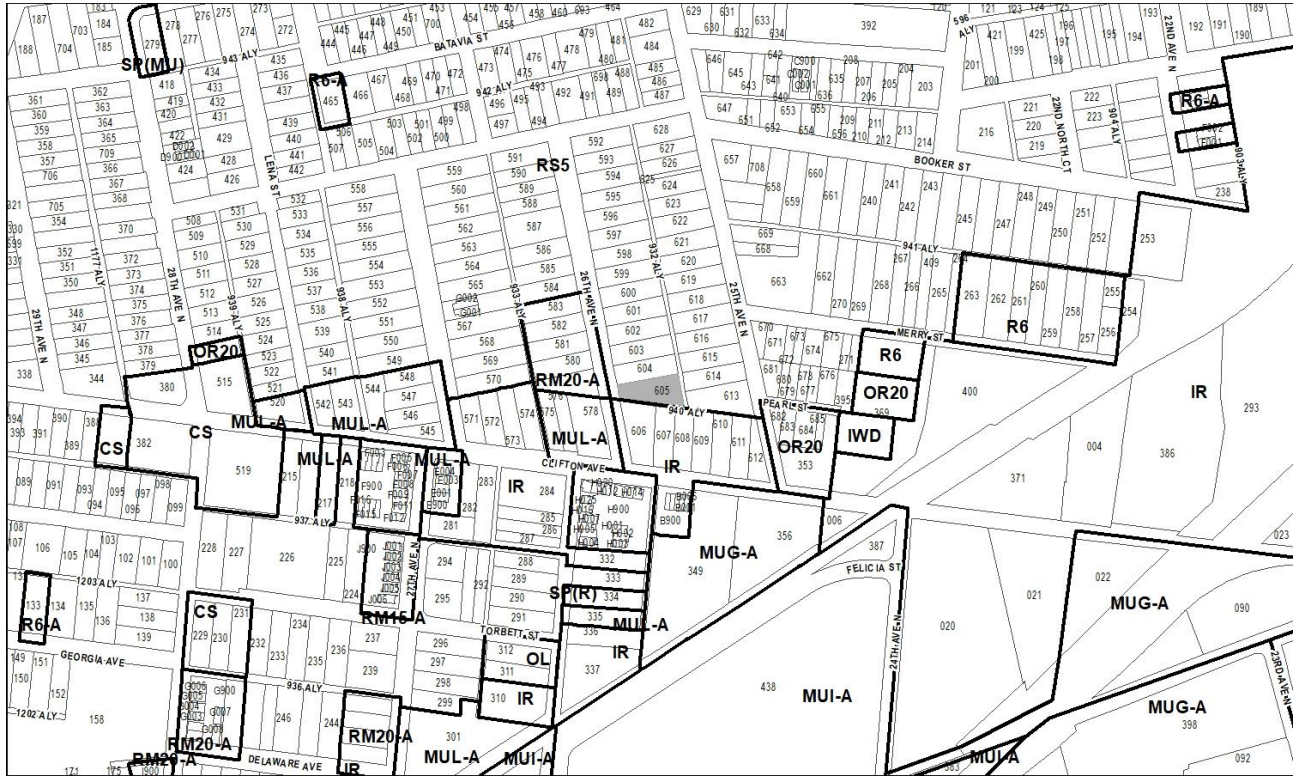
1. Parking requirements shall meet the Metro Zoning Code requirements at final site plan.
2. Comply with Council Bill BL2003-1488.
3. Provide written approval from the Tennessee Department Of Transportation (TDOT) for proposed access road within State right-of-way.
4. Elevations are required with final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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/28/2019



**2018Z-068PR-001**

Map 092-06, Parcel(s) 605

08, North Nashville

21 (Ed Kindall)



**Project No.** **Zone Change 2018Z-068PR-001**  
**Council District** 21 – Kindall  
**School District** 5 – Buggs  
**Requested by** Catalyst Design Group, applicant; Joseph Bowman and Jere Pewitt, owners.

**Deferrals** This item was deferred at the December 13, 2018 and January 24, 2019, Planning Commission meetings. The public hearing was held and remains open.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Defer to the March 14, 2019, Planning Commission meeting.*

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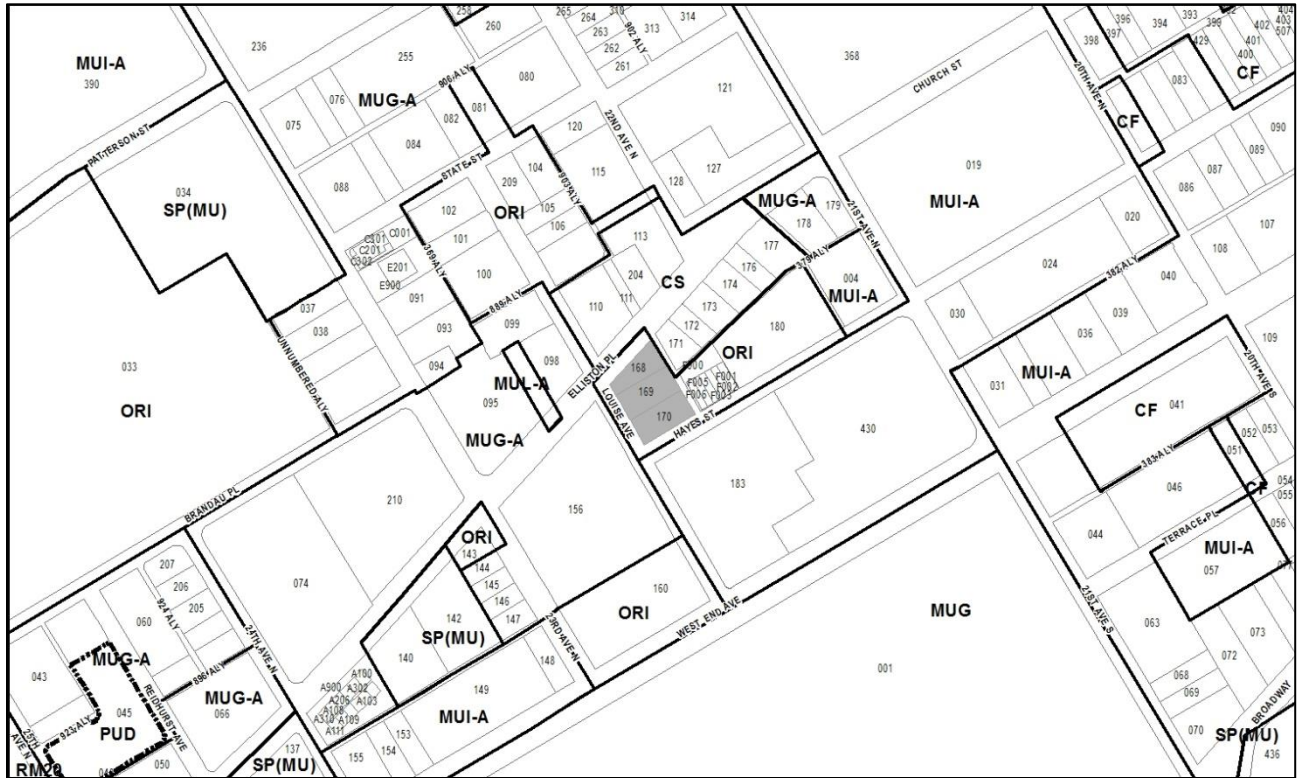
**APPLICANT REQUEST**  
**Zone change from RS5 to RM20-A.**

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

**STAFF RECOMMENDATION**  
Staff recommends deferral to the March 14, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 2/28/2019



## 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, January 10, 2019, and February 14, 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 2/28/2019

### 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 2/28/2019

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**

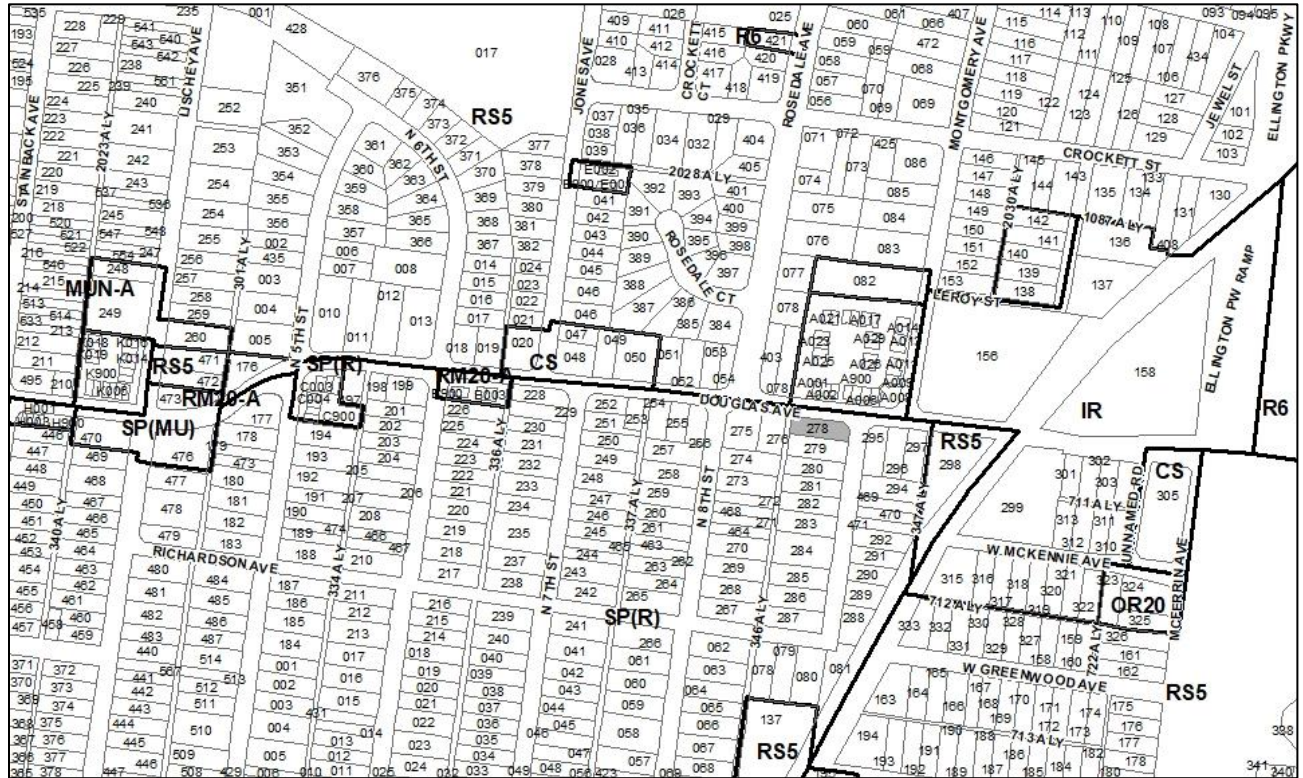
The proposed MUI-A zoning district would generate two more students than what is typically generated under the existing ORI zoning district. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. None of the schools have been identified as being over capacity. 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 2/28/2019



**2018Z-127PR-001**

Map 071-16, Parcel(s) 278

5, East Nashville

5 (Scott Davis)



**Project No.** Zone Change 2018Z-127PR-001  
**Council Bill No.** BL2019-1464  
**Council District** 05- S. Davis  
**School District** 5- Buggs  
**Requested by** SN Development, LLC., applicant; Jordan and Sloan Allison, owners.

**History** The Planning Commission recommended disapproval to Council at its January 24, 2019, Planning Commission meeting. Council referred the application back to the Planning Commission.

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

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

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

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

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

**EAST NASHVILLE COMMUNITY PLAN**  
T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to



## Metro Planning Commission Meeting of 2/28/2019

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.

### **BACKGROUND**

This rezoning request was considered by the Planning Commission on January 24, 2019. Planning staff recommended approval. A public hearing was held and closed. The Planning Commission recommended disapproval of the request to Metro Council. Council referred the application back to the Planning Commission for additional consideration. No changes have been made to the proposal. Staff's original recommendation remains unchanged.

### **ANALYSIS**

The approximately 0.2 acre site is located at the southwest corner of Douglas Avenue and Montgomery Avenue. The property does not have a driveway to Douglas or Montgomery, and vehicular access is from a rear alley. Sidewalks are located along both property frontages. The current use is single-family residential, and there is an existing home that fronts Montgomery Avenue on the site. The existing SP-R zoning permits single-family with the addition of Detached Accessory Dwelling Units (DADU). The site is level, and there are no known environmental constraints.

The proposed RM15-A zoning district is consistent with the T4 NE policy, at this location. The T4 NE policy is a residential policy and it can support a variety of appropriately designed residential uses at appropriate locations. The Major and Collector Street Plan (MCSP) classifies Douglas Avenue as a collector. A public transit route is approximately 150 feet to the east on Montgomery Avenue and less than a half mile to the west on Lischey Avenue. Moderate to high density residential is appropriate along busy streets with accessible public transit. Placing higher density uses at the edge of neighborhoods along corridors helps to decrease pressure for higher density interior to a neighborhood. Given the site's location at the edge of a neighborhood on a high traffic corridor with nearby public transit; higher density is consistent with the T4 NE policy and the goals of Nashville Next.

Furthermore, the density permitted under RM15-A is consistent with other zonings in the area including a multi-family development on the opposite side of Douglas Avenue. The development and zoning pattern along Douglas Avenue includes a mixture of single-family residential, medium to high density residential, commercial and industrial. This also makes the proposed RM15-A district appropriate at this location.

The development standards for RM15-A are consistent with the goals of the policy. The proposed district requires that buildings be placed at the street, parking be located behind structures/away from the street, and that access be derived from alley ways. These requirements are consistent with the urban nature of the policy. Given the shape of the property it is likely that units would front Montgomery Avenue and Douglas Avenue which will likely result in the unit fronting Montgomery Avenue maintaining the general rhythm of the existing character along Montgomery Avenue.

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



## Metro Planning Commission Meeting of 2/28/2019

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development

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

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

Maximum Uses in Proposed Zoning District: **RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.20		3 U	30	2	3

Traffic changes between maximum: **SP and RM15-A**

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

### METRO SCHOOL BOARD REPORT

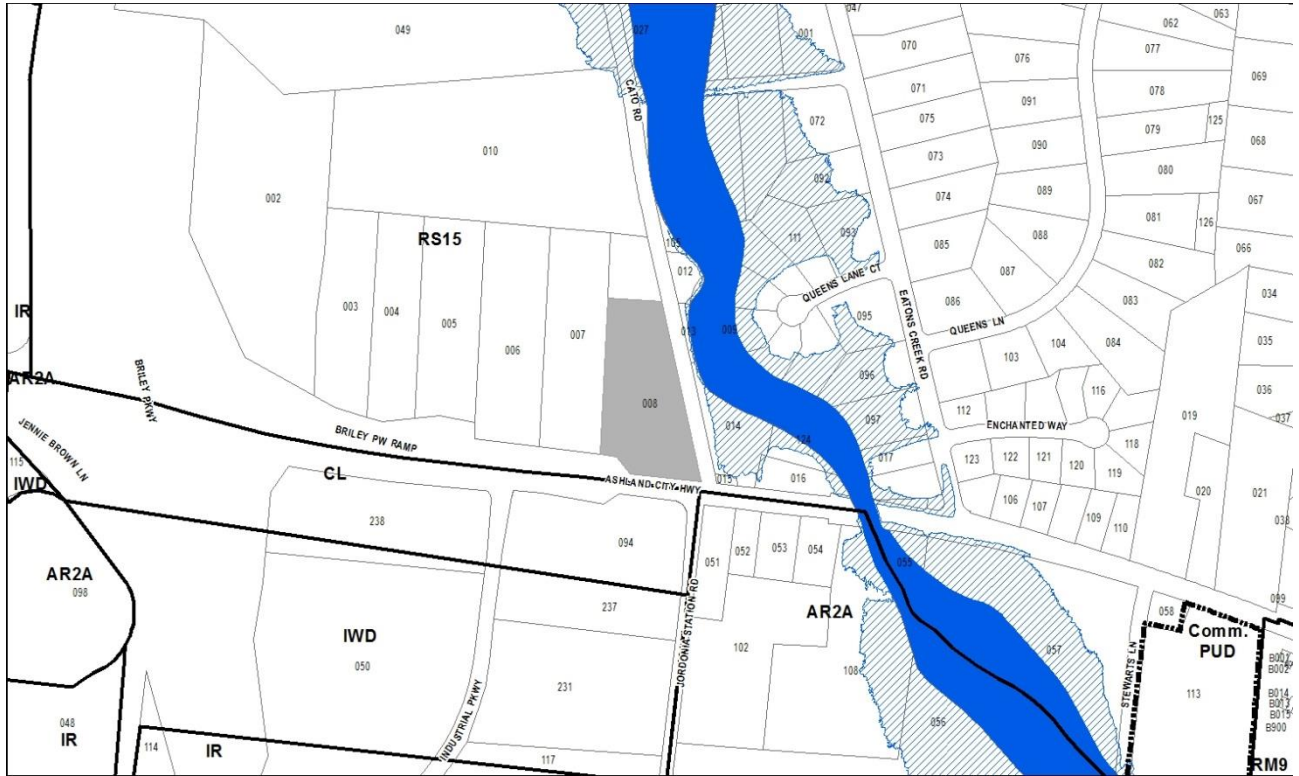
The proposed RM15-A zoning district would generate no more students than what is typically generated under the existing SP-R zoning district. Students would attend Shawab Elementary School, Jere Baxter Middle School, and Maplewood High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 2/28/2019



**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.



## **Metro Planning Commission Meeting of 2/28/2019**

Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

### **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.





## Metro Planning Commission Meeting of 2/28/2019

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)	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**

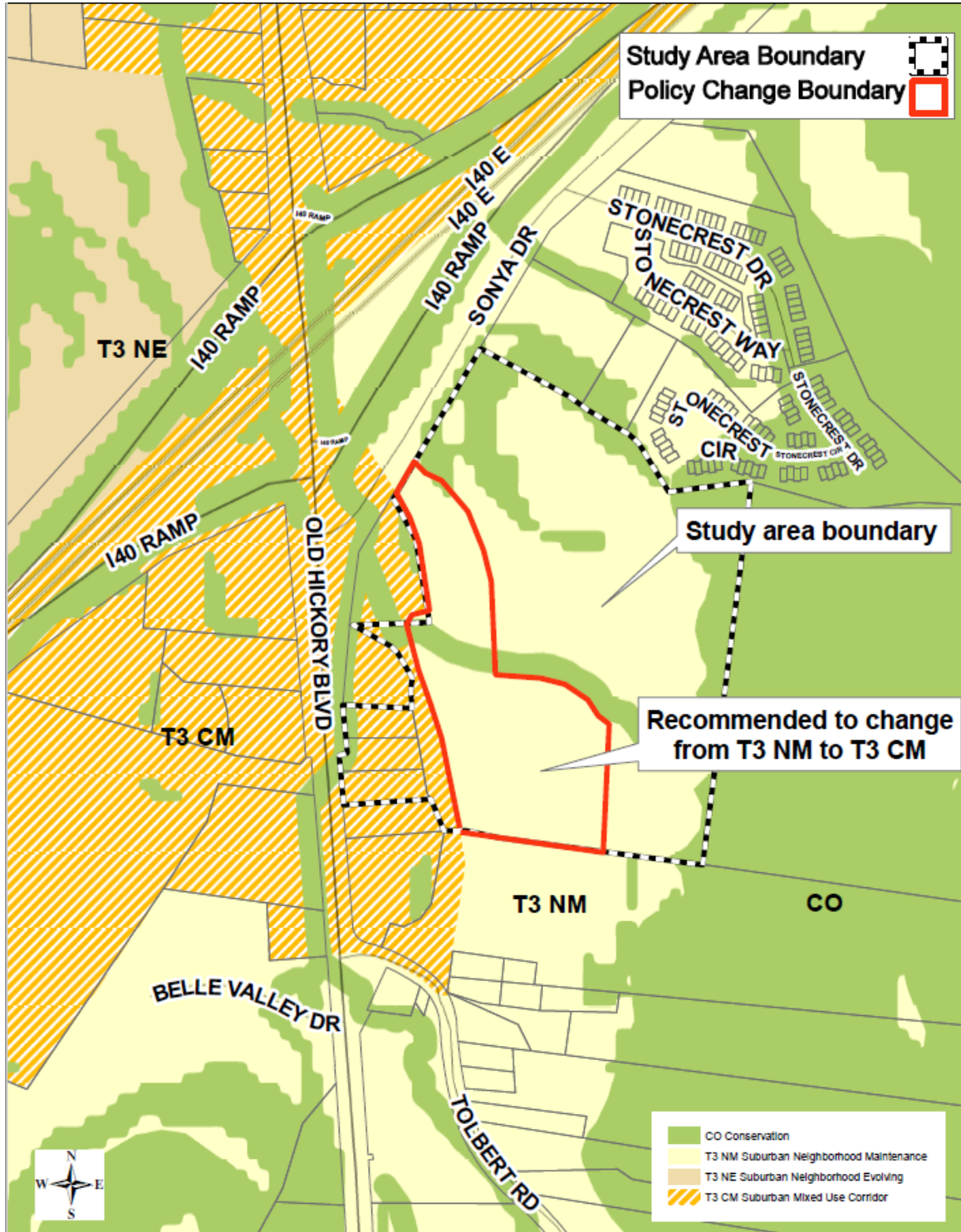
The proposed RM9-A zoning district will generate 8 additional students beyond what would be generated under the existing RS15 zoning. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 2/28/2019



2019CP-006-002

BELLEVUE COMMUNITY PLAN AMENDMENT

Map 114, Parcel(s) 208

06, Bellevue

22 (Sheri Weiner)



<b>Project No.</b>	<b>Major Plan Amendment 2019CP-006-002</b>
<b>Project Name</b>	<b>Bellevue Community Plan Amendment</b>
<b>Associated Cases</b>	2019SP-007-001
<b>Council District</b>	22 – Weiner
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Barge Design Solutions, Inc., applicant; Southfield Properties and Norwood Manor LLC and AM Investors No. 2 LLC, owners.
<b>Staff Reviewer</b>	Grider
<b>Staff Recommendation</b>	<i>Defer to the March 14, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Major Plan Amendment

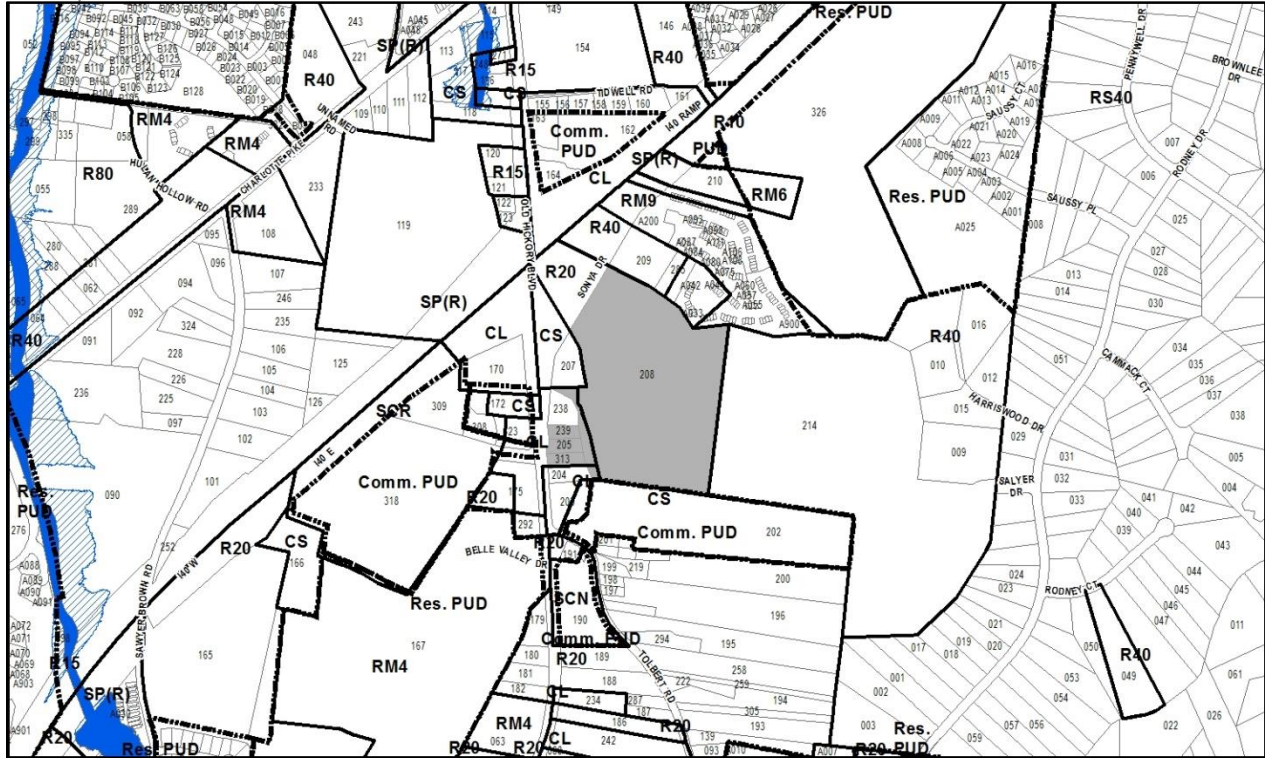
A request to amend the Bellevue Community Plan by changing from T3 Suburban Neighborhood Maintenance (T3 NM) to T3 Suburban Mixed Use Corridor (T3 CM) on a portion of property located at 7315 Sonya Drive, zoned One and Two-Family Residential (R20), approximately 8 acres.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 2/28/2019



**2019SP-007-001**  
SONYA DRIVE MIXED USE SP  
Map 114, Parcel(s) 205, 208, 239, 313  
06, Bellevue  
22 (Sheri Weiner)



<b>Project No.</b>	<b>Specific Plan 2019SP-007-001</b>
<b>Project Name</b>	<b>Sonya Drive Mixed Use SP</b>
<b>Associated Plan Amendment</b>	2019CP-006-002
<b>Council District</b>	22- Weiner
<b>School District</b>	9- Frogge
<b>Requested by</b>	Barge Design Solutions, applicant; Southfield Properties, AM Investors No. 2, LLC and Norwood Manor, LLC, owners.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Defer to the March 14, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Rezone to SP to permit 87 multi-family residential units, up to 18,000 square feet of non-residential uses and a hotel.**

Preliminary SP

A request to rezone from Commercial Limited (CL), Commercial Service (CS) and Multi-Family Residential (RM40) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 616, 618, and 620 Old Hickory Boulevard and 7315 Sonya Drive, approximately 400 feet north of Tolbert Road (29.6 acres), to permit 87 multi-family residential units, a hotel and 18,000 square feet of commercial space.

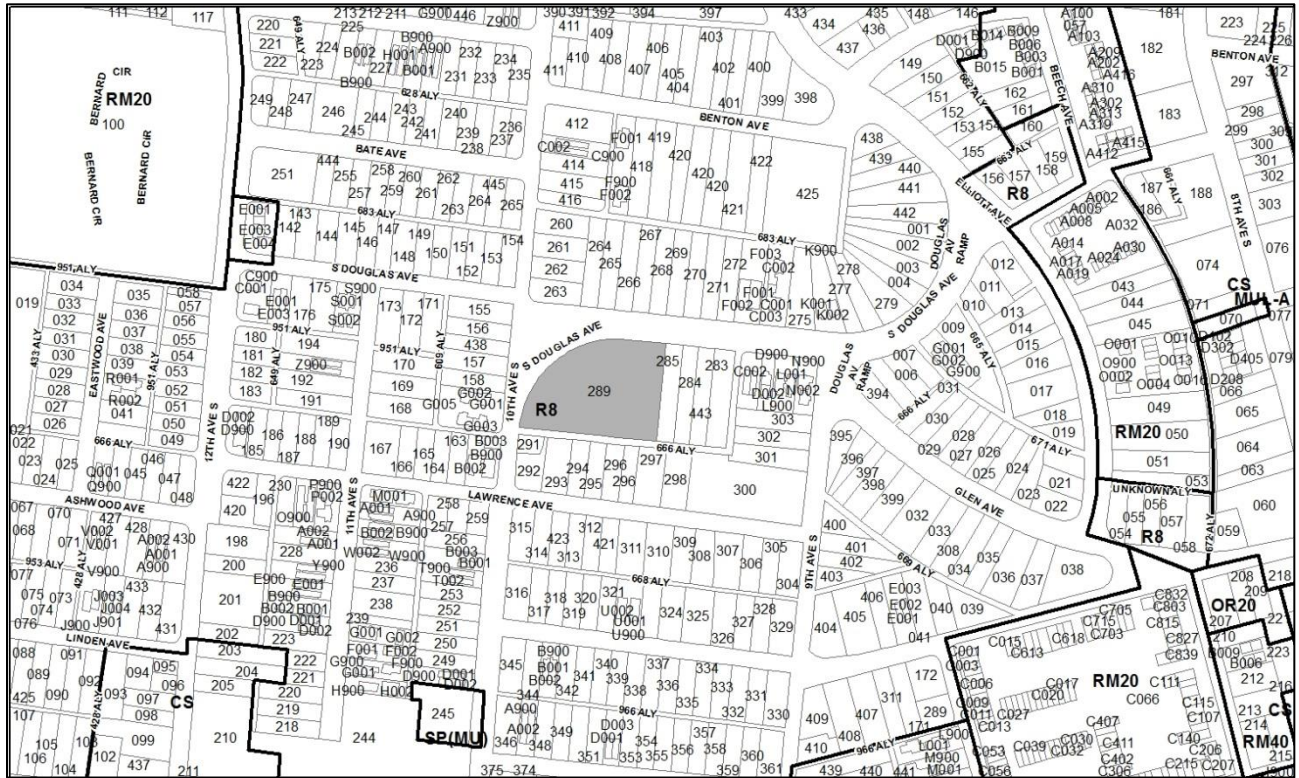
**STAFF RECOMMENDATION**

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





# Metro Planning Commission Meeting of 2/28/2019



**2018SP-008-001**

945 SOUTH DOUGLAS SP

Map 105-13, Parcel(s) 289

10, Green Hills-Midtown

17 (Colby Sledge)



<b>Project No.</b>	<b>Specific Plan 2018SP-008-001</b>
<b>Project Name</b>	<b>945 South Douglas SP</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Dale and Associates, Inc., applicant; Pilgrim Emanuel Baptist Church, Trs., owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit 19 multi-family residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning for property located at 945 S. Douglas Ave, at the corner of South Douglas Avenue and 10th Avenue South, within the Waverly-Belmont Neighborhood Conservation District, to permit 19 residential units (2.24 acres).

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 12 lots with 3 duplex lots for a total of 13 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

**Proposed Zoning**

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

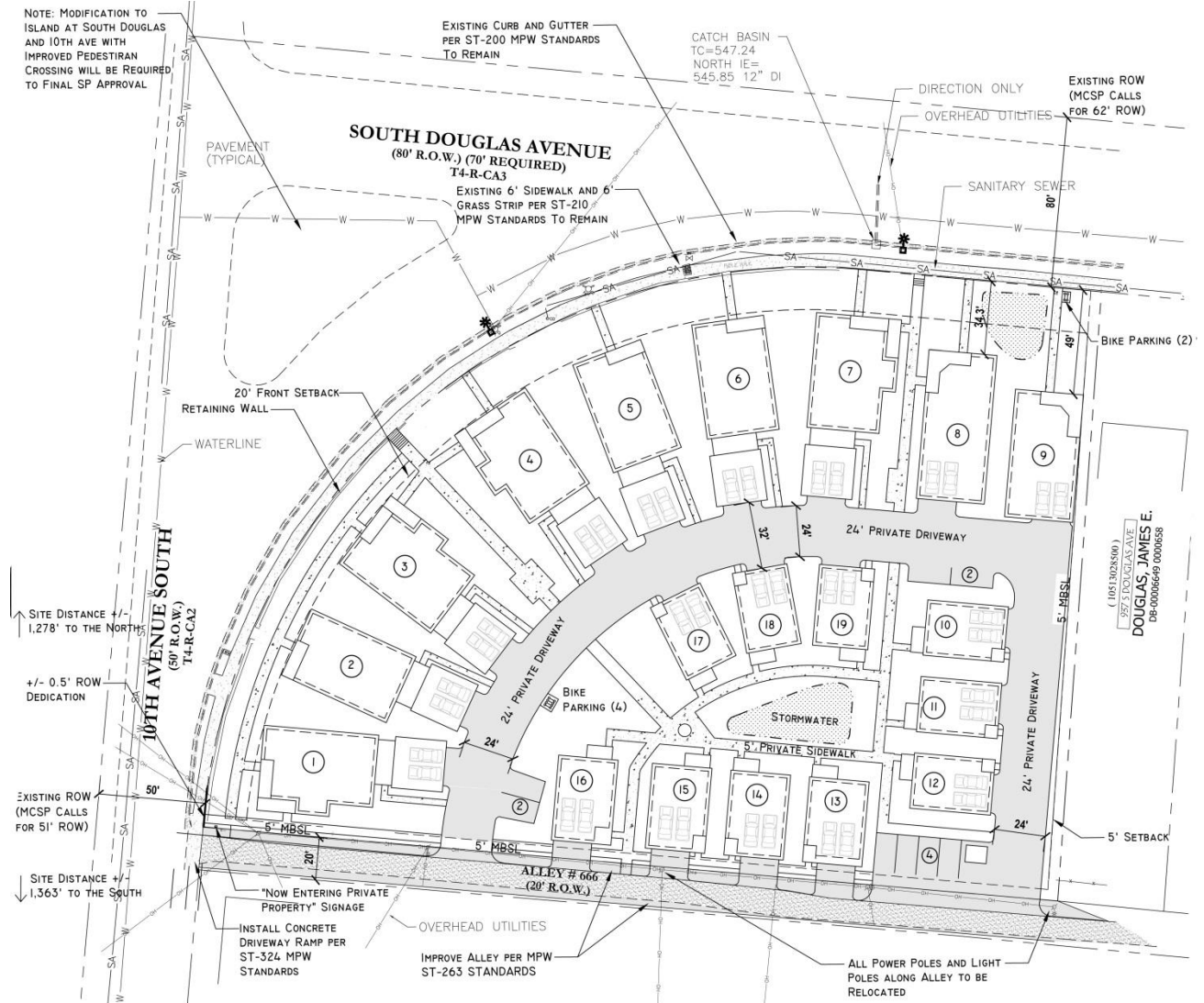
**SITE CONTEXT AND PLAN DETAILS**

The site is approximately 2.24 acres and is located at the southeastern corner of the intersection of S. Douglas Avenue and 10<sup>th</sup> Avenue South. The property currently contains a church. The surrounding development pattern includes primarily single-family and two-family units, with scattered institutional uses.

The site is located in the Waverly Belmont Neighborhood Conservation Overlay District, a local historic district. Proposed SPs in historic districts must first be referred to and reviewed by the Metro Historic Zoning Commission (MHZC) for conformance with the relevant plan or guidelines. This proposal has received a preliminary recommendation of approval with conditions by the MHZC. If the SP is approved by the Planning Commission, the plan will be reviewed by the MHZC for final design review.



# Metro Planning Commission Meeting of 2/28/2019



## Proposed Site Plan





## Metro Planning Commission Meeting of 2/28/2019

### Site Plan

The plan proposes 19 detached multi-family units located along a curved corner of S. Douglas Avenue and 10<sup>th</sup> Avenue South. Nine of the units (Units 1 – 9) are located along the S. Douglas Avenue curve with direct street frontage, and ten units (Units 10-19) are located interior to the site. The interior units front common open space at the center of the site, and are proposed with smaller footprints than the units along S. Douglas Avenue.

Access is provided from an existing rear alley, which runs from 10<sup>th</sup> Avenue South to S. Douglas Avenue (north), wrapping the back of the site and additional properties to the east. A private drive, accessed from the alley in two locations, is located behind the street-fronting units, providing rear access to the two-car garages included on Units 1-12 and 17-19. Units 13 -16 also contain two-car garages but are accessed directly from the alley. Additional surface parking is provided along the private drive. No vehicular access to S. Douglas Avenue or 10<sup>th</sup> Avenue South is proposed.

Units 1 – 7 are set back approximately 20 feet from an existing stone retaining wall that wraps the majority of the S. Douglas curve. Units 8 and 9, the two easternmost units, include deeper setbacks in order to transition from the proposed development to the existing residences east of the site. The existing stone wall along S. Douglas will be retained, with one cut proposed between Units 3 and 4 for a pedestrian connection that extends from the public sidewalk directly to the common open space and interior sidewalk network. A second pedestrian connection from the public sidewalk is proposed between Units 7 and 8. Access to Units 4-9 will be provided directly from the units to the public sidewalk along S. Douglas Avenue. Access to Units 1-3 will be provided from the units to a new sidewalk, located interior to the stone wall, which connects to the public sidewalk along 10<sup>th</sup> Avenue South.

Open space is located around the periphery of the site and interior to the site where the smaller units are proposed. All of the interior units will front the open space, which also includes area for stormwater management. The existing driveway ramps onto S. Douglas will be demolished and replaced with a landscape strip to match the existing sidewalk and curb lawn conditions.

The plan proposes a maximum building height limitation of 1.5 stories in 35 feet for Units 1-9, and 2 stories in 35 feet for Units 10-19. The plan also includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths, and prohibited materials. .

### **GREEN HILLS-MIDTOWN COMMUNITY PLAN**

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

### **ANALYSIS**

Staff finds the plan to be consistent with the T4 Neighborhood Maintenance policy, which is intended to maintain the existing development pattern in an area while also recognizing that gradual change may occur over time.



## **Metro Planning Commission Meeting of 2/28/2019**

The plan proposes slightly more density than would otherwise be permitted by existing entitlements in a manner that respects the surrounding context and established development pattern.

The original plans filed with the Planning Department proposed 37 units, with 17 units along the street and 20 units located interior to the site. Staff did not find the setbacks, spacing, access, and open space areas proposed with the original submittal to be contextually sensitive to the neighborhood. Staff had general concerns about the overall intensity that was proposed and did not find the initial plans to be consistent with the goals of the T4 NM policy. In addition, the plans would first need to be reviewed by the MHZC for conformance with the relevant design guidelines for new construction, per the MHZC's standard review process.

After ongoing discussions with the applicant, Historic staff, and other Metro agencies, the layout was modified to include deeper front setbacks, additional spacing between the units, reduced building height, increased open space areas, and modifications to the private drive and site access, which resulted in a reduction in the number of units from 37 to 19. Previously, there was little interaction between the public realm and the common open space interior to the site. Additionally none of the interior units were accessible from the public streets. Once the unit count was reduced, there was additional room to accommodate direct pedestrian connections from the public sidewalk to the common open space and interior units. Another fundamental change addressed vehicular access, which was previously proposed from the alley and directly from S. Douglas Avenue near the northeast corner, where Units 8 and 9 are currently proposed. The S. Douglas Avenue access point has since been removed and replaced with units that transition to the adjacent properties east of the site, maintaining the established character and development pattern along the block. Both of the access points are now off of the rear alley.

The revised SP was considered by the MHZC at its December 19, 2018 meeting where it was approved with conditions for the site plan and overall massing.

Staff finds the revised SP to be consistent with the T4 NM policy guidance at this location, as it provides residential development at an appropriate intensity that is consistent with the surrounding neighborhood.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve w/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. These plans propose a new public water main, which requires public water construction plans. These public water construction plans must be submitted and approved prior to Final SP approval, and must match the Final Site Plan/SP plans. Also, these plans propose a shared private sewer system. The applicant must receive approval of this setup, via the variance process, prior to Final SP approval.



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As part of this variance process, a Letter of Responsibility must be submitted to MWS, and approved. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- The limits of the alley improvements are to be coordinated with MPW prior to Final SP submission.
- Indicate installation of ground mounted “now entering private property” signage at the driveway connection to the public street and alley.
- Remove the phrase private alley, should be termed private driveway.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Provide adequate sight distance at alley and 10<sup>th</sup> and at alley and drive access, and provide adequate sight distance at South Douglas and access drive. Provide sight distance exhibit.
- Modification to island at S. Douglas and 10th Ave. with improved pedestrian crossing will be required prior to Final SP approval.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	2.24	5.44	15 U	182	16	17

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.24	-	19 U	226	19	21

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4 U	+44	+3	+4

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R8 district: 1 Elementary 1 Middle 1 High**

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

The proposed SP zoning is not expected to generate any more students than the existing R8 zoning. Students would attend Waverly-Belmont Elementary School, J.T. Moore Middle School,



## Metro Planning Commission Meeting of 2/28/2019

and Hillsboro High School. Waverly-Belmont Elementary and Hillsboro High School have been identified as having additional capacity. There is no capacity for middle school students within the Hillsboro Cluster. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval with conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 19 multi-family residential units.
2. On the corrected copy, modify the Height Standards in the Development Summary: Maximum overall height is 2 stories in 35 feet, subject to final approval by the Metro Historic Zoning Commission.
3. Add note to the Development Summary and to the Architectural Notes: Architectural Standards, subject to final approval by the Metro Historic Zoning Commission.
4. The existing retaining wall shall be maintained, except for any cuts needed for pedestrian connections as shown on the plans.
5. Areas reserved for bioretention and stormwater management shall be designed as an amenity in addition to their other functions, including any stormwater treatment areas located within the common space fronting public streets.
6. Areas of right-of-way dedication shall be identified on the final site plan in accordance with the MCSP requirements.
7. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval, subject to final approval by the Metro Historic Zoning Commission.
8. 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.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. 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.
11. 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.
12. 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.
13. 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



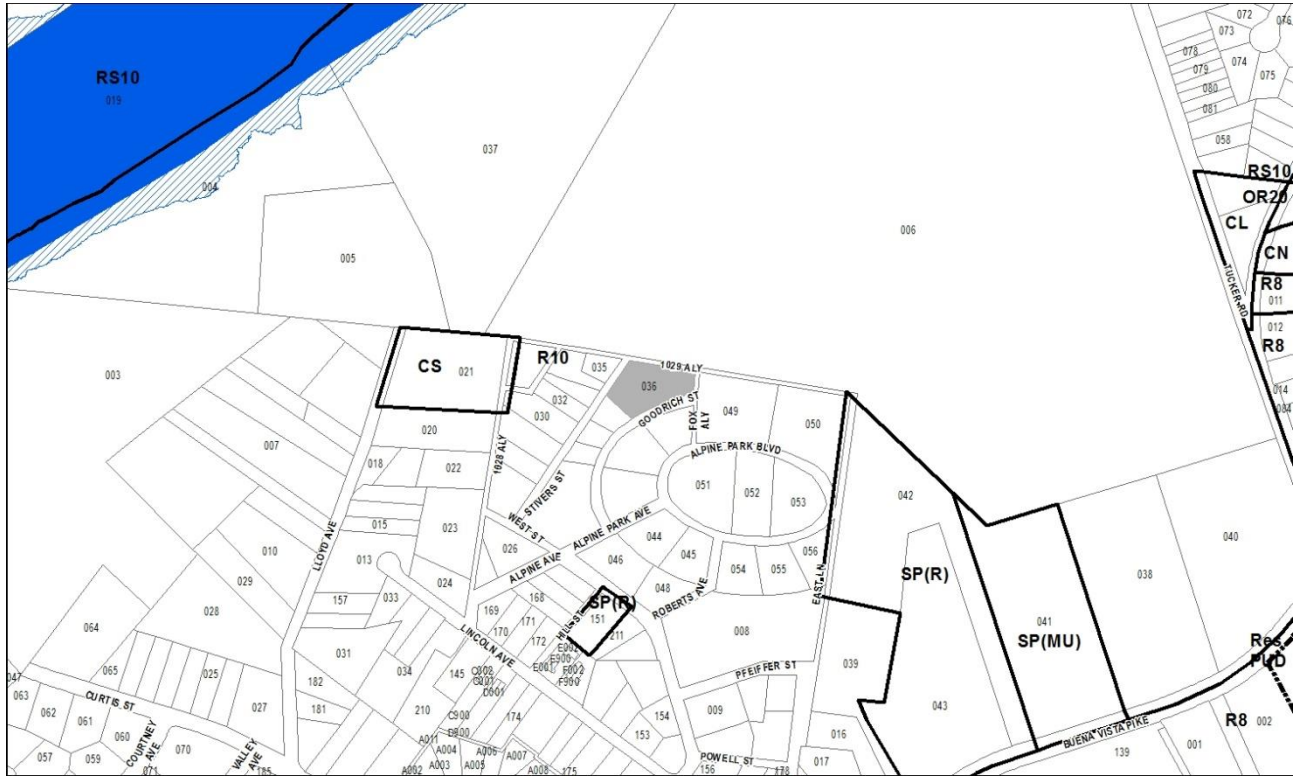
## **Metro Planning Commission Meeting of 2/28/2019**

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.

14. Comply with all conditions and requirements of Metro reviewing agencies.
15. 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 2/28/2019



**2019S-032-001**

**RESUBDIVISION OF PART OF LOT 10 ON THE PLAN OF APLINE TERRACE  
SUBDIVISION**

Map 070-05, Parcel(s) 036

03, Bordeaux - Whites Creek - Haynes Trinity

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Final Plat 2019S-032-001</b>
<b>Project Name</b>	<b>Re subdivision of Part of Lot 10 on the Plan of Alpine Terrace Subdivision</b>
<b>Council District</b>	02 - Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Clint Elliott Surveying, applicant; C & H Properties, LLC., owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the March 14, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Final Plat

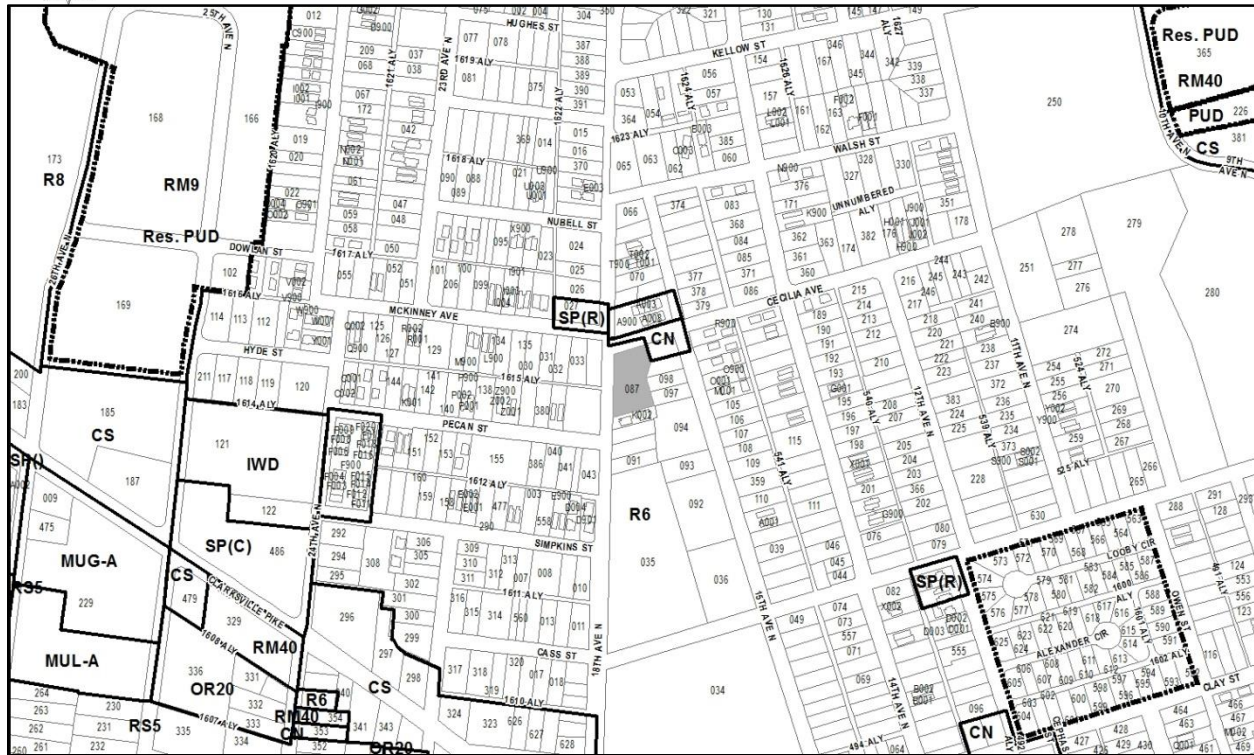
A request for final plat approval to create three lots on property located at 2420 Stivers Street, at the eastern terminus of Stivers Street, zoned One and Two-Family Residential (R10) (0.87 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 2/28/2019



**2019S-037-001**  
REVISION OF THE NORTHWEST QUARTER OF LOT 31 ON THE J.C.  
OWEN'S PLAN OF LOTS  
Map 081-03, Parcel(s) 087  
08, North Nashville  
02 (DeCosta Hastings)





<b>Project No.</b>	<b>Final Plat 2019S-037-001</b>
<b>Project Name</b>	<b>Revision of the Northwest Quarter of Lot 31 on the J.C. Owen’s Plan of Lots</b>
<b>Council District</b>	02- Hastings
<b>School District</b>	1- Gentry
<b>Requested by</b>	Clint T. Elliott Surveying, applicant; Maria Patton, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Final plat approval to create three lots.**

Final Plat

A request for final plat approval to create three lots on property located at 2138 18th Avenue North, at the southeast corner of Cecilia Avenue and 18th Avenue North, zoned One and Two-Family Residential (R6) (0.59 acres), requested by Clint T. Elliott Surveying, applicant; Maria Patton, owner.

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for one and two-family dwellings at an overall density of 7.26 dwelling units per acre. *R6 would permit a maximum of 4 lots with 1 duplex lot for a total of 5 residential units. However, application of the Subdivision Regulations results in fewer lots.*

**NORTH NASHVILLE COMMUNITY PLAN**

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

**PLAN DETAILS**

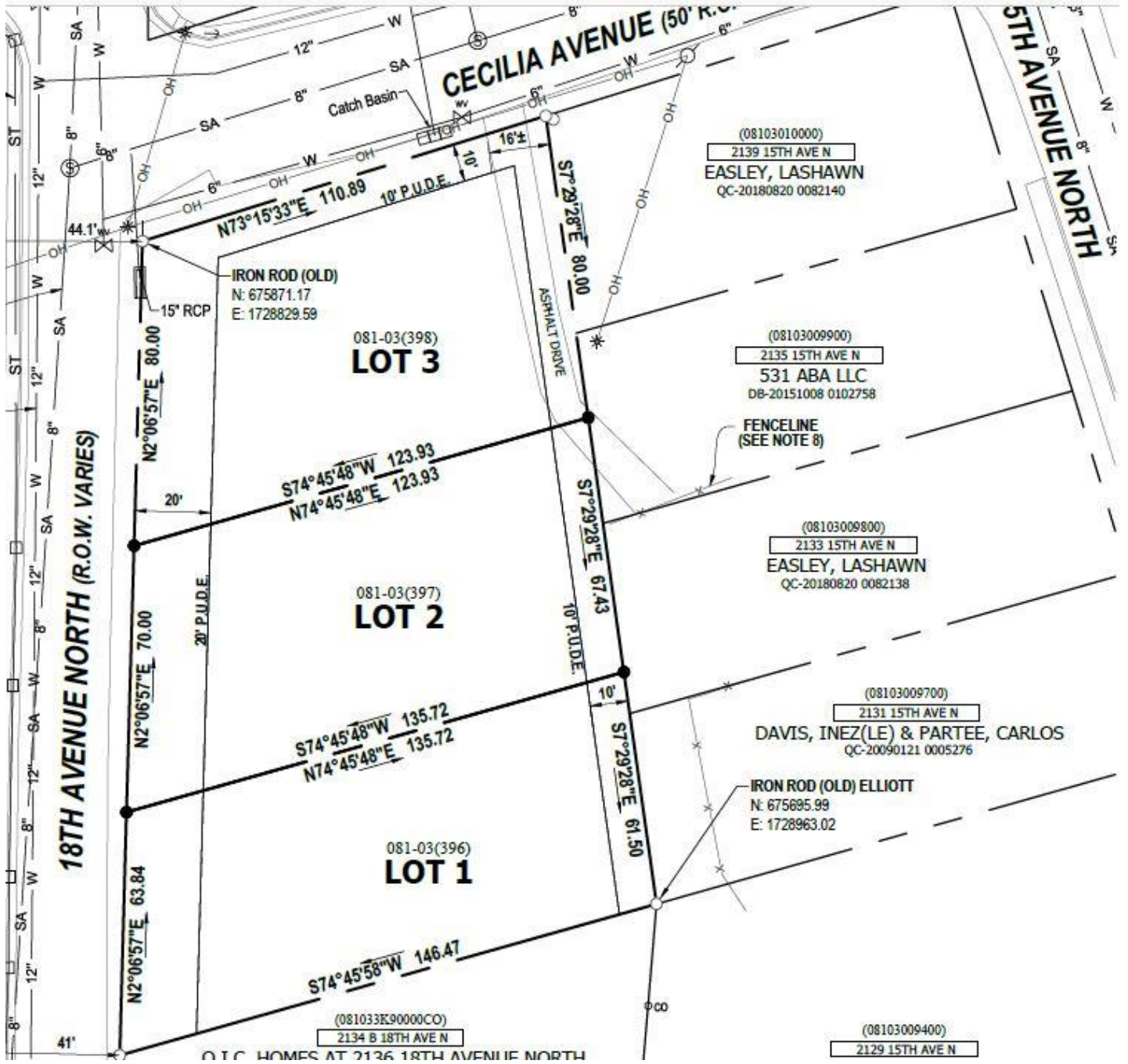
The subject property is located at 2138 18th Avenue North, at the southeast corner of 18th Avenue North and Cecilia Avenue. The property is currently vacant. The proposal is to create 3 lots. The proposed lots have the following area and frontage:

Proposed Lots:

- Lot 1: 8,598 square feet (0.19 acres) and 63 feet of frontage along 18<sup>th</sup> Avenue North
- Lot 2: 8,674 square feet (0.19 acres) and 70 feet of frontage along 18th Avenue North
- Lot 3: 9,110 square feet (0.20 acres) and 80 feet of frontage along 18th Avenue North



# Metro Planning Commission Meeting of 2/28/2019



Proposed Final Plat



## Metro Planning Commission Meeting of 2/28/2019

### 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 One and Two-Family Residential (R6) zoning district.

#### Street Frontage

Each proposed lot has frontage on a public street.

#### Agency Review

All review agencies have provided approval.

#### Community Character

Lot frontage: The proposed lots must have 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.

Frontage Analysis		Lot Number	Frontage
70% of Average	29 ft.	Lot 1	63 ft.
Smallest Surrounding Parcel	42 ft.	Lot 2	70 ft.
		Lot 3	80 ft.

Lot size: The proposed lots must have lot area that is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater.

Frontage Size Analysis		Lot Number	Size
70% of Average	4,268 s.f.	Lot 1	8,598 s.f.
Smallest Surrounding Parcel	6,098 s.f.	Lot 2	8,674 s.f.
		Lot 3	9,110 s.f.

Staff finds that each proposed lot meets the Compatibility Criteria in Section 3-5.2 of the Subdivision Regulations.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Capacity must be reserved for each lot prior to building permits.



## **Metro Planning Commission Meeting of 2/28/2019**

### **STORMWATER RECOMMENDATION**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

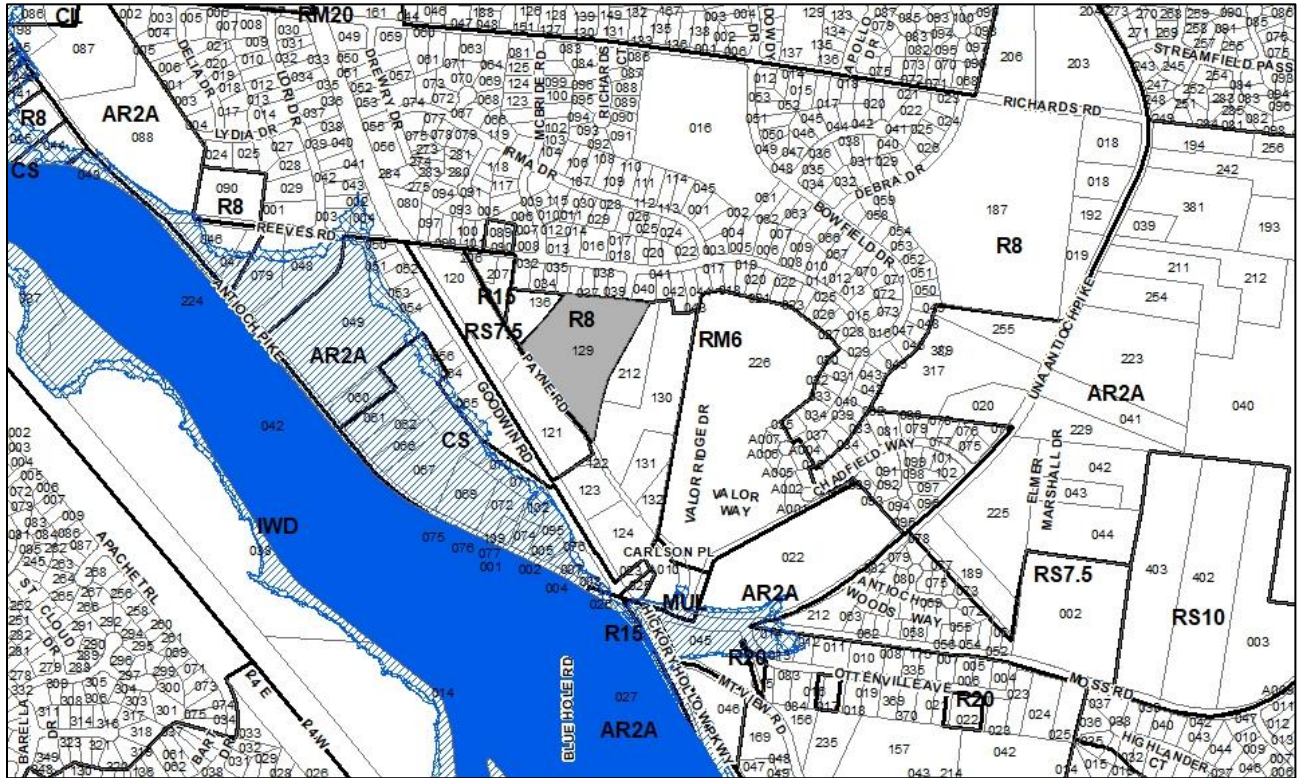
Staff recommends approval of the final plat request.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/28/2019



**2019S-039-001**  
4830 PAYNE ROAD  
Map 148, Parcel(s) 129  
13, Antioch – Priest Lake  
28 (Tanaka Vercher)



<b>Project No.</b>	<b>Concept Plan 2019S-039-001</b>
<b>Project Name</b>	<b>4830 Payne Road</b>
<b>Council District</b>	28 - Vercher
<b>School District</b>	6 – Bush
<b>Requested by</b>	Dale and Associates, applicant; Sameh Lous, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the March 14, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Concept plan to permit 22 single-family lots.**

Concept Plan

A request for concept plan approval to create 22 single-family residential lots on property located at 4830 Payne Road, approximately 600 feet south of Reeves Road, zoned One and Two-Family (R8) and within the Payne Road Residential Urban Design Overlay District (5.5 acres).

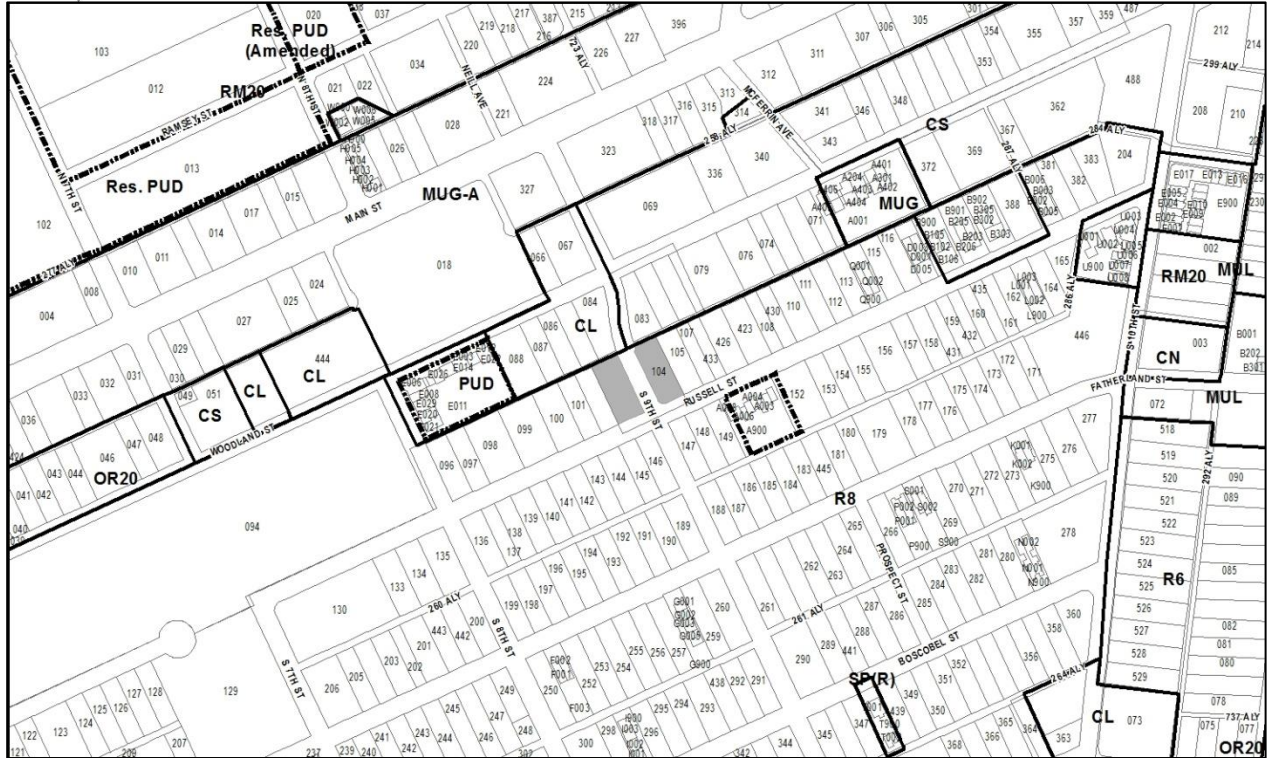
**STAFF RECOMMENDATION**

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





# Metro Planning Commission Meeting of 2/28/2019



**2018NHL-003-002**

**HOTEL CHURCH NEIGHBORHOOD LANDMARK DEVELOPMENT PLAN  
(REVISION)**

Map 082-16, Parcel(s) 103-104

05, East Nashville

06 (Brett Withers)





<b>Project No.</b>	<b>Neighborhood Landmark 2018NHL-003-002</b>
<b>Project Name</b>	<b>Hotel Church Neighborhood Landmark Development Plan (Revision)</b>
<b>Council District</b>	06 - Withers
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Powell Architecture and Building Studio, applicant; 819 Russell Partners, LLC, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Permit a hotel within the existing structure.**

Neighborhood Landmark Development Plan (Major Modification)

A request to revise a Neighborhood Landmark Overlay Development Plan on properties located at 819 and 901 Russell Street, at the northwest and northeast corners of Russell Street and South 9th Street, zoned One and Two-Family Residential (R8) and within the Edgefield Historic Preservation Overlay District (0.56 acres), to increase the number of permitted rooms from 18 hotel rooms and a manager’s apartment to 23 hotel rooms and a manager’s apartment.

**Existing Zoning**

One and Two-Family Residential Districts (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 3 duplex lots for a total of 6 units, subject to compliance with all standards of the Metro Subdivision Regulations.*

Edgefield Historic Preservation Overlay District (HPR) Historic Preservation districts are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development.

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

**HISTORY**

In 2001, Metro Council approved BL2001-789, which created a Neighborhood Landmark Overlay District for property located at 819 and 901 Russell Street. The Neighborhood Landmark designation recognizes the building’s unique characteristics and contribution to the neighborhood





## **Metro Planning Commission Meeting of 2/28/2019**

context and structure. The Neighborhood Landmark designation permits adaptive reuse of neighborhood features in order to protect and preserve the feature.

In May of 2018, the Planning Commission approved a Neighborhood Landmark Development Plan for an 18-room hotel and a manager's apartment to be developed within the existing church building. The purpose of this application is to increase the number of hotel rooms from 18 hotel rooms and a manager's apartment to 23 hotel rooms and a manager's apartment. All rooms will still be located within the existing church building, and no new or additional uses are proposed.

A clerical error was discovered in the staff report of the previous approval (Case Number 2018NHL-003-001) during review of the current application (2018NHL-003-002) as it pertains to number of hotel rooms. The staff report of the previous approval incorrectly referenced 17 hotel rooms and a manager's apartment as part of the application request when the plans submitted always illustrated 18 hotel rooms and a manager's apartment. Building permits have been issued for the 18 hotel rooms and a manager's apartment consistent with the plans as approved by the Planning Commission in May of 2018.

### **PLAN DETAILS**

The development plan proposes a 23-room boutique hotel and an apartment for the on-site manager within the existing, 12,223-square-foot church building at 819 Russell Street. The proposed increase in hotel rooms is the only change included for this proposal. This proposal includes previous restrictions and conditions that include an on-site manager.

The existing parking lot serving the church, located at 901 Russell Street, will provide parking for the hotel use. The surface lot, which is accessed from Russell Street and the alley to the north, contains a total of 29 parking spaces; a total of 19 spaces are required for the use by the parking standards of the Metro Zoning Ordinance. The existing parking lot will be upgraded with tree islands and perimeter landscaping consistent with the current requirements of the Metro Zoning Ordinance for parking lots. The plan also identifies a location for a proposed bicycle sharing station in the parking lot.

### **ANALYSIS**

A revision to an existing Neighborhood Landmark Development Plan requires approval by the Planning Commission and does not require action by the Metro Council. The site is located at the intersection of Russell Street and S 9<sup>th</sup> Street, approximately 225 feet southeast of Woodland Street, which is identified on the Major and Collector Street Plan as a collector, and approximately 620 feet southeast of Main Street, which is identified on the MCSP as arterial boulevard and an immediate need high capacity transit corridor. The site is on the edge of a large area of one and two-family residential zoning developed with primarily single-family homes and some scattered duplex and multi-family residential uses. The properties to the north along Woodland Street are developed with a mix of residential, office, commercial and mixed uses. The two properties just north of this site, on the opposite side of the alley located to the rear of the church and parking lot, contain existing office uses.

Section 17.40.160 of Metro Zoning Code permits revisions to an approved Neighborhood Landmark Development Plan subject to the Planning Commission's review. In this instance, action



## **Metro Planning Commission Meeting of 2/28/2019**

by Metro Council is not required. The plan, as proposed, is consistent with the previous approval with the only change being an increase in permitted hotel rooms from 18 to 23 in addition to an apartment for the on-site manager. No new parking, lighting, or signage is proposed as the site layout remains unchanged from the previous approval.

The proposal will still allow for the adaptive reuse and restoration of a significant community feature which has long been vacant. The proposed increase in hotel rooms is consistent with the intent of the previously approved development plan. The conditions incorporated by the applicant and recommended by staff will continue to ensure that this development is compatible with the surrounding neighborhood context and appropriate given the location. As the proposed increase in hotel rooms is consistent with the approved development plan, as conditioned, staff recommends approval with conditions.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.
- MPW solid waste policy requires that businesses of this scale set up a private hauler collection. Prior to bldg permit approval by MPW submit documentation for solid waste and recycling collection via private hauler.

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Apply to T&P for loading zone for check in and ride share along Russell St frontage.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.
- Balance of capacity must be reserved for water and sanitary sewer prior to U&O.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



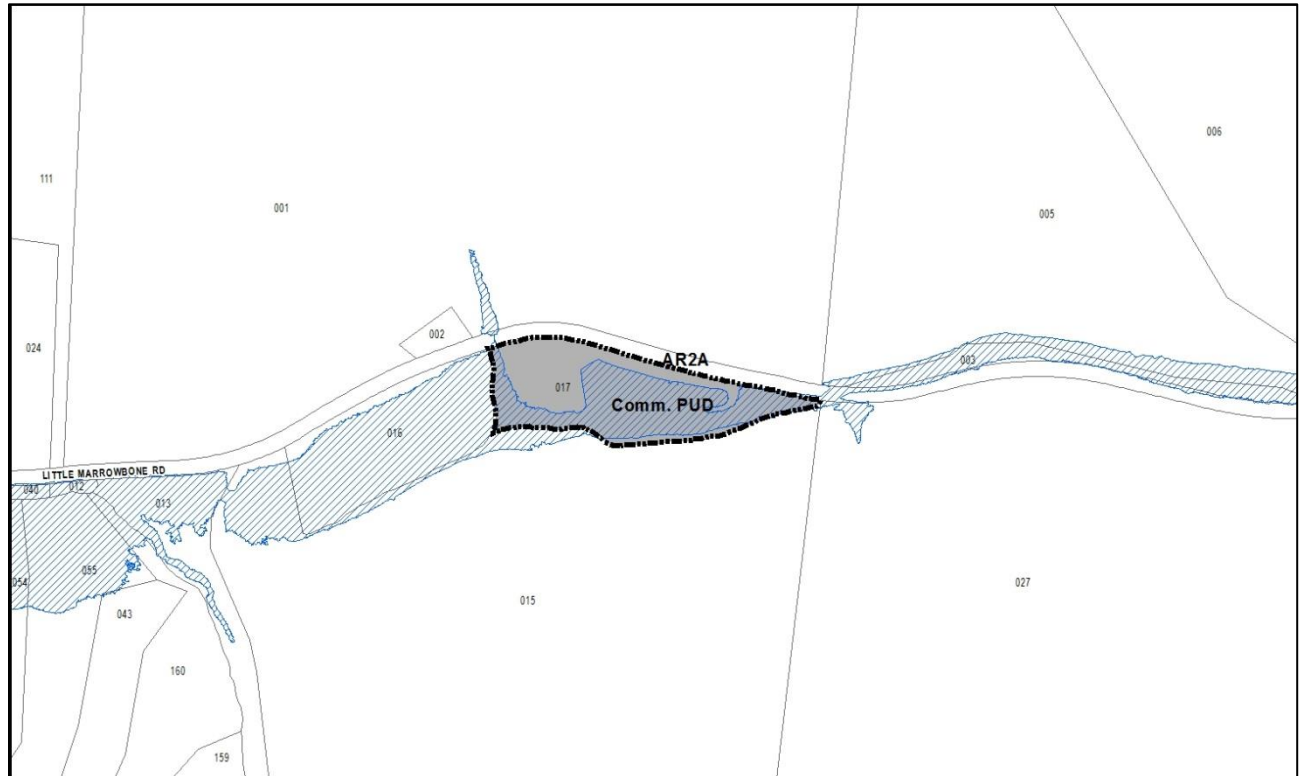
## **Metro Planning Commission Meeting of 2/28/2019**

### **CONDITIONS**

1. Permitted uses shall be limited to a hotel with a maximum of 23 hotel rooms and one manager's apartment within the existing structure. No over the counter sales of food, beverage or merchandise to the general public is permitted.
2. Special events shall be prohibited.
3. Parking shall be limited to use by hotel guests and staff only. Public paid parking shall be prohibited.
4. Valet parking stands, ride-share dropoff areas, and loading and check-in areas shall be prohibited along Russell Street and S 9<sup>th</sup> Street. All service vehicle loading shall occur on-site accessed via the alley to the rear of the building. Hotel guest drop-off and loading shall be limited to the rear of the site accessed via the alley or to the hotel parking lot.
5. Signage shall be limited to the existing ground sign located at the front of the building along Russell Street. Lighting for the existing sign shall be limited to goose neck lighting installed on top of sign or ground mounted uplighting. No internal illumination is permitted.



## Metro Planning Commission Meeting of 2/28/2019



### **162-82P-001**

4237 LITTLE MARROWBONE ROAD PUD (CANCELLATION)

Map 038, Parcel(s) 017

03, Bordeaux-Whites Creek-Haynes Trinity

01 (Jonathan Hall)



<b>Project No.</b>	<b>Planned Unit Development 161-82P-001</b>
<b>Project Name</b>	<b>4237 Little Marrowbone Road PUD (Cancellation)</b>
<b>Council District</b>	01 - Hall
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Jennifer Patten, applicant and owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Cancel a planned unit development.**

PUD Cancellation

A request to cancel a Planned Unit Development on property located at 4237 Little Marrowbone Road, approximately 3635 feet west of Eatons Creek Road zoned Agricultural/Residential (AR2a) (4.04 acres).

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 2 lots with 2 duplex lots for a total of 4 units, based on the acreage only. However, the PUD regulates the use of the property and 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 this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. The PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *The PUD is currently developed with a two-family unit.*

**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 2/28/2019**

T2 Rural Maintenance (T2 RM) is intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 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.

### **PLAN DETAILS**

The Commercial PUD was approved by Metro Council in 1983 to permit the use of existing facilities for a picnic area for tour buses. A final development plan was approved in 1983 for the development of a picnic pavilion to serve tour buses. In 1987, the Planning Commission approved a request for PUD cancellation at this site, finding the request to be consistent with the comprehensive plan. The PUD cancellation was never adopted by Metro Council.

The site is currently developed with a two-family residential use.

### **ANALYSIS**

The cancellation of a commercial PUD at this site allows for low-density uses that generally occur in rural areas, including residential, agricultural, and institutional uses, consistent with the site's T2 Rural Maintenance and CO policies and current AR2a zoning. Cancellation of a commercial PUD will allow the current residential use of the property to continue, consistent with policy guidance which calls for low intensity development.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval.

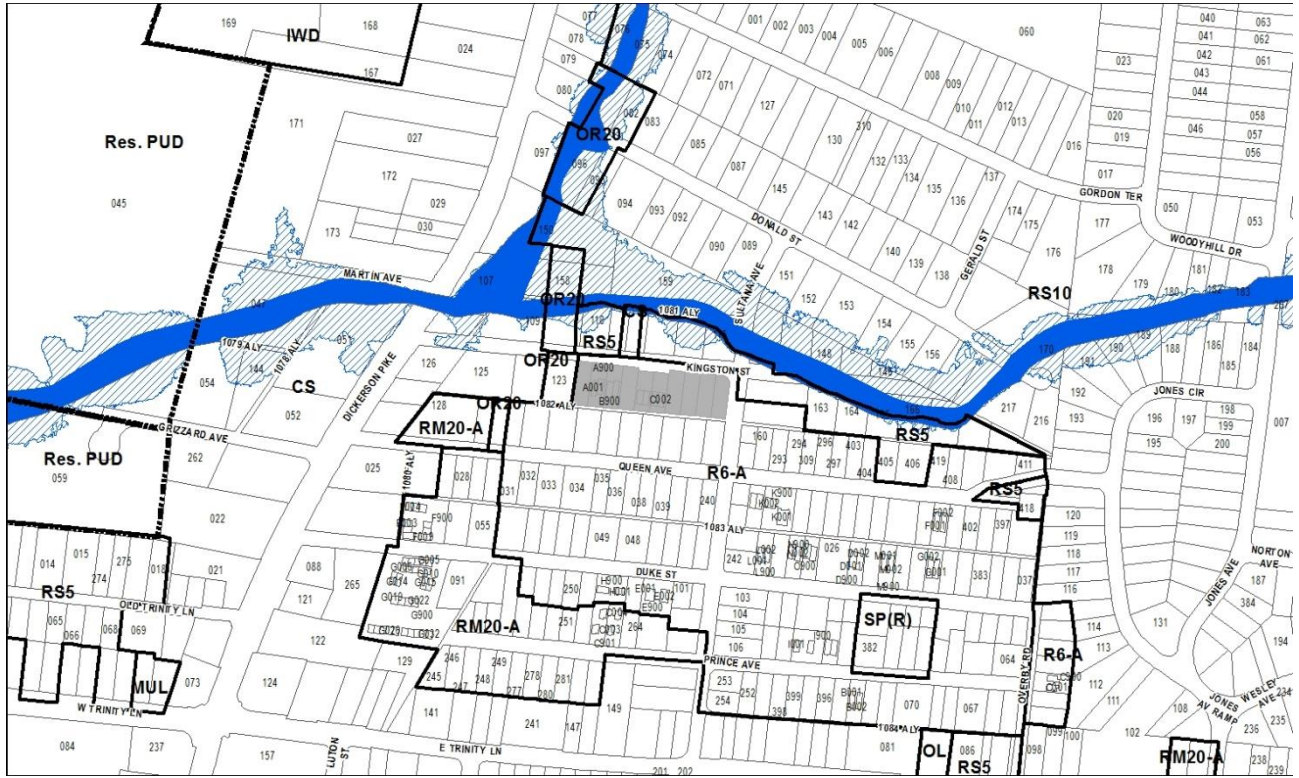




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/28/2019



**2019Z-019PR-001**

Map(s) Various, Parcel(s) Various

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2019Z-019PR-001</b>
<b>Council District</b>	05 – S. Davis
<b>School District</b>	3 – Speering
<b>Requested by</b>	Councilmember Scott Davis, applicant; various property owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from R6-A to RM15-A.**

Zone Change

A request to rezone from One and Two-Family Residential – Alternative (R6-A) to Multi-Family Residential – Alternative (RM15-A) zoning for various properties located along the south side of Kingston Street, approximately 500 feet east of Dickerson Pike, (1.63 acres), requested by Councilmember Scott Davis, applicant; various property owners.

**Existing 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 20 residential units.*

**Proposed Zoning**

Multi-Family Residential – Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 24 residential units.*

**EAST NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The site consists of ten properties located on the south side of Kingston Street, between Dickerson Pike and Sultana Avenue. The majority of the uses on the properties are single and two-family residential, but the property closest to Dickerson Pike includes outdoor storage associated with a business at the corner of Dickerson and Kingston Street. Zoning districts along Kingston Street include single and two-family residential, office and commercial.



## Metro Planning Commission Meeting of 2/28/2019

Due to the site’s proximity to Dickerson Pike, and the existing zoning pattern and land uses along Kingston Street, the area along Kingston Street between Dickerson Pike and Sultana Avenue is an appropriate transitional area from Dickerson Pike to the neighborhood located on the east side of Sultana Avenue. The proposed RM15-A zoning district is a suitable district for providing the appropriate transition, and will provide for additional density that can support the Dickerson Pike mixed-use corridor.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **R6-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)	1.63	7.26 D	20 U	237	19	22

\*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.63		24 U	280	22	26

Traffic changes between maximum: **R6-A and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4 U	+43	+3	+4

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed RM15-A district: 8 Elementary 3 Middle 3 High**

The proposed RM15-A zoning district would generate seven more students than what is typically generated under the existing R6-A zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

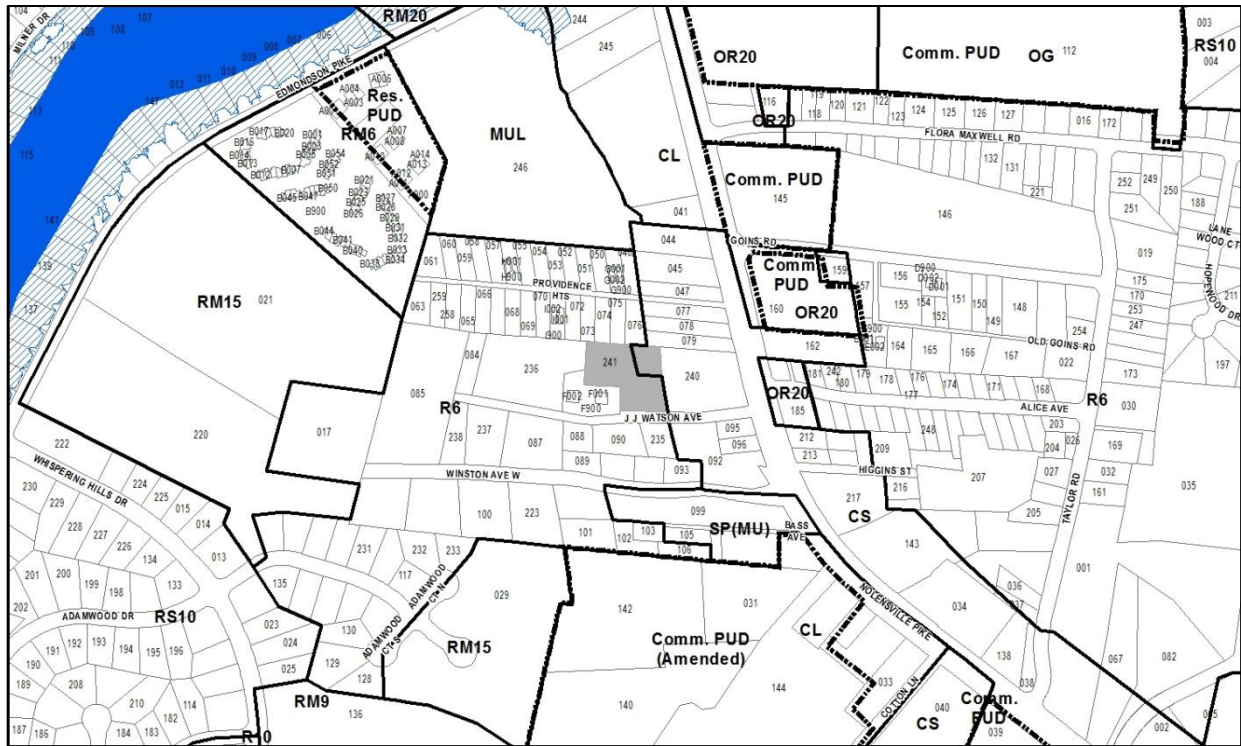
Staff recommends approval as the request is consistent with the T4 NM land use policy in this location.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 2/28/2019



**2019Z-026PR-001**

Map 147-07, Parcel(s) 240-241

12, Southeast

27 (Davette Blalock)



<b>Project No.</b>	<b>Zone Change 2019Z-026PR-001</b>
<b>Council District</b>	27- Blalock
<b>School District</b>	2 – Elrod
<b>Requested by</b>	Dale & Associates, applicant; Terry Wang, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from R6 and RM15 to RM15-A.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) and Commercial Service (CS) to Multi-Family Residential-Alternative (RM15-A) zoning for properties located at 4409 JJ Watson Avenue and a portion of 4415 Nolensville Pike, approximately 270 feet west of Nolensville Pike (1.15 acres).

**Existing Zoning**

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.26 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 6 lots and 1 duplex lot for a total of 7 residential units, based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

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

**Proposed Zoning**

Multi-Family Residential-Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 17 units.*

**SOUTHEAST COMMUNITY PLAN**

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in 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 2/28/2019

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.

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 is located 240 west of the intersection of Nolensville Pike and JJ Watson Avenue in the Southeast Community Plan Area. Existing site conditions include two single-family residential houses. This site is part of a larger area of One and Two-Family Residential (R6) zoning. A portion of the site, closest to Nolensville Pike, is in the Commercial Service zoning district. Nearby land uses consist of single-family residential and vacant parcels along JJ Watson Avenue. Commercial and office uses are located nearby along Nolensville Pike.

The proposed RM15-A zoning district is consistent with the T3 NE and T3 CM policy areas, in this location. The RM15-A zoning district is recommended for approval as it would provide the opportunity to meet goals of each policy area that include additional diversity of housing, potentially enhance pedestrian connectivity and encourage of mix of housing types near the Nolensville Pike corridor while serving as an appropriate transition between the corridor along Nolensville Pike and the neighborhood. Rezoning the property to one zoning district, where it is currently split, will also provide for cohesive development of the site.

### 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: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.15	7.26 D	10 U	126	12	12

\*Based on two-family lots





## Metro Planning Commission Meeting of 2/28/2019

Maximum Uses in Proposed Zoning District: **RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.15		17 U	204	17	19

Traffic changes between maximum: **R6 and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 7 U	+78	+5	+7

### METRO SCHOOL BOARD REPORT

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

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

**Projected student generation proposed RM15-A district: 3 Elementary 2 Middle 2 High**

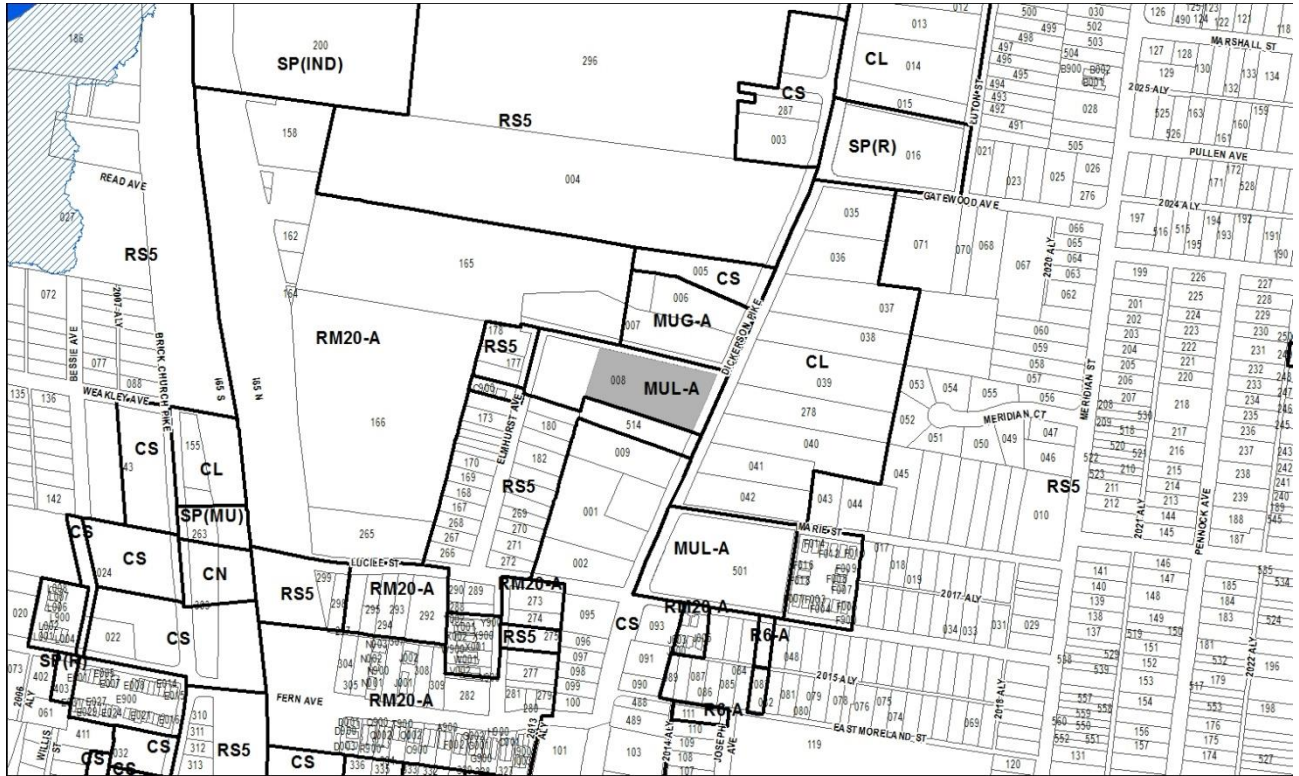
The proposed RM15-A zoning will generate four more students than the existing R6 and CS 5 zoning districts. Students would attend Norman Binkley Elementary School, Croft Middle School, and Overton High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 2/28/2019



**2019Z-027PR-001**

Map 071-11, Parcel(s) 008

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2019Z-027PR-001</b>
<b>Council District</b>	05 – Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Dale and Associates, applicant; Regal Development, LLC., owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Mixed Use Limited-Alternative (MUL-A) to Mixed Use General-Alternative (MUG-A) zoning for a portion of property located at 1404 Dickerson Pike, 575 feet northeast of the intersection of Dickerson Pike and Lucile Street (1.59 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The approximately 1.59 acre site consists of a single located on the west side of Dickerson Pike, 575 feet northeast of the intersection of Dickerson Pike and Lucile Street. This site is currently vacant and contains an access drive for a motel fronting Dickerson Pike. A portion of this property located towards the rear of the site is within an area of T4 Neighborhood Evolving policy. This portion of the site will retain the current MUL-A zoning.

The requested MUG-A zoning designation is consistent with surrounding land uses and with the T4 CM land use policy applicable to properties adjacent to the Dickerson Pike corridor.



## Metro Planning Commission Meeting of 2/28/2019

The proposed MUG-A zoning boundary will align with the zoning boundary for several adjacent parcels to the south of this site along Dickerson Pike and is consistent with the recent rezoning of property immediately adjacent to the north.

Permitted uses under MUG-A zoning include commercial, residential, and office uses. The proposed mixed use zoning would complement the existing uses along Dickerson Pike within the T4 Urban Mixed Use Corridor policy. The bulk and building placement standards associated with MUG-A zoning ensure mixed-use development that addresses the pedestrian realm and limits the parking to the sides and rear of buildings, consistent with the goals of the policy.

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

### TRAFFIC AND PARKING RECOMMENDATION

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.79	1.0 F	34 U	217	18	23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.4	1.0 F	17,424 S.F.	195	43	22

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	0.4	1.0 F	17,424 S.F.	1833	161	150

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.79	3.0 F	103 U	738	50	61

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.4	3.0 F	52,272 S.F.	566	76	62



## Metro Planning Commission Meeting of 2/28/2019

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	0.4	3.0 F	52,272 S.F.	3868	178	337

Traffic changes between maximum: MUL-A and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2927	+82	+265

### METRO SCHOOL BOARD REPORT

**Projected student generation existing MUL-A district: 8 Elementary 5 Middle 6 High**

**Projected student generation proposed MUG-A district: 23 Elementary 16 Middle 19 High**

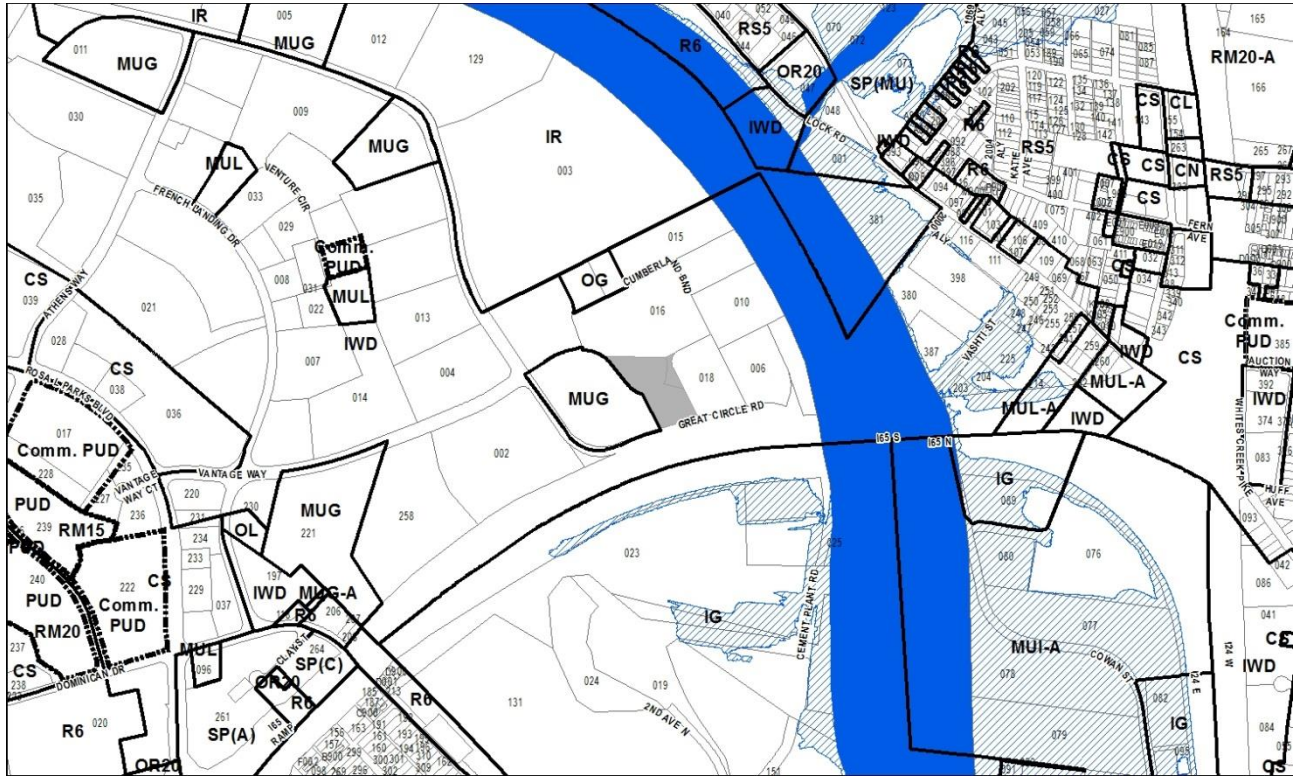
The proposed MUG-A zoning will generate 37 more students than the existing MUL-A zoning district. Students would attend Shawb Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 2/28/2019



**2019Z-029PR-001**

Map 070-13, Parcels 007, 021

8, North Nashville

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Zone Change 2019Z-029PR-001</b>
<b>Council District</b>	02 - Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	The Giddings Group, applicant; Sachin Dari, owner.
<b>Staff Reviewer</b>	Dunnavant
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IWD to MUG**

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed-Use General (MUG) zoning on property located at 0 Cumberland Bend (3.28 acres).

**Existing Zoning**

Industrial Warehousing/Distribution (IWD) is intended to provide opportunities for wholesaling, warehousing and bulk distribution uses.

**Proposed Zoning**

Mixed- Use General (MUG) is intended to implement the moderate high intensity mixed-use policies of the general plan including residential, commercial, and office uses. It is an appropriate use near major concentrations of employment, commercial, or industrial uses.

**NORTH NASHVILLE COMMUNITY PLAN**

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

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 property is a parking area located in Metro Center off Cumberland Bend in North Nashville on approximately 3.28 acres just north of interstate 65. Surrounding land uses are a mixture of residential, office, and industrial.



## Metro Planning Commission Meeting of 2/28/2019

The site is located in an area identified by NashvilleNext as a Tier 2 Center. Areas identified as Tier 2 centers contain pedestrian-friendly areas with frequent transit services that contain a dense mixture of land uses. There is an existing MTA bus route on Great Circle Road and Vantage Way which runs directly by the site with a bus stop at the corner of the property. The Conservation policy is responding to an identified retention basin on the site and the Conservation policy recognizes the need to protect sensitive environmental features while also allowing for additional development. Any future development will be subject to the Stormwater Department review.

The requested MUG zoning permits residential, retail, and office uses. MUG zoning is consistent with the policy as the purpose is to create a mixture of uses. While the D-EC policy is intended to maintain, enhance, and create concentrations of employment, a balance of nonresidential uses and residential uses is appropriate. Residential use at a moderate threshold supports the intent of the policy to create a campus-like setting. The D-EC policy does not aim to necessarily facilitate a vertically mixed environment so some high concentrations of residential would be appropriate as allowed in this zoning district and would support the primary function of D-EC area as places of intense economic activity featuring large numbers of jobs. MUG is appropriate in this location given the mixture of surrounding land uses, transportation systems, and existing balance of surrounding residential and commercial uses.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approved with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	3.28	0.8 F	114,301 S.F.	227	40	42

#### Maximum Uses in Proposed Zoning District: **MUG**

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)	1.64	3.0 F	214 U	1577	99	117

#### Maximum Uses in Proposed Zoning District: **MUG**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.82	3.0 F	107,157 S.F.	1135	128	122





## Metro Planning Commission Meeting of 2/28/2019

Maximum Uses in Proposed Zoning District: MUG

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	0.82	3.0 F	107,157 S.F.	6302	206	572

Traffic changes between maximum: IWD and MUG

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+8787	+393	+769

### SCHOOL BOARD REPORT

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

**Projected student generation proposed MUG district: 5 Elementary 4 Middle 3 High**

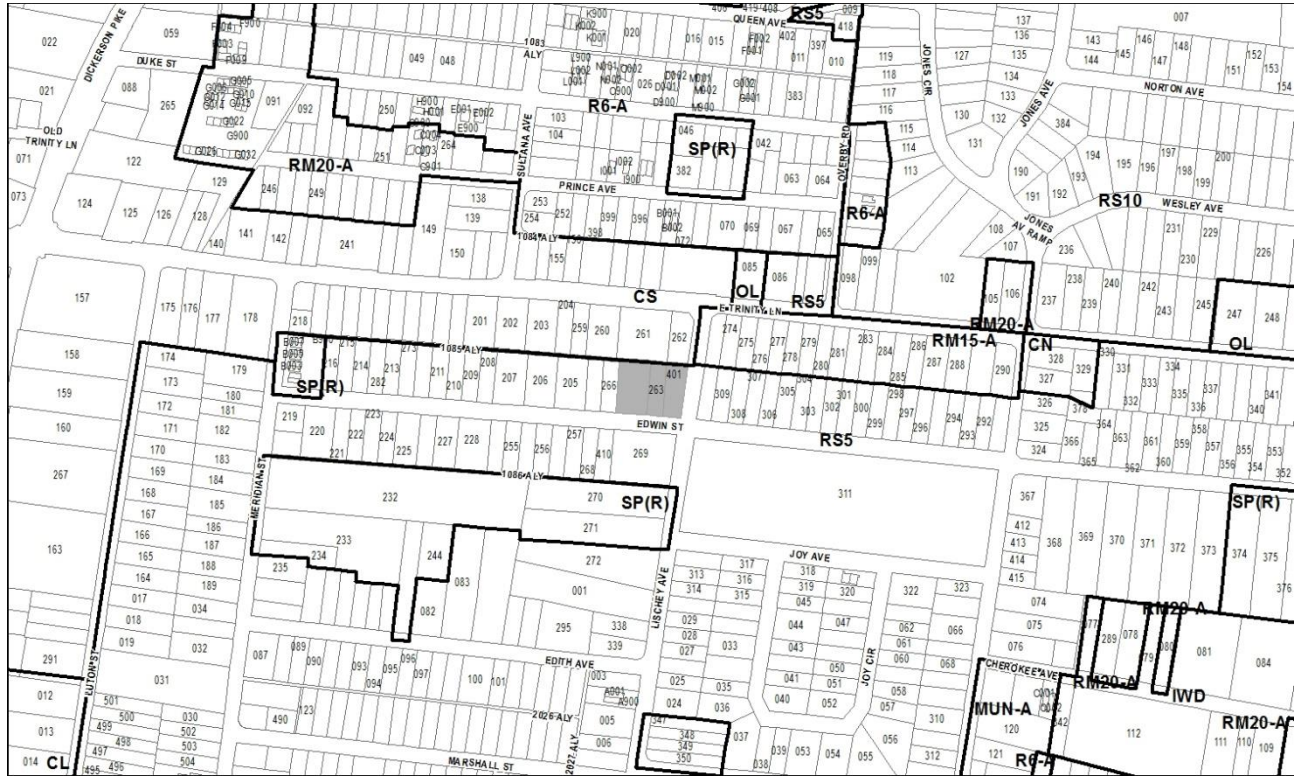
The proposed MUG zoning district will generate 12 additional students than what would be generated under the existing IWD zoning. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl Cohn High School. None of the schools have been identified as being over capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 2/28/2019



## 2019Z-018PR-001

Map 071-08, Parcel(s) 263, 265, 401

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2019Z-018PR-001</b>
<b>Council District</b>	05 – S. Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Councilmember Scott Davis, applicant; John Denney, Wendy Denney, Elaine Bean, Harold Mathis, and Jonathan Hunter, owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Disapprove as requested. Approve R6-A with conditions.</i>

**APPLICANT REQUEST**

**Zone change from R6-A to RM15.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential (RM15) zoning on properties located at 343, 345, 347 Edwin Street, at the northwest corner of Edwin Street and Lischey Avenue (0.84 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 7 units based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

**Proposed Zoning**

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *RM15-A would permit a maximum of 13 residential units.*

**EAST NASHVILLE COMMUNITY PLAN**

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

Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was recently approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was completed after an extensive community engagement process which resulted in updates to the community character policies for the area, The Highland Heights Study also established a



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supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this did not change with adoption of the Highland Heights plan.

This site is within the R4 sub-district of the Building Regulating Plan, which is intended to enhance neighborhoods with greater housing choice and improved connectivity. The Mobility Plan component of the Highland Heights Study identifies Edwin as a local street and call for the alley between Edwin and Trinity to be constructed with new development.

### **SITE AND CONTEXT**

The site is located at the corner of Edwin Street and Lischey Avenue within the Highland Heights neighborhood and each lot is currently developed with a single-family home. The zoning along both sides of Edwin Street is currently RS5, permitting single-family residential uses. Zoning to the north along East Trinity Lane is CS west of Lischey Avenue and RM15-A east of Lischey Avenue. There is a mix of commercial and residential land uses along East Trinity Lane.

### **ANALYSIS**

The requested RM15 is not supported by the R4 Subdistrict of the Highland Heights Small Area plan. RM15-A may be supported, in certain contexts within the R4 Subdistrict in concert with the installation of infrastructure as identified in the Mobility Plan.

The Highland Heights Study envisioned that the R4 area would accommodate additional density in concert with the installation of infrastructure, specifically an integrated road and alley network. The Mobility Plan provides a blueprint for this road and alley network and identifies a proposed east/west alley, running behind the lots along Edwin Street from Meridian Street to Lischey Avenue, as part of this network.

The requested RM15 would not require the installation of the alley to the rear of the site. Additionally, this property is located outside of the Urban Zoning Overlay and even if converted to a request for RM15-A, the Zoning Ordinance would not require the installation of the alley with development.

Given the inability to ensure installation of the alley with either RM15 or RM15-A, staff recommends approval of R6-A which is supported by the T4 NE policy and is appropriate for the R4 Subdistrict of the Highland Heights Study at this site. The proposed zoning allows for one or two-family residential uses, which would increase housing choice in the area. The standards for building placement, parking and access included in the R6-A district would also improve the relationship of development to the street, creating a more walkable neighborhood consistent with the goals of the T4 NE policy and R4 Subdistrict.

To ensure that the intent of the policy regarding the alley is met, staff recommends a condition requiring that one-half of the standard alley right-of-way (10 feet of 20 feet required to meet the Public Works standard) be dedicated prior to building permit. The right-of-way dedication will ensure that the alley can be constructed through this area in the future, as more lots along Edwin Street redevelop, implementing the goals of the policy over time.



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While the supplemental policy applicable to this site may support additional intensity, policy guidance also explains that additional intensity is appropriate only in concert with construction of public infrastructure to support the development. The R6-A district is on the lower end of the range of recommended zoning districts in this area, which is appropriate given the lack of existing infrastructure needed to accommodate additional density. The R6-A district represents a modest increase in intensity compared to surrounding parcels, consistent with the policy goals to establish a framework of public infrastructure that would accommodate the increased capacity of higher intensity residential development and coordinated growth over time.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.84	8.71 D	8 U	102	11	9

Maximum Uses in Proposed Zoning District: **RM15**

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)	0.84		13 U	123	10	13

Traffic changes between maximum: **RS5 and RM15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+5 U	+21	-1	-4

### METRO SCHOOL BOARD REPORT

Projected student generation existing **RS5** district: 2 Elementary 1 Middle 1 High

Projected student generation proposed **RM15** district: 4 Elementary 2 Middle 2 High

The proposed RM15 zoning district would generate four more students than what is typically generated under the existing RS5 zoning district. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends disapproval as submitted and approval with conditions of R6-A.



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### **CONDITIONS**

1. Prior to the issuance of building permits, one-half of the standard alley right-of-way (10 feet of 20 required to meet the Public Works standard) shall be dedicated along the rear property line.