



METROPOLITAN PLANNING COMMISSION MINUTES

March 14, 2019
4:00 pm Regular Meeting

700 Second Avenue South
(between Lindsley Avenue and Middleton Street)
Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

The Planning Commission guides growth and development as Nashville and Davidson County 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.

Commissioners Present:

Jessica Farr, Vice Chair
Jeff Haynes
Ron Gobbell
Lillian Blackshear
Dr. Pearl Sims
Daveisha Moore
Brian Tibbs
Roe Elam
Councilmember Fabian Bedne

Commissioners Absent:

Greg Adkins, Chair

Staff Present:

Lucy Kempf, Executive Director
Bob Leeman, Deputy Director
George Rooker, Special Projects Manager
Kelly Adams, Admin Services Officer IV
Lisa Milligan, Planning Manager II
Lee Jones, Planning Manager II
Greg Claxton, Planning Manager I
Shawn Shepard, Senior Planner
Marty Sewell, Planner III
Dara Sanders, Planner III
Anita McCaig, Planner III
Jason Swaggart, Planner II
Latisha Birkeland, Planner II
Abbie Rickoff, Planner II
Anna Grider, Planner II

Joren Dunnivant, Planner II
Gene Burse, Planner II
Amelia Lewis, Planner II
Patrick Napier, Planner I
Quan Poole, Legal

Lucy Alden Kempf

Secretary and Executive Director, Metro Planning Commission
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Notice to Public

Please remember to turn off your cell phones.

Nine of the Planning Commission's ten members are appointed by the Metropolitan Council; the tenth member is the Mayor's representative. The Commission meets on the second and fourth Thursday of each month at 4:00 pm, in the Sonny West Conference Center on the ground floor of the Howard Office Building at 700 Second Avenue South. Only one meeting may be held in December. Special meetings, cancellations, and location changes are advertised on the [Planning Department's main webpage](#).

The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, including zone changes, specific plans, overlay districts, and mandatory referrals, the Commission recommends an action to the Council, which has final authority.

Agendas and staff reports are [posted online](#) and emailed to our mailing list on the Friday afternoon before each meeting. They can also be viewed in person from 7:30 am – 4 pm at the Planning Department office in the Metro Office Building at 800 2nd Avenue South. [Subscribe to the agenda mailing list](#)

Planning Commission meetings are shown live on the Metro Nashville Network, Comcast channel 3, [streamed online live](#), and [posted on YouTube](#), usually on the day after the meeting.

Writing to the Commission

Comments on any agenda item can be mailed, hand-delivered, faxed, or emailed to the Planning Department by noon on meeting day. Written comments can also be brought to the Planning Commission meeting and distributed during the public hearing. Please provide 15 copies of any correspondence brought to the meeting.

Mailing Address: Metro Planning Department, 800 2nd Avenue South, P.O. Box 196300, Nashville, TN 37219-6300
Fax: (615) 862-7130
E-mail: planning.commissioners@nashville.gov

Speaking to the Commission

Anyone can speak before the Commission during a public hearing. A Planning Department staff member presents each case, followed by the applicant, community members opposed to the application, and community members in favor.

Community members may speak for two minutes each. Representatives of neighborhood groups or other organizations may speak for five minutes if written notice is received before the meeting. Applicants may speak for ten minutes, with the option of reserving two minutes for rebuttal after public comments are complete. Councilmembers may speak at the beginning of the meeting, after an item is presented by staff, or during the public hearing on that item, with no time limit.

If you intend to speak during a meeting, you will be asked to fill out a short "Request to Speak" form.

Items set for consent or deferral will be listed at the start of the meeting.

Meetings are conducted in accordance with the Commission's [Rules and Procedures](#).

Legal Notice

As information for our audience, if you are not satisfied with a decision made by the Planning Commission today, you may appeal the decision by petitioning for a writ of cert with the Davidson County Chancery or Circuit Court. Your appeal must be filed within 60 days of the date of the entry of the Planning Commission's decision. To ensure that your appeal is filed in a timely manner, and that all procedural requirements have been met, please be advised that you should contact independent legal counsel.



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MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:06 p.m.

B: ADOPTION OF AGENDA

Mr. Haynes moved and Mr. Tibbs seconded the motion to adopt the agenda. (9-0)

C: APPROVAL OF FEBRUARY 28, 2019 MINUTES

Ms. Moore moved and Dr. Sims seconded the motion to approve the February 28, 2019 minutes. (9-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Blalock spoke in favor of Item 11 with amendments.

E: ITEMS FOR DEFERRAL / WITHDRAWAL

1. **2019Z-008PR-001**
- 2a. **2019CP-006-002**
BELLEVUE COMMUNITY PLAN AMENDMENT
- 2b. **2019SP-007-001**
SONYA DRIVE MIXED USE DEVELOPMENT
3. **2018SP-057-001**
EATON CREEK COMMONS
4. **2019SP-001-001**
3RD AND JEFFERSON SP
5. **2019SP-003-001**
OLD HICKORY RETREAT SP
6. **2019SP-006-001**
3RD AVENUE NORTH SP
8. **2019S-032-001**
RESUBDIVISION OF PART OF LOT 10 ON THE PLAN OF ALPINE TERRACE SUBDIVISION
9. **2019S-039-001**
4830 PAYNE ROAD
10. **2018Z-068PR-001**
12. **2019Z-023PR-001**
14. **2018SP-029-002**
405 40TH AVENUE NORTH SP (AMENDMENT)
16. **2019SP-010-001**
0 SHANNON AVENUE
17. **2019SP-011-001**
HAMPTON CORNER
19. **2019SP-013-001**
TRINITY SUMMIT

- 21. **2019SP-015-001**
538 ROSEDALE AVE SP
- 23. **2019SP-017-001**
7335 OLD CHARLOTTE SP
- 25. **2019SP-019-001**
314 AND 316 DUKE STREET SP
- 26a. **8-68P-002**
HARDING PLACE CENTER (CANCELLATION)
- 26b. **206-69P-001**
HARDING PLACE CENTER PUD (AMENDMENT)

Mr. Tibbs moved and Dr. Sims seconded the motion to approve the Deferred and Withdrawn Items. (9-0)

Ms. Blackshear recused herself from Items 2a, 2b, 4, 26a, and 26b.

F: CONSENT AGENDA ITEMS

- 7. **2018S-160-001**
EARHART - HESSEY ROAD
- 13. **2017SP-012-003**
730 OLD HICKORY BOULEVARD SP (AMENDMENT)
- 15. **2019SP-002-001**
1330 DICKERSON PIKE SP
- 18. **2019SP-012-001**
HAMPTON COTTAGES
- 22. **2019SP-016-001**
8TH & BASS SP
- 24. **2019SP-018-001**
640 MERRITT AVENUE
- 27. **2003UD-003-008**
RIDGEVIEW UDO (MINOR MODIFICATION)
- 28. **2019Z-030PR-001**
- 29. **2019Z-031PR-001**
- 31. **2019Z-033PR-001**
- 32. **2019Z-034PR-001**
- 33. **2019Z-035PR-001**
- 37. **Accept the Director's Report and Approve Administrative Items**
Mr. Haynes moved and Mr. Gobbell seconded the motion to approve the Consent Agenda. (9-0)

Ms. Blackshear recused herself from Items 15 and 27.

Jeff, Ron (9-0)

NOTICE TO THE PUBLIC: Items on the Consent Agenda will be voted on at a single time. No individual public hearing will be held, nor will the Commission debate these items unless a member of the audience or the Commission requests that the item be removed from the Consent Agenda.

G: Hearing Regarding Highland Heights Amendment Request

(see memo at end of staff report)

Mr. Sewell and Mr. Claxton presented the background regarding the Highland Heights Amendment Request.

Gordon Harmon, 1826 Joy Circle, spoke in favor of revisiting the plan amendment.

Ashonti Davis, 321 Edwin St, spoke in favor of revisiting the plan amendment.

Courtney Williams, spoke in favor of revisiting the plan amendment.

Ms. Davis, 313 Edwin St, spoke in favor of revisiting the plan amendment.

Seth Jennings spoke on behalf of Marvin Turner in opposition to revisiting the plan amendment as the community plan was just approved by the commission nine months ago.

Scott Morton, 1005 N 14th St, spoke in opposition to revisiting the plan amendment at this time as it was just approved last year after a very long community engagement process.

Ben Jordan, 1011 N 5th St, spoke in opposition; to reopen this would be a disservice to the work done nine months ago.

William Smallman, 1512 Paris Ave, spoke in opposition. This was a very lengthy process and a compromise was reached and approved by the commission last year.

Doug Betty, 303 Edith Ave, spoke in opposition; revisiting this soon after approval does not make sense.

Duane Cuthbertson, 2121 21st Ave S, spoke in opposition to revisiting the plan amendment. This is not how long range planning works. Nine months is not enough time to implement what was just approved. If the commission decides to revisit, the entire plan needs to be reviewed, not just one small area.

John Fairhead, 1205 Ferguson, spoke in opposition as a lot of time and effort went into the recently approved plan.

Councilmember Davis spoke in opposition. The plan needs to run its course, but if the commission wants to revisit this, the entire area needs to be reviewed.

Ms. Farr closed the Public Hearing.

Mr. Haynes spoke in opposition to revisiting the plan amendment as there are not enough resources to open up portions of these study areas.

Dr. Sims spoke in opposition to revisiting the plan amendment because staff and the community worked very hard to reach the compromise recently approved.

Mr. Gobbell spoke in opposition to revisiting the plan amendment.

Ms. Moore spoke in opposition to revisiting the plan amendment.

Councilmember Bedne spoke in opposition and explained that we have to trust that the process was thorough and inclusive enough to involve everyone in the community.

Mr. Elam noted that by revisiting this, we could potentially water down all the hard work that has already been put in place.

Ms. Blackshear spoke in opposition to revisiting, but noted that the commission shouldn't mandate a timeframe but take into consideration the area/neighborhood when making the decision to revisit.

Mr. Tibbs moved and Mr. Haynes seconded the motion to not consider a plan amendment within Highland Heights at this time. (9-0)

H: ITEMS TO BE CONSIDERED

1. 2019Z-008PR-001

Council District 01 (Jonathan Hall)
Staff Reviewer: Patrick Napier

A request to rezone from RS15 to RM9-A zoning for property located at Ashland City Highway (unnumbered), at the corner of Cato Road and Ashland City Highway (3.74 acres), requested by Smith Gee Studio, applicant; Guerrier Development, LLC, owner.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019Z-008PR-001 to the March 28, 2019, Planning Commission meeting. (9-0)

2a. 2019CP-006-002 BELLEVUE COMMUNITY PLAN AMENDMENT

Council District 22 (Sheri Weiner)
Staff Reviewer: Anna Grider

A request to amend the Bellevue Community Plan by changing from T3 Neighborhood Maintenance Policy to T3 Mixed Use Corridor Policy for a portion of property located at 7315 Sonya Drive, approximately 630 feet north of Belle Valley Drive, (approx. 8 acres), requested by Barge Design Solutions, Inc., applicant; Southfield Properties and Norwood Manor, LLC and AM Investors No. 2, LLC, owners (see associated case # 2019SP-007-001).

Staff Recommendation: Defer to the April 11, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019CP-006-002 to the April 11, 2019, Planning Commission meeting. (8-0-1)

2b. 2019SP-007-001 SONYA DRIVE MIXED USE DEVELOPMENT

Council District 22 (Sheri Weiner)
Staff Reviewer: Gene Burse

A request to rezone from CL, CS and R20 to 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 residential multi-family units, 18,000 square feet of non-residential uses and a 170 bed hotel or a 46,000 square-foot self-service storage use, requested by Barge Design Solutions, applicant; Southfield Properties and AM Investors No. 2, LLC. and Norwood Manor LLC., owners (see associated case # 2019CP-006-002).

Staff Recommendation: Defer to the April 11, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019SP-007-001 to the April 11, 2019, Planning Commission meeting. (8-0-1)

3. 2018SP-057-001 EATON CREEK COMMONS

Council District 01 (Jonathan Hall)
Staff Reviewer: Jason Swaggart

A request to rezone from SP and RS15 to 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 residential units, requested by Land Solutions Company, LLC., applicant; Green Trails, LLC, owner.

Staff Recommendation: Defer to the April 11, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2018SP-057-001 to the April 11, 2019, Planning Commission meeting. (9-0)

- 4. 2019SP-001-001**
3RD AND JEFFERSON SP
Council District 19 (Freddie O'Connell)
Staff Reviewer: Latisha Birkeland

A request to rezone from CS and IWD to 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, requested by Southeast Venture, applicant; Frank B. Allen and Jefferson Street Lofts, L.P., owners.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019SP-001-001 to the March 28, 2019, Planning Commission meeting. (8-0-1)

- 5. 2019SP-003-001**
OLD HICKORY RETREAT SP
Council District 11 (Larry Hagar)
Staff Reviewer: Latisha Birkeland

A request to rezone from RS7.5 to 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, requested by Dale and Associates, applicant; Temple Baptist Church, Trs., owner.

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission: deferred indefinitely 2019SP-003-001. (9-0)

- 6. 2019SP-006-001**
3RD AVENUE NORTH SP
Council District 19 (Freddie O'Connell)
Staff Reviewer: Patrick Napier

A request to rezone from R6-A to SP 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), to permit 25 multi-family residential units, requested by Dale and Associates, applicant; TAB Homebuilders, LLC., owner.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019SP-006-001 to the March 28, 2019, Planning Commission meeting. (9-0)

- 7. 2018S-160-001**
EARHART - HESSEY ROAD
Council District 12 (Steve Glover)
Staff Reviewer: Latisha Birkeland

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 RS10 (51.9 acres), requested by Dale and Associates, applicant; Chris Pardue and The Brandon Pardue Trust, owners.

Staff Recommendation: Approve with conditions.

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.*

Community Character Manual Policy

The property is within the T3 Suburban Neighborhood Evolving (T3 NE) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T3 NE, the conventional regulations found in Chapter 3 are utilized.

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 including 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.

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.
- 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.
- 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.

Approve with conditions. Consent Agenda. (9-0)

Resolution No. RS2019-52

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-160-001 is **approved with conditions.**
(9-0)

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.

**8. 2019S-032-001
RESUBDIVISION OF PART OF LOT 10 ON THE PLAN OF
ALPINE TERRACE SUBDIVISION**

Council District 02 (DeCosta Hastings)
Staff Reviewer: Patrick Napier

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 R10 (0.87 acres), requested by Clint Elliott Surveying, applicant; C & H Properties, LLC., owner.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019S-032-001 to the March 28, 2019, Planning Commission meeting. (9-0)

**9. 2019S-039-001
4830 PAYNE ROAD**

Council District 28 (Tanaka Vercher)
Staff Reviewer: Jason Swaggart

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 R8 and within the Payne Road Residential Urban Design Overlay District (5.5 acres), requested by Dale and Associates, applicant; Sameh Lous, owner.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019S-039-001 to the March 28, 2019, Planning Commission meeting. (9-0)

10. 2018Z-068PR-001

Council District 21 (Ed Kindall)
Staff Reviewer: Shawn Shepard

A request to rezone from RS5 to RM20-A zoning on property located at 706 26th Avenue North, approximately 175 feet north of Clifton Avenue (0.22 acres), requested by Catalyst Design Group, applicant; Joseph Bowman and Jere Pewitt, owners.

Staff Recommendation: Defer to the April 11, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2018Z-068PR-001 to the April 11, 2019, Planning Commission meeting. (9-0)

11. 2018Z-119PR-001

BL2019-1470/Davette Blalock
Council District 27 (Davette Blalock)
Staff Reviewer: Latisha Birkeland

A request to rezone from R6 and CL to SP-MU zoning for property located at 412 Brewer Drive, on the northwest corner of Nolensville Pike and Brewer Drive, (1.63 acres), requested by NTCH-NM, LLC., applicant; JMM, LLC., owner.

Staff Recommendation: Disapprove.

**APPLICANT REQUEST
Zone change from R6 and CL to SP-MU.**

Zone Change

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

Existing Zoning

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

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

Proposed Zoning

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. *This Specific Plan excludes the following uses: Automobile sales, new; Automobile sales, used; Automobile repair; Alternative financial services; Bar or nightclub; Liquor sales; and After hours establishments.*

SOUTHEAST COMMUNITY PLAN

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

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

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

HISTORY

In December 2018, the Metro Planning Commission recommended disapproval of case number 2018Z-119PR-001. At that time, the request was to change zoning from R6 and CL to MUL-A zoning. This case went to the Metro Council where it was converted to an SP and re-referred back to the Metro Planning Commission. The proposed SP permits all uses permitted by the MUL zoning district, excluding Automobile sales, new; Automobile sales, used; Automobile repair; Alternative financial services; Bar or nightclub; Liquor sales; and After hours establishments. The proposed SP does not include any other standards or requirements and simply refers back to MUL-A for bulk and massing.

ANALYSIS

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

This site includes two different land use policies. The portion of the site zoned CL is located within the T3 Suburban Mixed Use Corridor (T3 CM) policy. The requested SP may be appropriate on the portion of the site within the T3 CM policy.

The portion of the site zoned R6 is located within the T3 Neighborhood Maintenance (T3 NM) policy. The T3 NM policy is intended to maintain the general character of developed suburban residential neighborhoods and does not support non-residential zoning districts. The request of SP-MU zoning would permit a range of higher density residential and commercial uses including: beer and cigarette market; hotel; general retail; and full-service restaurants. These uses adjacent to an established residentially zoned neighborhood to the west are not supported by the policy.

The proposed rezoning would allow for development that would disrupt the existing character of the residential neighborhood and would permit uses that are not supported by the policy. Staff's concerns are unchanged by the conversion to an SP as the inclusion of non-residential uses is inconsistent with the residential policy covering the majority of the parcel.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

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

*Based on two-family residential lots

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.81		35 U	224	18	24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.41	1.0 F	17,859 S.F.	200	44	23

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

Traffic changes between maximum: **R6, CL and SP-MU**

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

METRO SCHOOL BOARD REPORT

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

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

Projected student generation proposed SP-MU district: 8 Elementary 4 Middle 3 High

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

STAFF RECOMMENDATION

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

Ms. Birkeland presented the staff recommendation of disapproval.

Jessica Knoll, 1362 Laura St, spoke in favor of the application.

Ken Harding, 419 Brewer St, spoke in opposition to the application.

John Pulizos, 403 Larkway Circle, spoke in opposition and requested the area stay residential.

Ms. Farr closed the Public Hearing.

Ms. Blackshear moved and Mr. Haynes seconded the motion to disapprove. (9-0)

Ms. Blackshear left the meeting at 5:26 p.m.

Resolution No. RS2019-53

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-119PR-001 is **disapproved. (9-0)**”

12. 2019Z-023PR-001

Council District 29 (Mendes)

Staff Reviewer: Latisha Birkeland

A request to rezone from CS to MUL and RM9 zoning for properties located at 2540 Murfreesboro Pike and Lakevilla Drive (unnumbered), located at the northeast corner of Murfreesboro Pike and Lakevilla Drive (3.06 acres), requested by Dewey Engineering, applicant; Scotland Springs, LLC, owner.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019Z-023PR-001 to the March 28, 2019, Planning Commission meeting. (9-0)

13. 2017SP-012-003

730 OLD HICKORY BOULEVARD SP (AMENDMENT)

Council District 22 (Sheri Weiner)

Staff Reviewer: Joren Dunnavant

A request to amend existing SP-R zoning for property located at 730 Old Hickory Boulevard, approximately 437 feet south of Old Charlotte Pike (4.07 acres) to permit up to 48 multi-family residential units and add an access and public utility easement, requested by Dale and Associates, applicant; OIC 730 Boulevard West and VT Enterprises, LLC , owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Amend an SP.

SP Amendment

A request to amend an existing Specific Plan (SP) for property located at 730 Old Hickory Boulevard, approximately 437 feet south of Old Charlotte Pike (4.07 acres) to permit up to 48 multi-family residential units and to add an access and public utility easement.

Existing Zoning

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

BELLEVUE 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.

PLAN DETAILS

This item was previously approved at the July 24, 2017, Metro Council meeting for 48 units. This amendment is proposed to add an access and public utility and drainage easement to the plan. The access will connect to a proposed SP to the north (2019SP-017-001). No changes are otherwise proposed for the layout of this SP and the unit count remains at 48.

ANALYSIS

The plan as proposed remains unchanged from the previously approved plan, except for the addition of an access to the property to the north where a new SP is proposed. Both SPs will share access to Old Hickory Boulevard. The plan is consistent with the land use policy on the property.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICE RECOMMENDATION

Approve with conditions

- Water and Sanitary Sewer provided by the HVUD (Harpeth Valley Utility District).

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

As there is no anticipated increase in traffic, no traffic table was prepared.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 48 residential multi-family units.
2. Comply with all conditions of BL2017-764.
3. All internal sidewalks shall be dimensioned to a minimum width of 5 feet.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without conditions. Consent Agenda. (9-0)

Resolution No. RS2019-54

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017SP-012-003 is **approved with conditions and disapproved without all conditions. (9-0)**

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 48 residential multi-family units.
2. Comply with all conditions of BL2017-764.
3. All internal sidewalks shall be dimensioned to a minimum width of 5 feet.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

14. 2018SP-029-002
405 40TH AVENUE NORTH SP (AMENDMENT)

Council District 24 (Kathleen Murphy)
 Staff Reviewer: Gene Burse

A request to amend an existing SP-MU on property located at 405 40th Avenue North, approximately 190 feet north of Charlotte Avenue (1.92 acres), to permit a mixed use development, requested by Dewey Engineering, applicant; 405 Charlotte Development Partners, owner.

Staff Recommendation: Defer to the April 11, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2018SP-029-002 to the April 11, 2019, Planning Commission meeting. (9-0)

15. 2019SP-002-001
1330 DICKERSON PIKE SP

Council District 05 (Scott Davis)
 Staff Reviewer: Gene Burse

A request to rezone from CS and RS5 to SP-R zoning for properties located at 1330, 1326 Dickerson Pike, Elmhurst Pike (unnumbered) and 136, 138 Elmhurst Pike, at the northwest corner of Lucile Street and Dickerson Pike and within the Dickerson Pike Sign Urban Design Overlay District (4.54 acres), to permit a maximum of 221 multi-family residential units, requested by Barge Design Solutions, applicant; Bristol Dickerson Pike Partners, LLC, owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Rezone to SP to permit 221 multi-family residential units.

Preliminary SP

A request to rezone from Commercial Service (CS) and Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for properties located at 1330, 1326 Dickerson Pike, Elmhurst Pike (unnumbered) and 136, 138 Elmhurst Pike, at the northwest corner of Lucile Street and Dickerson Pike and within the Dickerson Pike Sign Urban Design Overlay District (4.54 acres), to permit a maximum of 221 multi-family residential units.

Existing Zoning

Single-Family Residential (RS5) zoning requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 8.71 dwelling units per acre. RS5 would permit a maximum of 14 single-family residential lots. 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

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

EAST NASHVILLE COMMUNITY PLAN AREA

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.

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.

PLAN DETAILS

The 4.42 acre site is located at the northwest corner of the intersection of Dickerson Pike and Lucile Street in the East Nashville Community Plan Area. This is a request for up to 221 multi-family residential units and associated amenities within two buildings in the form of stacked flats. Proposed units orient to Dickerson Pike, Lucile Street and Elmhurst Avenue. Access to the site is primarily from Lucile Street. Associated surface parking is located behind or beside each building and is screened from view. Building A has a maximum height of five stories within 70 feet along Dickerson Pike and Lucile Street. Building B has a maximum height of three stories within 60 feet along Lucile Street. Building B has a maximum height of three stories within 50 feet along Elmhurst Avenue. The plan provides sidewalk improvements along Dickerson Pike consistent with Major and Collector Street Plan standards. This proposal provides sidewalk improvements along Lucile Street and Elmhurst Avenue consistent with local standards. The plan provides onsite stormwater mitigation and open space areas.

ANALYSIS

Uses near the site consist of single-family residential, two-family residential and vacant land to the west along Elmhurst Avenue. Commercial uses are located to the north along Dickerson Pike. Nearby zoning districts include Single-Family Residential (RS5), Commercial Service (CS), Multi-Family Residential (RM20-A) and Mixed Use Limited-Alternative (MUL-A). Existing site conditions consist of a single-family residential house, commercial uses and vacant land.

This plan proposes a mid-rise multi-family residential development along Dickerson Pike, a major corridor identified for high capacity transit which currently has transit service. The proposed development orients buildings to the street which help to frame the corridor along Dickerson Pike and the pedestrian realm along Lucile Street and Elmhurst Avenue. Principal entrances orient to each public street and are accessed through walkways and porches, which helps to activate the pedestrian realm. Architectural standards are provided on the plan. The development transitions in height from a maximum height of 70 feet at Dickerson Pike frontage, to 60 feet along Lucile Street frontage and 50 feet along Elmhurst Avenue frontage. This provides an appropriate transition in height from the corridor to the neighborhood. The proposal provides additional prospective transit users for the nearby transit stop located at the intersection of Dickerson Pike and Lucile Street.

This proposal is consistent with the T4 Urban Mixed Use Corridor and T4 Urban Neighborhood Evolving policy areas at this location as it provides for a moderately dense development that provides more housing choices, improves the pedestrian realm through sidewalk enhancements and enhances infrastructure to support additional density.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES

Approve with conditions

- As all our previous issues have been addressed on the latest Preliminary SP revision (stamped-received 2/19/19), approval is recommended as a Preliminary SP only. If public sewer manholes must be built, public sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

STORMWATER
Approve

PUBLIC WORKS
Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to any work completed within the ROW on Dickerson Pk, submit a copy of the TDOT approval for work within the ROW.
- All construction within the ROW on Dickerson Pk is to comply with TDOT standards and specs.
- Prior to the issuance of a building permit by MPW submit a recorded copy of the ROW dedications.
- Comply with the conditions of approval from MPW Traffic Engineer.

TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions

In accordance with TIS findings and MPW review, Developer shall construct the following roadway improvements.

- Recommended Actions as Amenity Measures - The site will likely increase pedestrian traffic, public transit usage, and ride sharing. Certain amenities are recommended on a temporary or permanent basis.
 - Temporary Relocation of Public Transit Shelter During Construction -The public transit shelter in the northwest corner of Dickerson Road and Lucile Drive will need to be relocated during a portion of the site construction. The developer will need to coordinate with the Metro Transit Authority on the temporary site. The development will be responsible for moving the shelter to the temporary location then returning it to the original location.
 - Layby on the north side of Lucile Drive
 - A bike rack should be located on Lucile Drive in advance of the layby but out of the sight triangle for Dickerson Pike.
- Because the traffic study indicates this site will likely increase public transit usage, it is desirable to install an enhanced pedestrian crossing on Dickerson Pike during the construction of this project. With the submittal of the final SP, the developer shall coordinate with Public Works to develop an appropriate design of this crossing. The developer shall be responsible for either constructing this improvement or making an appropriate in-lieu contribution up to \$50,000 to Public Works towards its construction.
- Developer shall coordinate with WeGo to provide a bus stop near the proposed pedestrian crossing.
- Gated access shall be designed to ensure that cars do not back into Lucille St.. Gate operation shall minimize delay and traffic queue into Lucille St.
- Relocation of bus shelter along project frontage shall provide adequate space for transit shelter and bikes /strollers out of the ped path of travel.
- Developer shall apply to T&P staff to sign bulb in appropriately for on street parking and loading for short term deliveries and rideshare.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	2.74	0.6 F	71,614 S.F.	4791	157	425

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)	1.68	8.71 D	14 U	171	15	16

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)	4.42		221 U			

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

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 3 Elementary 2 Middle 2 High

Projected student generation proposed SP-R district: 25 Elementary 17 Middle 21 High

The proposed SP-R zoning is expected to generate 56 more students than the existing RS5 and CS zoning districts. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All of the 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 deferral to the March 28, 2019 Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 221 multi-family residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM60-A zoning district as of the date of the applicable request or application.
3. 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.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. Consent Agenda. (8-0-1)

Resolution No. RS2019-55

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-002-001 is **approved with conditions and disapproved without all conditions. (8-0-1)**

CONDITIONS

1. Permitted uses shall be limited to a maximum of 221 multi-family residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM60-A zoning district as of the date of the applicable request or application.
3. 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.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

16. **2019SP-010-001**
0 SHANNON AVENUE
Council District 09 (Bill Pridemore)
Staff Reviewer: Jason Swaggart

A request to rezone from RS7.5 to SP-R zoning for properties located at Shannon Avenue (unnumbered), approximately 300 feet west of Pierce Road, (1.96 acres), to permit 14 multi-family residential units, requested by Clint T. Elliott Surveying, applicant; Elite Nashville Development, LLC, owner..
Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019SP-010-001 to the March 28, 2019, Planning Commission meeting. (9-0)

17. **2019SP-011-001**
HAMPTON CORNER
Council District 02 (DeCosta Hastings)
Staff Reviewer: Patrick Napier

A request to rezone from OR20 and RS7.5 to SP-R zoning for properties located at 1609 and 1613 Hampton Street, 2414 and 2416 Brick Church Pike, and Hampton Street (unnumbered), approximately 240 feet north of Avondale Circle (1.16 acres), to permit 37 multi-family residential units, requested by Dale and Associates, applicant; Darmesh Patel and Sunita Patel, owners.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019SP-011-001 to the March 28, 2019, Planning Commission meeting. (9-0)

18. **2019SP-012-001**
HAMPTON COTTAGES
Council District 02 (DeCosta Hastings)
Staff Reviewer: Jason Swaggart

A request to rezone from RS7.5 to SP-R zoning for properties located at 1600, 1602, 1606 and 1616 Hampton Street and 1200 Avondale Circle, at the northwest corner of Avondale Circle and Hampton Street (0.85 acres), to permit 10 multi-family residential units, requested by Dale and Associates, applicant; Darmesh Patel and Sunita Patel, owners.
Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Zone change from RS7.5 to SP-R.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan – Residential (SP-R) zoning for properties located at 1600, 1602, 1606 and 1616 Hampton Street and 1200 Avondale Circle, at the northwest corner of Avondale Circle and Hampton Street (0.85 acres), to permit 10 multi-family residential units.

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of five residential units.*

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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.

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 approximately 0.85 acre site consists of six individual properties. It has frontage on Avondale Circle and Hampton Street. There is an unbuilt alley that runs along the entire length of the western site boundary at the rear of the site. The area to the west of the site is zoned RS7.5, and is mostly single-family residential. There is a duplex zoning district to the west along North Avondale Circle. The R8-A district was approved in 2017. The properties on the opposite side of Hampton Street are zoned for residential, office and commercial. Commercial and office zoning areas are also located on the opposite side of Avondale Circle to the south. Hotels are located at the northeast corner and southeast corner of Avondale Circle and Hampton Street. A night club/bar is located directly across the street at the southwest corner of Avondale Circle and Hampton Street.

Site Plan

As proposed, the plan calls for ten detached multi-family residential units with an overall density of approximately ten units per acre. Seven units, which are located along the northern and western site boundary, front onto a central open space area. Three units front onto Avondale Circle. All units will address the open space and if applicable adjacent street frontage.

As proposed, the alley will be constructed along the length of the rear site boundary, and it will provide all vehicular access. Parking is shown at the rear of the site boundary, and has direct access to the alleyway. The plan calls for a five foot sidewalk and four foot grass strip along all street frontages, consistent with local street standards.

ANALYSIS

As proposed the plan is consistent with the T4 NM policy, at this location. The plan provides an additional housing option in an area that is made up of mostly single-family homes on individual lots. Due to the site being located along a boundary between single-family and nonresidential, the site is an appropriate location for a transitional use. The units proposed along Avondale Circle are detached, maintaining the detached character along Avondale Circle providing for an appropriate transition between the commercial and residential areas. The site is located in close proximity to Brick Church Pike which is a commercial corridor and is within a T4 CC policy area. The additional density will help support the commercial uses along the Brick Church Pike corridor. The plan is consistent with the supplemental policy. The supplemental policy supports greater housing choice, which is provided with this proposal. The project is also required to improve the alley, and will provide new sidewalks which enhances infrastructure consistent with the supplemental policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. The applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. Private sewer and private water lines may not cross through multiple parcels. Before Final SP stage, the applicant must either consolidate all these parcels into one parcel, or submit public sewer construction plans and acquire their approval. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to building, submit a copy of ROW dedication approval of Alley between North Avondale Circle and Avondale Cir. No dead end on alley row (North end).
- Indicate ADA compliant ramps for sidewalk at the intersection of Avondale Cir and Hampton Street.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Coordinate with other SP plan development by developer in area to install ped signals on 2 legs of signalized intersection of W. Trinity and Brick Church pk

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)	0.85	5.8 D	5 U	67	9	6

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.85	-	10 U	74	5	6

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
-	-	-	+5 U	7	-4	0

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 3 Elementary 2 Middle 1 High

The proposed SP-R zoning district could generate three more students than what is typically generated under the existing RM20 zoning district. Students would attend Alex Green Elementary, Joelton Middle School, and Whites Creek High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of ten multi-family residential units.
2. 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.
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 RM-9A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.

Approve with conditions and disapprove without all conditions. Consent Agenda. (9-0)
Resolution No. RS2019-56

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-012-001 is **approved with conditions and disapproved without all conditions. (9-0)**

CONDITIONS

1. Permitted land uses shall be limited to a maximum of ten multi-family residential units.
2. 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.
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 RM-9A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.

19. 2019SP-013-001

TRINITY SUMMIT

Council District 02 (DeCosta Hastings)

Staff Reviewer: Jason Swaggart

A request to rezone from RS7.5 and CL to SP-R zoning for properties located at 1241 North Avondale Circle and 2422 Brick Church Pike, approximately 370 feet west of Hampton Street (2.9 acres), to permit 29 multi-family residential units, requested by Dale and Associates, applicant; Darmesh Patel and Sunita Patel and Brick Church Realty, LLC., owners.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019SP-013-001 to the March 28, 2019, Planning Commission meeting. (9-0)

20. 2019SP-014-001

GOODRICH AVENUE TOWNHOMES SP

Council District 02 (DeCosta Hastings)

Staff Reviewer: Gene Burse

A request to rezone from R8 to SP-R zoning on properties located at 2127 Buena Vista Pike and Goodrich Avenue (unnumbered), at the terminus of Alpine Avenue and Goodrich Avenue (1.96 acres), to permit 27 multi-family residential units, requested by Gresham Smith, applicant; Pate Holdings, LLC, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Rezone to SP to permit 27 multi-family residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) to Specific Plan-Residential (SP-R) zoning on properties located at 2127 Buena Vista Pike and Goodrich Avenue (unnumbered), at the terminus of Alpine Avenue and Goodrich Avenue (1.96 acres), to permit 27 multi-family residential units.

Existing Zoning

One and Two-Family Residential (R8) zoning requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.44 dwelling units per acre including 25 percent duplex lots.

R8 would permit 10 residential lots with 2 duplex lots for a total of 12 residential units based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.

Proposed Zoning

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

BORDEAUX-WHITES CREEK-HAYNES TRINITY

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal 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 1.96 acre site is located at the terminus of Alpine Avenue and Goodrich Avenue in the Bordeaux-Whites Creek-Haynes Trinity Community Plan Area. This is a request for up to 27 multi-family residential units in the form of attached townhomes, open space and associated surface parking. Access is provided through extension of an existing public street, Goodrich Avenue. Proposed attached townhomes have a maximum height of three stories within 45 feet. Proposed units orient to a new public street and open space. This plan provides stormwater mitigation and sidewalk improvements along site frontage along the new public street consistent with local standards.

ANALYSIS

Uses near the site consist of primarily of single-family residential and vacant land with some commercial nearby along Buena Vista Pike. The site is within a larger area of One and Two-Family Residential (R8) zoning. Nearby zoning districts include One and Two-Family Residential (R10), Commercial Limited (CL) and Office/Residential (OR20) zoning. Existing site conditions consist of vacant land. The Conservation (CO) policy applicable to this site identifies an area of steep slopes located in the rear of the site along the north site boundary. These slopes are not part of a broader network of steep slopes. The majority of the property is within T4 Urban Neighborhood Evolving and supplemental policy areas.

The plan proposes additional development near the intersection of Cliff Drive and Buena Vista Pike that provides 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. A new public street will provide an east-west connection that intersects with Cliff Drive. A new public sidewalk along the extension of Goodrich Avenue 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 Buena Vista Pike. The connectivity goals of the supplemental policy are accomplished at this site through the proposed east-west public street that is consistent with local standards and that stubs to the adjacent property. 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 Neighborhood Evolving and Haynes Trinity supplemental policy goals at this location.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES

Approve with conditions

- Approved as a Preliminary SP only. 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.

STORMWATER

Approve with conditions

- Add C/D note to plans.
- Add note stating that offsite improvements will be required.

PUBLIC WORKS

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Identify adequate guest parking on site.

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)	1.96	5.44 D	12 U	148	14	14

*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)	1.96		27 U	198	13	16

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
-	-	-	+15 U	+50	-1	+2

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 2 Elementary 1 Middle 1 High

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

The proposed SP-R zoning is expected to generate 4 more students than the existing R8 zoning district. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated 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 27 multi-family residential units.
2. Sidewalks with a minimum width of 5 feet and a planting strip with a minimum width of 4 feet shall be installed along site frontage along Goodrich Avenue.
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 RM20-A zoning district as of the date of the applicable request or application.
4. 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.

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.

Mr. Tibbs moved and Mr. Haynes seconded the motion to approve with conditions and disapprove without all conditions. (8-0)

Resolution No. RS2019-57

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-014-001 is **approved with conditions and disapproved without all conditions. (8-0)**

CONDITIONS

1. Permitted uses shall be limited to a maximum of 27 multi-family residential units.
2. Sidewalks with a minimum width of 5 feet and a planting strip with a minimum width of 4 feet shall be installed along site frontage along Goodrich Avenue.
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 RM20-A zoning district as of the date of the applicable request or application.
4. 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.
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.

**21. 2019SP-015-001
538 ROSEDALE AVE SP**

Council District 17 (Colby Sledge)
Staff Reviewer: Patrick Napier

A request to rezone from R6 to SP-R zoning on property located at 538 Rosedale Avenue, approximately 200 feet northwest of Waycross Drive and Rosedale Drive, (0.73 acres), to permit a maximum of 10 multi-family residential units, requested by Dale & Associates, applicant; H & L Enterprises LLC, owner.

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission: deferred indefinitely 2019SP-015-001. (9-0)

**22. 2019SP-016-001
8TH & BASS SP**

Council District 17 (Colby Sledge)
Staff Reviewer: Jason Swaggart

A request to rezone from IWD to SP-MU for property located at 900, 904, 910A, 914, and 916 8th Avenue S and 901, 909, 911, 913, 915, 917, 919, 921, 923, and 925 Bass Street, approximately 360 feet north of Archer Street (3.14 acres), to permit a mixed use development, requested by Hastings Architecture, applicant; Eighth and Division Investments GP, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST

Zone change from IWD to SP-MU.

Zone Change

A request to rezone from Industrial Warehousing and Distribution (IWD) to Specific Plan – Mixed Use (SP-MU) for property located at 900, 904, 910A, 914, and 916 8th Avenue S and 901, 909, 911, 913, 915, 917, 919, 921, 923, and 925 Bass Street, approximately 360 feet north of Archer Street (3.14 acres), to permit a mixed use development.

Existing Zoning

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

Proposed Zoning

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

GREEN HILLS MIDTOWN COMMUNITY PLAN

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

PLAN DETAILS

The approximately three acre site is made up of several properties. The site is located on the east side of 8th Avenue South just south of the I-65/I-40 underpass. I-40 abuts the eastern project boundary. Bass Street abuts the northern property line. Bass Street is short and dead-ends at the interstate. It only provides access to the project site. The project site currently consists of office, warehouse, auto repair, and open storage uses. All Seasons Gardening & Brewing Supply Company abuts the southern project boundary. The properties on the opposite side of 8th Avenue South are zoned IWD, and include Graybar Electric Supply.

Site Plan

As proposed, the plan primarily utilizes the MUG-A zoning standards with some exceptions. The plan identifies three separate structures. Two structures are shown along 8th Avenue South, and the third structure is identified as a parking garage, and is located along the interstate, behind the buildings on 8th Avenue South. The plan permits all uses allowed by MUG-A with the exception that Short Term Rental Property – Not Owner Occupied is a prohibited use. The plan permits a maximum of 300 multi-family residential units. The following bulk standards are proposed:

FAR: 3.0
ISR: 0.9
Build-to-Zone: 0-15'
Max Height in Build-to-Zone: 5 stories in 75'
Overall Max Height: 7 Stories in 105'
Min Rear Setback: None
Min Side Setback: None

The plan requires active ground floor uses extend a minimum of 60% of the frontage along 8th Avenue. It also proposes active ground floor uses interior to the site. It requires a primary entrance for any building located along 8th Avenue South. Additional entrances are also permitted interior to the site. The plan does not require active uses along Bass Street, or parking structures that do not front 8th Avenue South.

Vehicular ingress/egress is shown at two locations on 8th Avenue South. The plan also permits access to Bass Street and an existing alley. As proposed, the alley that bisects the project site will be abandoned. The plan calls for an eight foot wide sidewalk, four foot wide grass strip and four foot frontage zone along 8th Avenue. The plan exempts Bass Street from sidewalk requirements.

ANALYSIS

The plan is consistent with the T4 MU policy. The T4 MU policy is intended to enhance urban mixed use neighborhoods by providing a greater mix of higher density residential and nonresidential uses. The plan calls for a mixed-use development that would permit additional density, more housing options, office space and other commercial uses along 8th Avenue South consistent with the policy. The plan has design standards consistent with the urban nature of the policy, requiring active uses and primary entrance along 8th Avenue South. It requires pedestrian enhancements along 8th Avenue South consistent with the Major and Collector Street Plan.

The site is located along a major arterial and adjacent to Interstate 65 just south of downtown, which is an appropriate location for the proposal. The plan provides for a transition in intensity and scale from downtown southward. The proposal is consistent with the existing zoning pattern along this stretch of 8th Avenue South, which includes, but is

not limited to MUG, MUG-A, and CS. The proposed SP is mostly consistent with the MUG-A standards, and provides more flexibility to better work with the characteristics of the site. The current IWD zoning is not consistent with the policy, and this zone change will bring the zoning into compliance with the policy.

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 sewer construction plans must be submitted and approved prior to Final SP approval (For abandonment / relocation). These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to any work completed within the ROW on 8th Ave, submit a copy of the TDOT approval for work within the ROW.
- All construction within the ROW on 8th Ave is to comply with TDOT standards and specs.
- Comply with MPW Traffic Engineer comments and conditions.
- A MR for Abandonment is required for the abandonment of alley 402. Comply with council rule 19 and have the affected property owners sign the abandonment. Coordinate with MPW and MPC, alley 402 may need to be dedicated and run east west between 8th and the existing alley.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Intersection of 8th Avenue South and South Street/Site Access 1

- Adjustments should be made to the location of Site Access 1 or the width of the median at
- Site Access 1 in order to provide better alignment of through movements for Site Access 1 and South Street.
- Provide a traffic signal at the intersection. Protected/permitted left turn phases should be provided for all approaches. Signal should be designed to include pedestrian signals. Approved signal plan shall be included in Final SP plans.
- Site Access 1 should be designed to include sufficient width for one entering lane and two exiting lanes. Exiting approach should include one shared through/right turn lane and one left turn lane with 50 feet of storage length.
- Provide a southbound left turn lane on 8th Avenue South. The turn lane should provide approximately 75 feet of storage and the taper should be maximized within the existing right-of-way.
- Restripe the eastbound approach of South Street to include one left turn lane and one shared through/right turn lane.
- Upon the signalization of the intersection, coordination should be made with MPW to determine the feasibility of extending the existing bike lane on the eastbound approach of South Street to the intersection and providing a bike signal.
- Development signage should be designed to indicate Site Access 1 as the primary access point.

Intersection of 8th Avenue South and Site Access 2

- Site Access 2 should be designed to include sufficient width for one entering lane and one exiting lane.
- The westbound approach of Site Access 2 at 8th Avenue South should be stop controlled and should include an R1-1 Stop sign.
- The loading dock located east of Site Access 2 should be located such that major truck maneuvers will not be required on 8th Avenue South. Parked vehicles in the loading bay should not restrict access to Site Access 2.
- If signed, Site Access 2 should indicate the primary access is located at Site Access 1.

Bass Street

- Bass Street traffic should be limited to trucks and service vehicles.

Signal Timing Optimization and Coordination

- Signal timings at all the signalized study intersections should be optimized upon the completion of the development. Furthermore, after providing a traffic signal at the intersection of 8th Avenue South and South

Street/Site Access 1, signal timing coordination should be conducted between the three intersections of 8th Avenue South and Division Street, 8th Avenue South and South Street/Site Access 1, and 8th Avenue South and Edgell Avenue/Chestnut Street.

Other Recommendations

- Lay-by spaces or additional on-site space should be dedicated to short-term parking along internal building frontages. The site should be designed such that valet, rideshare, and short-term parking/deliveries does not impact the ability to vehicles to ingress and egress through Site Access 1.
- Valet and rideshare loading/unloading should be located within a reasonable proximity to each major land uses front door.
- Loading zones should be designated internal to the site and all loading activities should take place in those areas. Loading should be restricted to off-peak hours.
- Restrict valet pickup/drop-off and operations to within the development site only. No valet operations or movements shall take place on 8th Avenue South.
- Parking on-site should be shared by all buildings and uses.
- Publicize transit routes and stops. Consider introductory transit vouchers for interested office tenants.
- Publicize B-cycle service, stop locations, and bike routes for all land uses.
- Promote staggered departures in the PM peak hour for office employees.
- Configure all entry gates to include a minimum of 50 feet of on-site storage before the entry gate, and to allow as rapid gate operation as possible.

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)	3.14	0.80 F	109,422 S.F.	219	39	41

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)	3.14		300 U	2228	136	158

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
Hotel (310)			194 Rooms	1764	92	120

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)			19,060 S.F.	1210	61	131

Maximum Uses in Proposed Zoning District: SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)			151,150 S.F.	1585	169	169

Traffic changes between maximum: IWD and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2112	+147	+221

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 18 Elementary 11 Middle 10 High

The proposed SP-MU zoning district could generate 39 more students than what is typically generated under the existing IWD zoning district. Students would attend Waverly-Belmont Elementary, J.T. Moore Middle School, and Hillsboro High School. There is capacity for additional elementary and high school students, but J.T. Moore Middle School is considered over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 300 multi-family residential units and all uses permitted by the MUG-A zoning district with the exception that Short Term Rental Property – Not Owner Occupied shall be prohibited.
2. 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.
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 MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.

Approve with conditions and disapprove without all conditions. Consent Agenda. (9-0)

Resolution No. RS2019-58

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-016-001 is approved with conditions and disapproved without all conditions. (9-0)

CONDITIONS

1. Permitted land uses shall be limited to a maximum of 300 multi-family residential units and all uses permitted by the MUG-A zoning district with the exception that Short Term Rental Property – Not Owner Occupied shall be prohibited.
2. 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.
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 MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.

23. 2019SP-017-001
7335 OLD CHARLOTTE SP
Council District 22 (Sheri Weiner)
Staff Reviewer: Joren Dunnavant

A request to rezone from R15 to SP-R zoning on property located at 7335 Old Charlotte Pike, approximately 700 feet west of Charlotte Pike (2.21 acres), to permit a maximum of 28 multi-family residential units, requested by Dale and Associates, applicant; Debbie and Phillip Denning, owners.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019SP-017-001 to the March 28, 2019, Planning Commission meeting. (9-0)

24. 2019SP-018-001
640 MERRITT AVENUE
Council District 17 (Colby Sledge)
Staff Reviewer: Abbie Rickoff

A request to rezone from IR to SP-MU zoning on property located at 520 Hagan Street and 640 Merritt Avenue, approximately 700 feet east of Fort Negley Boulevard (2.89 acres), to permit a mixed use development, requested by Smith Gee Studio, applicant; Swayze Properties, owner.

Staff Recommendation: Approve with conditions and disapprove without all conditions.

APPLICANT REQUEST
Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan-Mixed Use (SP-MU) zoning on property located at 520 Hagan Street and 640 Merritt Avenue, approximately 700 feet east of Fort Negley Boulevard (2.89 acres), to permit a mixed use development.

Existing Zoning

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

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.

SITE CONTEXT AND PLAN DETAILS

The site is located on 2.89 acres and currently contains industrial uses. The site includes 2 parcels located on either side of Merritt Avenue, west of Hagan Street, north of Hamilton Avenue, and directly east of an existing CSX rail line. The surrounding development pattern includes industrial and non-residential uses concentrated along the rail corridor and to the northeast, with less intense residential, office, and commercial uses located east of rail corridor. The site is also in proximity to community and institutional land uses, including Fort Negley and the Adventure Science Center to the northwest. A Specific Plan permitting 37 multi-family units was recently approved for the adjacent property south of the site, on Hamilton Avenue. Property directly west of the SP site, on the opposite side of the rail line, recently received a recommendation of approval by the Metro Planning Commission to be rezoned from IR to MUG-A, Mixed Use General-Alternative.

Specific Plan

The plan is a regulatory Specific Plan that divides the area into two subdistricts, identified on a District Plan, which is included below. A supplemental conceptual plan also has been included and is intended to serve as a guide for the subdistrict standards in the District Plan.

This SP proposes a mixed use development that permits a maximum of 300 residential units and a maximum of 25,000 square feet of non-residential uses. The permitted non-residential uses include those permitted within the MUN-A zoning district as well as live/work, general office, artisan manufacturing, micro-brewery, liquor sales, tasting room, and artisan distillery. The non-residential uses are permitted only within the commercial zones as indicated within both District 1 and District 2. The commercial zone is designated along the proposed private drive and living

alley, which will be located in public access easements, providing vehicular and pedestrian access to all buildings. Open space, located west of the private drive and living alley, will also be located in a public access easement.

There is currently an unimproved alley right-of-way running north/south, from the north side of Merritt Avenue to an existing parking lot to the north. The unimproved alley is proposed to be abandoned and developed as a living alley. Additionally, a portion of the existing Merritt Avenue right-of-way within the site, west of Hagan Street, is proposed to be abandoned and developed as a private drive. As noted above, access to the development is from Hagan Street through the proposed private drive and living alley that connects to the existing parking lot to the north. The parking lot connects back to Hagan Street. An existing access easement connects the site to the adjacent parking lot. There is also a proposed private alley along the southern property line which includes an easement allowing for additional access to the site.

District 1 permits a height of 4 stories within 60 feet. District 2 permits a height of 6 stories within 80 feet. The development allows for a maximum FAR of 2.5 over the entire site. Build-to Zones are established and apply to the majority of the frontage along the public access easements. A portion of the commercial zone, where there is an existing building, will not be required to meet the required Build-to Zone of 0 to 15 feet. Glazing standards are specified for residential uses and non-residential, uses ranging from 20% for residential to 50% for ground floor non-residential uses. A minimum raised foundation is required for ground floor residential. A maximum is indicated for both residential and non-residential ground floor uses.

SOUTH NASHVILLE COMMUNITY PLAN

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

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

ANALYSIS

The proposed SP at this location is consistent with the T4 MU policy, which is intended to provide moderate density residential and non-residential development in areas that are envisioned to become primarily mixed use. The site is located in a larger area of T4 MU policy in close proximity to I-65 and the CSX rail line, where additional intensity may be supported. The site is also located in an area identified by NashvilleNext as a Tier 1 Center. Tier 1 Centers are the focus of coordinated investments to shape growth where additional intensity would be appropriate through infill development that supports pedestrian, vehicular, and multimodal transportation. The site is located near existing transit, including an MTA bus route and bus stop located south of the site on Hamilton Avenue. Proximity of future development to existing transit networks offers options beyond single vehicle occupancy trips.

The proposed SP is consistent with the policy for the area and is appropriate given the surrounding land uses and land use policies. The proposal includes a height transition from the railroad track down to Hagan Street, providing for height appropriate to the context of the site while also providing for the intensity expected within a Tier 1 Center.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Site must comply with LID and combined sewer policies.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public sewer and public water construction plans may need to be submitted and approved, prior to Final SP Stage. Please contact metro water prior to Final SP Stage concerning situation in Merritt Ave. If needed, these approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Prior to final SP approval, applicant shall coordinate w/ MPW and MPC
- on the final design of access to the site.

- The Mandatory Referral(MR) must be approved by Metro Council, prior to Final SP approval by MPW.
- If MR is not approved by Metro Council, then the site may require complete re-design.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Case is for regulatory SP. TIS is required prior to final sp plan approval. At a minimum, identify short term delivery and loading zones on site and not in public ROW. Identify LTL on Hagan St at private alley and Merritt Ave.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.89	0.6 F	75,533 S.F.	165	35	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)	2.89		300 U	2228	136	158

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)			25,000 S.F.	1587	80	171

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+3650	+181	+292

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 47 Elementary 18 Middle 22 High

The proposed SP zoning may generate 87 more students than the existing IR zoning. Students would attend Fall-Hamilton Elementary School, Cameron College Prep Middle School, and Glencliff High School. All schools are 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 300 multi-family residential units and 25,000 square feet of non-residential uses, including existing non-residential square footage. All non-residential uses as specified on the plan are limited to the designated commercial zones. Owner and not-owner occupied short term rental properties shall not be permitted.
2. On the corrected copy, remove all references to owner and not-owner occupied short term rental properties.
3. Prior to final site plan approval, mandatory referrals shall be submitted and approved for the abandonment of the existing alley right-of-way and the Merritt Avenue right-of-way.
4. Access will continue to be evaluated with the final site plan and is dependent on the outcome of the TIS and mandatory referral process. Adjustments to the plan may be required to ensure continued access for surrounding properties.
5. The private drive and living alley shall include public access easements, which shall be included on the final site plan. Prior to final site plan approval, provide easement documentation.
6. Comply with all conditions and requirements of Metro reviewing agencies.
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.

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 MUN-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 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. 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.

Approve with conditions and disapprove without all conditions. Consent Agenda. (9-0)
Resolution No. RS2019-59

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-018-001 is **approved with conditions and disapproved without all conditions. (9-0)**

CONDITIONS

1. Permitted uses shall be limited to a maximum 300 multi-family residential units and 25,000 square feet of non-residential uses, including existing non-residential square footage. All non-residential uses as specified on the plan are limited to the designated commercial zones. Owner and not-owner occupied short term rental properties shall not be permitted.
2. On the corrected copy, remove all references to owner and not-owner occupied short term rental properties.
3. Prior to final site plan approval, mandatory referrals shall be submitted and approved for the abandonment of the existing alley right-of-way and the Merritt Avenue right-of-way.
4. Access will continue to be evaluated with the final site plan and is dependent on the outcome of the TIS and mandatory referral process. Adjustments to the plan may be required to ensure continued access for surrounding properties.
5. The private drive and living alley shall include public access easements, which shall be included on the final site plan. Prior to final site plan approval, provide easement documentation.
6. Comply with all conditions and requirements of Metro reviewing agencies.
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.
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 MUN-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 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. 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.

25. 2019SP-019-001
314 AND 316 DUKE STREET SP
Council District 05 (Scott Davis)
Staff Reviewer: Abbie Rickoff

A request to rezone from R6-A to SP-R zoning on properties located at 314 and 316 Duke Street, approximately 250 feet east of Sultana Avenue (0.34 acres), to permit 5 multi-family residential units, requested by Dale and Associates, applicant; Inetta Presley, owner.

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 2019SP-019-001 to the March 28, 2019, Planning Commission meeting. (9-0)

26a. 8-68P-002
HARDING PLACE CENTER (CANCELLATION)
Council District 28 (Tanaka Vercher)
Staff Reviewer: Gene Burse

A request to cancel a portion of a Planned Unit Development located at 351 Harding Place, at the southwest corner of S Perimeter Park Drive and Harding Place (0.64 acres), zoned CS, requested by Kimley Horn, applicant; Robert J. Biancheri, owner (see associated case 206-69P-001).

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 8-69P-002 to the March 28, 2019, Planning Commission meeting. (8-0-1)

26b. 206-69P-001
HARDING PLACE CENTER PUD (AMENDMENT)
Council District 28 (Tanaka Vercher)
Staff Reviewer: Gene Burse

A request to amend a Planned Unit Development located at 343 and 347 Harding Place and 309 S Perimeter Park Drive, at the southwest corner of S Perimeter Park Drive and Metroplex Drive (8.9 acres), zoned CS, to add parcel 165 and permit a mixed use development, requested by Kimley Horn, applicant; Robert J. Biancheri and DDC Hotels, Inc., owners (see associated case 8-68P-002).

Staff Recommendation: Defer to the March 28, 2019, Planning Commission meeting.

The Metropolitan Planning Commission: deferred 206-69P-001 to the March 28, 2019, Planning Commission meeting. (8-0-1)

27. 2003UD-003-008
RIDGEVIEW UDO (MINOR MODIFICATION)
Council District 32 (Jacobia Dowell)
Staff Reviewer: Jason Swaggart

A request for a modification to the Ridgeview Urban Design Overlay District on a portion of property located at Eagle View Boulevard (unnumbered), approximately 500 feet west of Bell Road, zoned RM9 and MUL (6.46 acres), to revise the layout, requested by Land Solutions Company, LLC, applicant; AF PB2, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST
Modify a portion of an Urban Design Overlay.

Modify UDO

A request for a modification to the Ridgeview Urban Design Overlay District on a portion of property located at Eagle View Boulevard (unnumbered), approximately 500 feet west of Bell Road, zoned Multi-Family Residential (RM9) and Mixed Use Limited (MUL) (6.46 acres), to revise the layout.

Existing Zoning

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre.

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

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

PLAN DETAILS

The site is located along the north side of Eagle View Drive within the Ridgeview UDO.

The UDO was approved in 2003 for a total of 936 residential units consisting of 256 live/work units, 210 flats, 192 townhomes, 142 patio homes and 136 single-family lots. It also included a mixed-use area. Currently, 105 residential units have been approved, consisting of 31 townhomes and 74 single-family lots. Many homes have been constructed and/or are under construction. The area under construction is not included within the proposed modification area. In 2016, Council approved an amendment to the UDO, which included the subject site as well as a Metro School site to the south. The current request pertains to Section III and V of the amended plan. Section III is approved for 110 multi-family residential units, and Section V is approved for 324 multi-family units.

Site Plan

The plan includes a total of 394 multi-family residential units. Section III consists of 70 units, and Section V consists of 324 units. As proposed, Section V consists of flats framing a central court yard. It also includes buildings that front Eagle View Drive. Buildings framing the central court yard are three stories in height and the buildings fronting Eagle View Drive are split level and are three stories along Eagle View Drive and two stories at the rear. Section three consists of flats that front an internal parking area. These units are two stories in height. Parking is mostly provided by surface parking; however, there are several detached garages.

ANALYSIS

The modifications are minor in nature and are consistent with the Council approved plan. The modifications include changes to the overall layout, and no additional density is proposed. Changes include relocation of buildings and open space. Since the proposed changes are minor and the plan is consistent with the Council approved plan, the plan can be approved as a minor modification.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

N/A

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Align drives with opposing drives

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. 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.

2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the modified UDO plan.

Approve with conditions. Consent Agenda. (9-0)

Resolution No. RS2019-60

"BE IT RESOLVED by The Metropolitan Planning Commission that 2003UD-003-008 is **approved with conditions. (9-0)**

CONDITIONS

1. 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.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the modified UDO plan.

28. 2019Z-030PR-001

Council District 21 (Ed Kindall)

Staff Reviewer: Joren Dunnivant

A request to rezone from CS to MUL-A zoning for property located at 900 Buchanan Street, at the northeast corner of Buchanan Street and Delta Avenue (0.31 acres), requested by Simons Properties LLC, applicant; Randall Haley and Martha Butterfield, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from CS to MUL-A.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed-Use Limited Alternative (MUL-A) zoning for property located at 900 Buchanan Street, at the northeast corner of Buchanan Street and Delta Avenue (0.31 acres).

Existing Zoning

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

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

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 on the northwest side of I-65 N between Buchanan Street and Delta Avenue, and is currently vacant. Buchanan Street is designated in the Major and Collector Street Plan as a collector-avenue. Surrounding properties along Buchanan Street include commercial, vacant and community uses, transitioning to residential uses.

The rezoning is consistent with the T4 CM policy, which is intended to enhance mixed use corridors with a greater mix of residential and nonresidential development. The proposed zoning allows for a mixture of uses, including commercial and residential, at a scale appropriate to transition into nearby residential areas. The building placement

and design standards included in the Alternative district requested will help create a walkable neighborhood and a pedestrian-friendly, urban streetscape, consistent with the goals of the policy. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.31	0.6 F	8,102 S.F.	515	26	56

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.15	1.0 F	7 U	52	4	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.08	1.0 F	3,484 S.F.	41	30	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.08	1.0 F	3,484 S.F.	222	12	24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-200	+20	-23

METRO SCHOOL BOARD REPORT

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

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

The proposed MUL-A zoning district will generate no additional students beyond what would be generated under the existing CS zoning. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. None of these 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.

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-030PR-001 is **approved. (9-0)**”

29. 2019Z-031PR-001

Council District 13 (Holly Huevo)
Staff Reviewer: Abbie Rickoff

A request to rezone from OR20 to CL zoning for a portion of property located at 1204 Murfreesboro Pike, at the eastern corner of Kermit Drive and Murfreesboro Pike (0.7 acres), requested by Dale and Associates, applicant; Ashraf Mannan and Mechael Faltas, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from OR20 to CL.

Zone Change

A request to rezone from Office/Residential (OR20) to Commercial Limited (CL) zoning for a portion of property located at 1204 Murfreesboro Pike, at the eastern corner of Kermit Drive and Murfreesboro Pike (0.7 acres).

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 7 units.*

Proposed Zoning

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

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy 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. CO policy at this site recognizes potential steep slopes.

ANALYSIS

The site is located on 0.7 of 1.47 acres of property located at the corner of Murfreesboro Pike, an arterial-boulevard, and Kermit Drive, a local street. The property contains an existing building with a commercial land use. The front of the property is currently zoned CS, Commercial Service, and the back of the property is currently zoned OR20, Office/Residential. The existing building is located within the portion that is currently zoned CS. This request is to rezone the OR20 portion of the site to CL, Commercial Limited. The existing CS zoning at the front of the site will remain in place.

Surrounding properties along Murfreesboro Pike include primarily commercial land uses located in the CL zoning district, transitioning to a large area of office uses in the OR20 zoning district, located behind the site, along Kermit Drive. The OR20-zoned properties are located between the commercial properties along the corridor and residential properties to the north, along Vultee Boulevard. Vultee Boulevard is generally the dividing line between non-residential properties to the south, and residential properties to the north.

The site is located in the District Office Concentration (D OC) and Conservation policies. While D OC is generally intended to enhance areas where office use is the predominant use, policy guidance also explains that complementary non-residential uses, such as retail and restaurant uses, may be appropriate depending on the character of surrounding land use and development patterns, the ability of the site to provide high levels of connectivity, and the adjacent Transect and policy areas. In this case, the site contains an existing commercial use and is already zoned for commercial uses along the corridor and along the majority of the Kermit Drive street frontage; additionally, the proposed CL zoning boundary is located closer to the corridor than the CL and CS zoning boundaries of adjacent parcels to the south. The site is centrally located between already-developed commercial properties along an arterial-boulevard that is served by existing public transit, including a bus stop located approximately 150 feet to the south, where it may be appropriate to include additional non-residential uses.

The site is located on the western edge of the D OC policy area, directly across the street from properties located in the T4 CM (Urban Mixed Use Corridor) policy on the west side of Murfreesboro Pike, and is separated from the surrounding community to the north, where transitions to lower intensity policy areas may be appropriate. Due to the unique locational characteristics and surrounding policies, staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.35		7 U	52	4	4

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.35	0.8 F	12,196 S.F.	138	38	16

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.7	0.6 F	18,295 S.F.	1162	59	126

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+972	+17	+106

SCHOOL BOARD REPORT

Projected student generation existing OR20 district: 3 Elementary 2 Middle 2 High

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

The proposed CL zoning district will generate 7 fewer students than what would be generated under the existing OR20 zoning. Students would attend Glenview Elementary School, Cameron College Prep Middle School, and Glenclyff 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.

Approve. Consent Agenda. (9-0)

Resolution No. RS2019-62

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-0031PR-001 is **approved. (9-0)**”

30. 2019Z-032PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Patrick Napier

A request to rezone from RS5 to R6-A zoning for property located at 329 Edwin Street, approximately 510 feet west of Lischey Avenue (0.37 acres), requested by Rhythm Homes and Development, LLC., applicant; Heryl Duckwitz, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential - Alternative (R6-A) zoning for property located at 329 Edwin Street, approximately 510 feet west of Lischey Avenue (0.37 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 three single-family residential units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

Proposed Zoning

One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of two duplex lots for a total of four residential units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site. The Codes Department has determined that this site is duplex eligible.*

EAST NASHVILLE COMMUNITY PLAN

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

Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was recently approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as establishment of a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this site, T4 NE, did not change with adoption of the Highland Heights plan.

This site is within the R4 sub-district of the Building Regulating Plan. The intent of the R4 sub-district 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 existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development.

The Mobility Plan component of the Highland Heights Study, which was incorporated into the Major and Collector Street Plan (MCSP), identifies Edwin Street as a local street and calls for the alley between Lischey Avenue and Meridian Street to be constructed with new development.

SITE AND CONTEXT

The 0.37-acre site is located midblock on Edwin Street, between Lischey Avenue and Meridian Street. The site contains an existing single-family residential unit within a surrounding context of single-family residential structures.

ANALYSIS

The requested R6-A zoning is supported by the T4 NE policy and is appropriate for the R4 Sub-district 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 Sub-district. The Highland Heights Study envisioned that the R4 area would accommodate additional density in concert with the installation of infrastructure. The Mobility Plan provides a blueprint for this road and alley network and identifies a proposed east/west alley, between Lischey Avenue and Meridian Streets, as part of this network.

The R6-A zoning district requires access to be taken from the alley if an improved alley exists, but construction of a proposed alley is not a requirement of the zoning district. Additionally, for the alley to meet all Metro Public Works standards and be acceptable for public maintenance, the alley would need to be designed, engineered and constructed in a cohesive manner, rather than on a lot-by-lot basis. To ensure that the intent of the mobility policy is met, staff recommends a condition requiring that one-half of the right-of-way be dedicated building permit approval. There is approximately 12 feet of alley right of way present along all of the lots fronting Edwin Street. In order to meet half of the minimum required width of 20 feet for an alley a dedication of 4 feet would be required. The right-of-way dedication will ensure that the alley can be constructed through this area in the future, as more lots along Luton Street and Meridian Street redevelop, implementing the goals of the policy over time.

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 requested 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)	0.37	8.71 D	3 U	42	7	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.37	7.26 D	4 U	54	8	5

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+12	+1	+1

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R6-A district: 1 Elementary 0 Middle 0 High

The proposed R6-A zoning is not expected to generate any additional students beyond the existing RS5 zoning. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions, as the requested rezoning is consistent with the T4 NE policy and is appropriate for the R4 Subdistrict of the Highland Heights Study at this site.

CONDITIONS

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

Mr. Napier presented the staff recommendation of approval with conditions.

Gordon Harmon, 1846 Joy Circle, spoke in opposition to the application. It is not appropriate for the middle of the block.

Rae Sovereign, 1602 Lischey Ave, spoke in opposition to the application as the infrastructure won't support this.

Ashonti Davis, 321 Edwin St, spoke in opposition to the application.

Ms. Farr closed the Public Hearing.

Mr. Tibbs spoke in opposition to the application because it breaks up the block.

Mr. Haynes spoke in opposition to the application.

Dr. Sims spoke in opposition to the application because the infrastructure won't support this.

Mr. Gobbell spoke in opposition to the application as it is a mid-block rezone.

Ms. Moore moved and Mr. Tibbs seconded the motion to disapprove. (8-0)

Resolution No. RS2019-63

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-032PR-001 is **disapproved. (8-0)**

31. 2019Z-033PR-001

Council District 17 (Colby Sledge)

Staff Reviewer: Joren Dunnavant

A request to rezone from R6 to OR20-A zoning for properties located at 747 and 749 Alloway Street, approximately 50 feet west of Ridley Boulevard (0.30 acres), requested by Land Development Solutions, LLC., applicant; Fannie Mae Adams, Lonnie D. and Ruthie McIntyre and Zvezda 1, LLC, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R6 to OR20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Office/Residential Alternative (OR20-A) zoning for properties located at 747 Alloway Street and 749 Alloway Street, approximately 50 feet west of Ridley Boulevard (0.3 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum 2 lots with 2 duplex lots for a total of 4 units. Duplex eligibility is determined by the Codes Department.*

Proposed Zoning

Office/Residential Alternative (OR20-A) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20-A would permit a maximum of 6 units.*

GREEN HILLS - MIDTOWN COMMUNITY PLAN

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

ANALYSIS

The property is located approximately 50 feet west of Ridley Boulevard, and 80 feet west of I 65. The existing land use is mostly higher intensity residential with some commercial. There are several duplexes and quad-plexes within a 1 block radius of the site. The location of the site is appropriate for OR20-A. There is an arterial approximately 100 feet to the east. There is an MTA bus stop nearby which supports the increase in density.

The proposed OR20-A is consistent with the T4 MU policy as it provides for a mixture of moderately intensive uses consistent with the policy. The development standards required for OR20-A are consistent with the goals of the policy to create moderate to high lot coverage and massing.

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)	0.3	7.26 D	4 U	58	14	6

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.15		3 U	22	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.15	0.8 F	5,227 S.F.	62	50	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+26	+38	+5

SCHOOL BOARD REPORT

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

Projected student generation proposed OR20-A district: 0 Elementary 0 Middle 0 High

The proposed OR20-A zoning district will generate no additional students than what would be generated under the existing R6 zoning. Students would attend Waverly-Belmont Elementary School, J.T. Moore Middle School, and Hillsboro 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.

Approve. Consent Agenda. (9-0)

Resolution No. RS2019-64

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-033PR-001 is approved. (9-0)

32. 2019Z-034PR-001

Council District 17 (Colby Sledge)

Staff Reviewer: Abbie Rickoff

A request to rezone from IWD to MUG-A zoning for property located at 1009 8th Avenue South, approximately 125 feet north of Olympic Street (0.74 acres), requested by Fulmer Engineering, applicant; Asterisk III, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IWD to MUG-A.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use General-Alternative (MUG-A) zoning for property located at 1009 8th Avenue South, approximately 125 feet north of Olympic Street (0.74 acres).

Existing Zoning

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

Proposed Zoning

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

GREEN HILLS-MIDTOWN 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 0.74-acre site is located on the west side of 8th Avenue South, north of Olympic Street. The parcel currently contains a multi-tenant office building and a small warehouse. The site has direct frontage on 8th Avenue South, an arterial-boulevard designated by the Major and Collector Street Plan (MCSP). Alley #404 forms the western boundary of the site, providing rear access to the property. The surrounding properties to the north and east, along 8th Avenue South, contain a mix of commercial and industrial uses developed under a mix of commercial, industrial and mixed use zoning districts. Several parcels to the north and east of the site, also with direct frontage on the corridor, are currently zoned MUG. A mixed-use regulatory SP is adjacent to the site to the south, along Olympic Street. Rose Park is located opposite the site on the south side of Olympic Street.

A residential neighborhood with a one- and two-family residential development pattern is located across Alley #404 to the west.

The site is located at the western edge of an area of T4 CM policy which extends north and south along 8th Avenue South. The T4 CM policy prioritizes higher-intensity mixed use and commercial uses along prominent corridors where additional intensity may be supported. The MCSP identifies 8th Avenue South as an arterial-boulevard and an immediate need, high capacity transit corridor, where there is an added focus on enhancing transportation infrastructure with improved access management. Several bus routes are located along the corridor and an existing bus stop is located just south of the site on the same side of the street, approximately 200 feet away. Alley #404, which runs along the back of the site, allows the site to be accessed and parked from the rear, minimizing the potential of new conflict points along the corridor.

The proposed MUG-A district supports uses that are consistent with the goals of the policy to create vibrant mixed use areas with an urban, pedestrian-friendly form, at a scale appropriate to transition to the adjacent neighborhood to the west. Uses permitted by MUG-A zoning include residential and mixed-use development, which will help to support existing and future transit services, and the Alternative district standards will provide building placement and design standards intended to achieve an urban character and enhance the pedestrian realm.

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: **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.74	0.8 F	25,787 S.F.	87	29	31

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)	0.36	3.0 F	47 U	315	24	31

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)	0.19	3.0 F	24,829 S.F.	307	53	34

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	0.19	3.0 F	24,829 S.F.	2332	165	194

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2867	+213	+228

SCHOOL BOARD REPORT

Given the mix of uses permitted by MUG-A, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (9-0)

Resolution No. RS2019-65

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-034PR-001 is **approved. (9-0)**

33. 2019Z-035PR-001

Council District 05 (Scott Davis)
Staff Reviewer: Jason Swaggart

A request to rezone from SP-R to R6-A zoning for property located at 1026 N 7th Street, at the southwest corner of Evanston Avenue and N 7th Street (0.29 acres), requested by Vernon T Keese, Jr., applicant; Emily Girvin & Michael Beyer, owners.

Staff Recommendation: Approve.

The Metropolitan Planning Commission: deferred 2019Z-035PR-001 to the March 28, 2019, Planning Commission meeting. (9-0)

I: OTHER BUSINESS

- 34. Historic Zoning Commission Report
- 35. Board of Parks and Recreation Report
- 36. Executive Committee Report
- 37. Accept the Director's Report and Approve Administrative Items

Resolution No. RS2019-66

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report and Administrative Items are approved. (9-0)

- 38. Legislative Update

J: MPC CALENDAR OF UPCOMING EVENTS

March 28, 2019

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

April 11, 2019

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

April 25, 2019

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

May 09, 2019

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

May 23, 2019

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

K: ADJOURNMENT

The meeting adjourned at 5:50 p.m.

Chairman

Secretary