

Metropolitan Planning Commission



Staff Reports

March 14, 2019



Metro Planning Commission Meeting of 3/14/2019

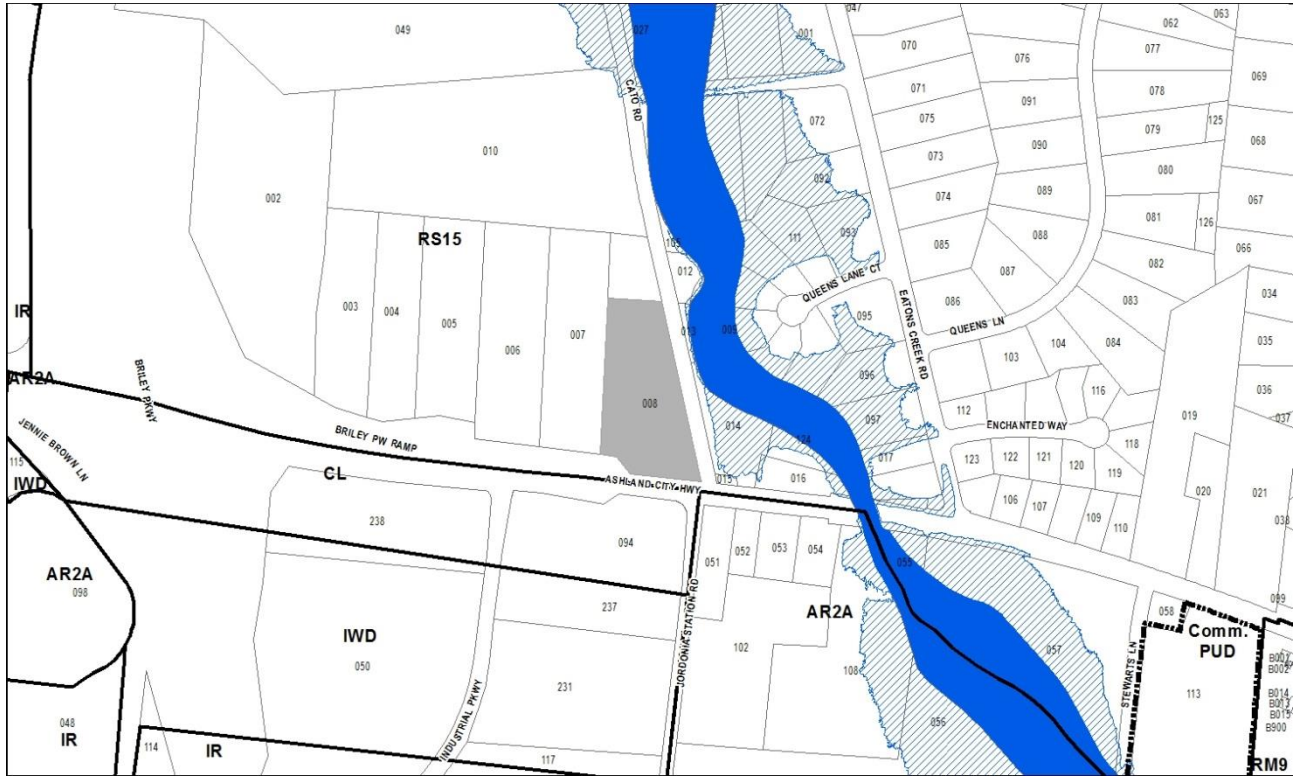
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 3/14/2019



2019Z-008PR-001

Map 069, Parcel(s) 008

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Jonathan Hall)



| | |
|-------------------------|--|
| Project No. | Zone Change 2019Z-008PR-001 |
| Council District | 01 – Hall |
| School District | 1 – Gentry |
| Requested by | Smith Gee Studio, applicant; Guerrier Development, LLC, owner. |

Deferrals This item was deferred at the January 10, 2019, January 24, 2019, and February 28, 2019 Planning Commission meetings. No public hearing was held.

| | |
|-----------------------------|-----------------|
| Staff Reviewer | Napier |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Zone change from RS15 to RM9-A.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

History

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

BORDEAUX-WHITESCREEK-HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 3/14/2019

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

ANALYSIS

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

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

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

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

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

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.



Metro Planning Commission Meeting of 3/14/2019

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 3.74 | 2.9 D | 10 U | 126 | 12 | 12 |

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

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

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

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

METRO SCHOOL BOARD REPORT

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

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

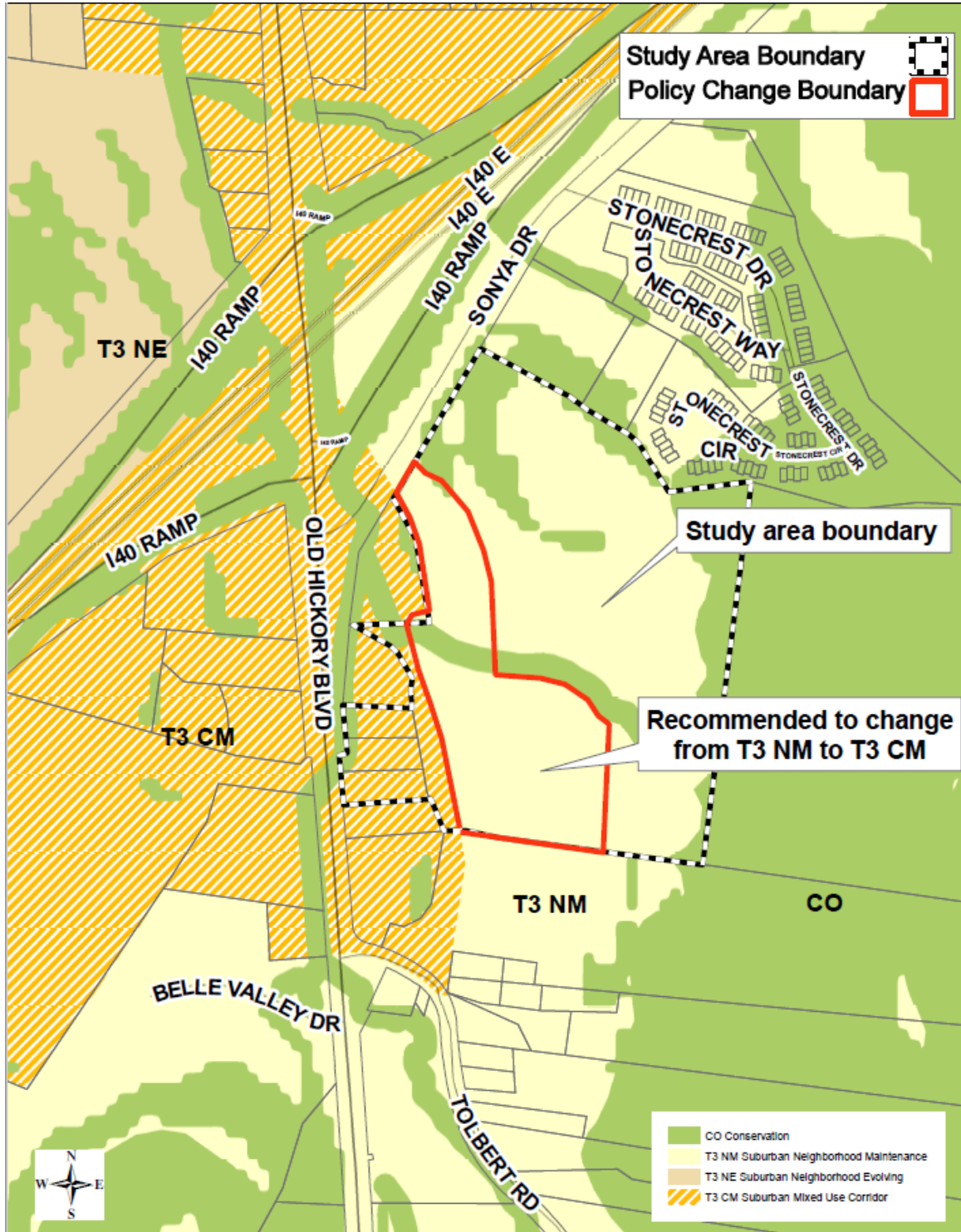
The proposed RM9-A zoning district will generate 8 additional students beyond what would be generated under the existing RS15 zoning. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity.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

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 3/14/2019



2019CP-006-002

BELLEVUE COMMUNITY PLAN AMENDMENT

Map 114, Part of Parcel(s) 208

06, Bellevue

22 (Sheri Weiner)



Project No. Major Plan Amendment 2019CP-006-002
Project Name Bellevue Community Plan Amendment
Associated Cases 2019SP-007-001
Council District 22 – Weiner
School District 9 – Frogge
Requested by Barge Design Solutions, Inc., applicant; Norwood Manor LLC and AM Investors No. 2 LLC, owners.

Deferrals This item was deferred at the February 28, 2019 Planning Commission meeting. No public hearing was held.

Staff Reviewer Grider
Staff Recommendation *Defer to the April 11, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Amend the Bellevue Community Plan to change the policy.

Major Plan Amendment

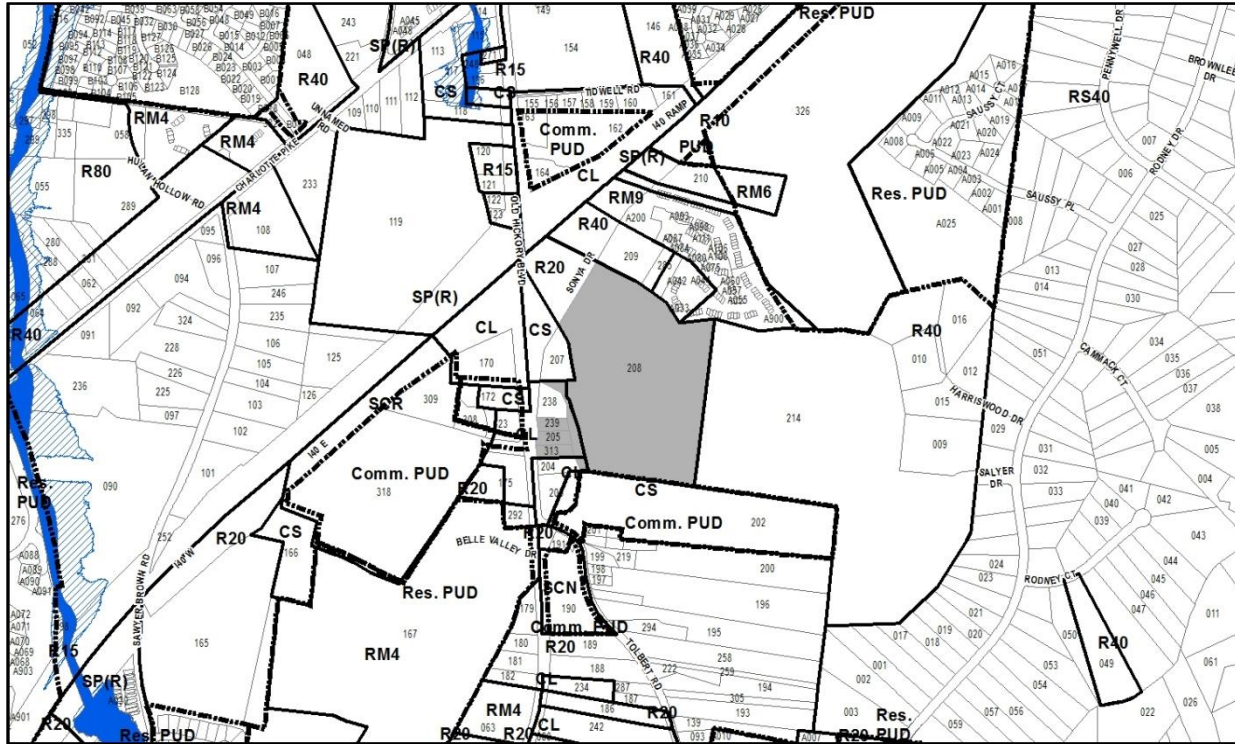
A request to amend the Bellevue Community Plan by changing from T3 Suburban Neighborhood Maintenance (T3 NM) to T3 Suburban Mixed Use Corridor (T3 CM) on a portion of property located at 7315 Sonya Drive, zoned One and Two-Family Residential (R20), approximately 8 acres.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2019SP-007-001

SONYA DRIVE MIXED USE SP

Map 114, Parcel(s) 205, 208, 239, 313

06, Bellevue

22 (Sheri Weiner)



| | |
|-------------------------|---|
| Project No. | Specific Plan 2019SP-007-001 |
| Project Name | Sonya Drive Mixed Use SP |
| Associated Case | 2019CP-006-002 |
| Council District | 22- Weiner |
| School District | 9- Frogge |
| Requested by | Barge Design Solutions, applicant; Southfield Properties, AM Investors No. 2, LLC and Norwood Manor, LLC, owners. |

Deferrals This item was deferred at the February 28, 2019, Planning Commission meeting. No public hearing was held.

Staff Reviewer Burse
Staff Recommendation *Defer to the April 11, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Rezone to SP to permit a mixed use development.

Preliminary SP

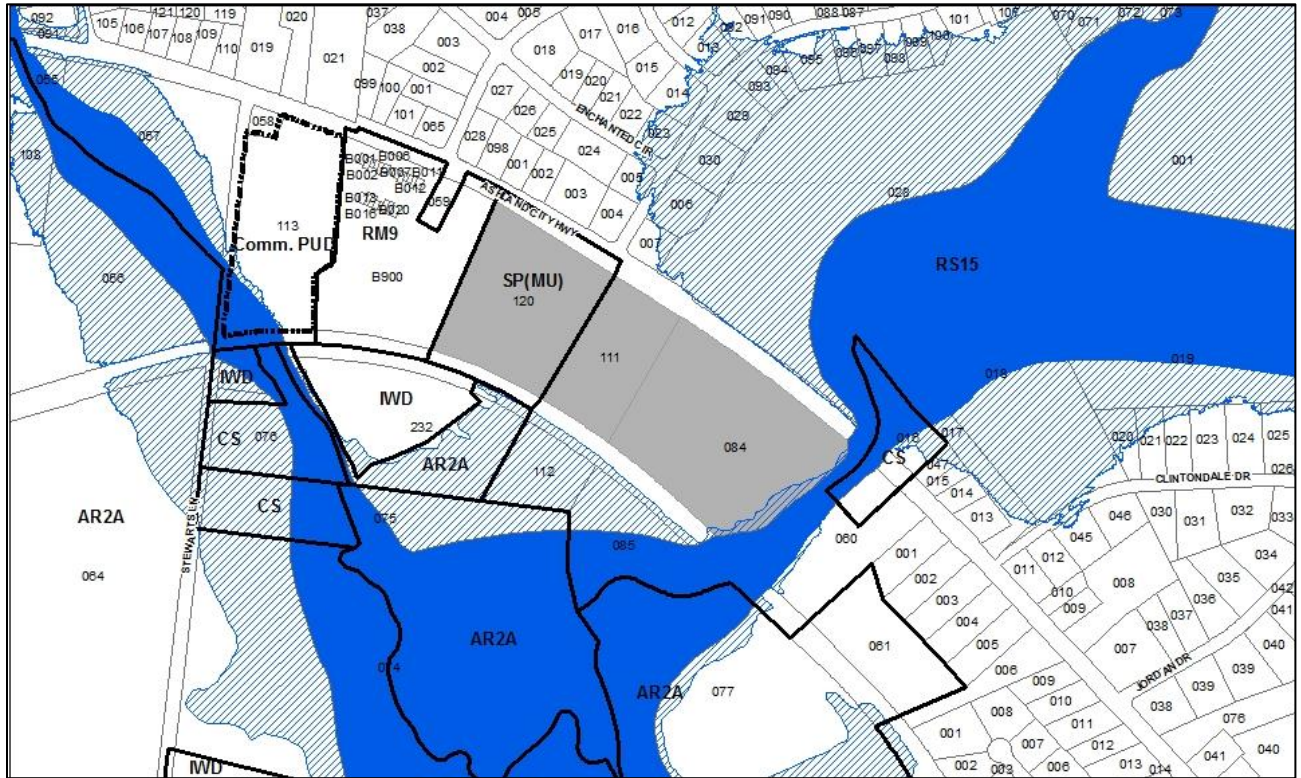
A request to rezone from Commercial Limited (CL), Commercial Service (CS) and One and Two-Family Residential (R20) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 616, 618, and 620 Old Hickory Boulevard and 7315 Sonya Drive, approximately 400 feet north of Tolbert Road (29.6 acres), to permit 87 multi-family residential units, a 170-bed hotel or a 48,000 square-foot self-service storage, and 18,000 square feet of non-residential uses.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2018SP-057-001

EATON CREEK COMMONS

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

03, Bordeaux-Whites Creek-Haynes Trinity

01 (Jonathan Hall)



Project No. Specific Plan 2018SP-057-001
Project Name Eaton Creek Commons
Council District 01 - Hall
School District 1 – Gentry
Requested by Land Solutions Company, LLC, applicant; Green Trails, LLC, owner.

Deferrals This request was deferred from the February 14, 2019, and the February 28, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the April 11, 2019, Planning Commission meeting.*

APPLICANT REQUEST

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

Preliminary SP

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

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2019SP-001-001

3RD AND JEFFERSON SP

Map 082-09, Parcel 419

Map 082-13, Parcel 318, 319

08, North Nashville

19 (Freddie O'Connell)



Project No. Specific Plan 2019SP-001-001
Project Name 3rd and Jefferson SP
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Southeast Venture, applicant; Frank B. Allen and Jefferson Street Lofts, L.P., owners.

Deferrals This item was deferred at the February 14, 2019 and the February 28, 2019, Planning Commission meetings. No public hearing was held.

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

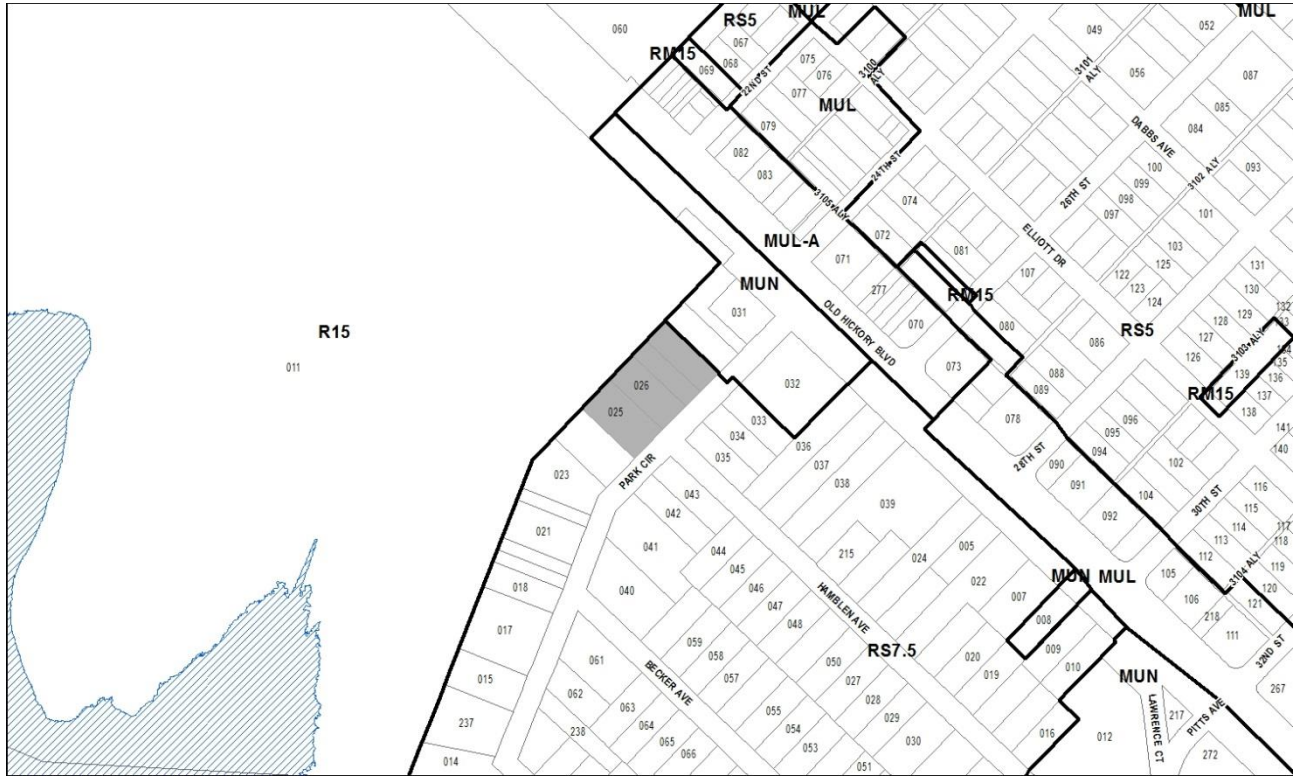
APPLICANT REQUEST
Preliminary SP to permit a mixed use development.

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

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



Metro Planning Commission Meeting of 3/14/2019



2019SP-003-001

OLD HICKORY RETREAT SP

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

14, Donelson-Hermitage-Old Hickory

11 (Larry Hargar)



Project No. Specific Plan 2019SP-003-001
Project Name Old Hickory Retreat SP
Council District 11 - Hagar
School District 4 - Shepherd
Requested by Dale and Associates, applicant; Temple Baptist Church, Trs., owner.

Deferrals This item was deferred at the January 10, 2019, February 14, 2019, and the February 28, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Birkeland
Staff Recommendation *Defer indefinitely.*

APPLICANT REQUEST
Zone change from RS7.5 to SP.

Preliminary SP

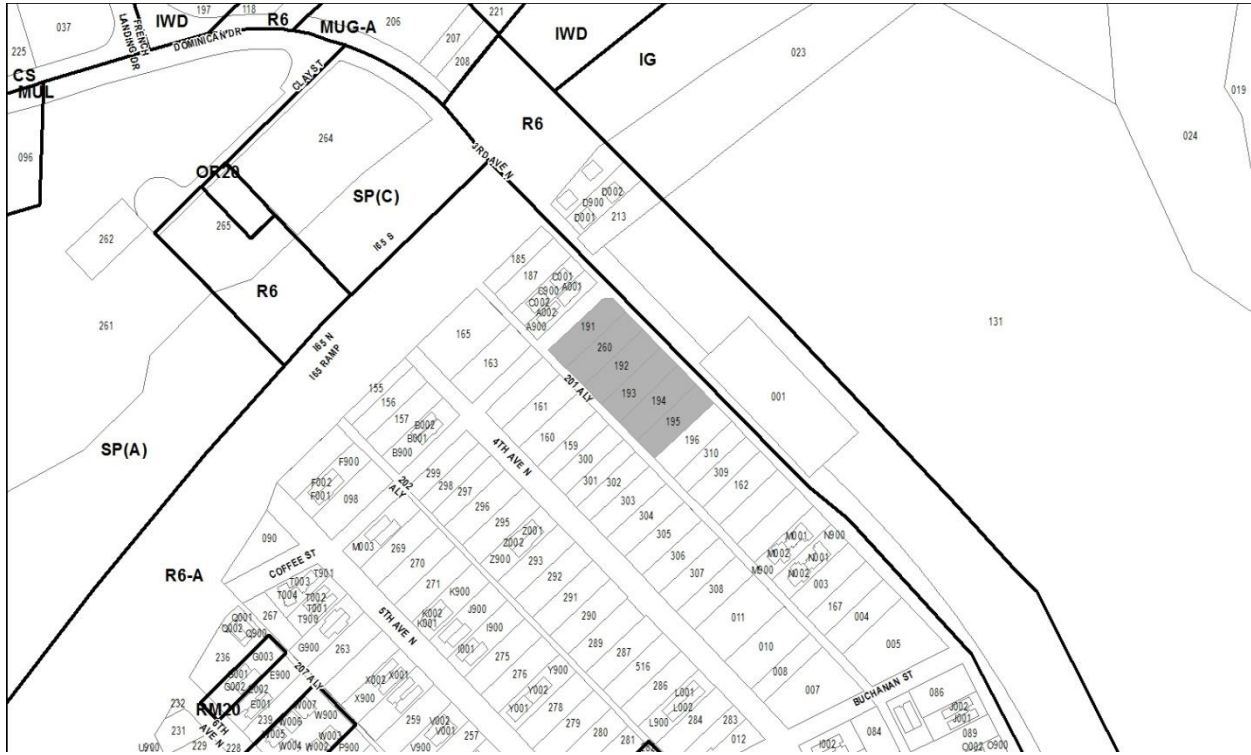
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan- Residential (SP-R) zoning for properties located at 104, 106, 108 and 110 Park Circle, approximately 285 feet west of Old Hickory Boulevard (1.12 acres), to permit 44 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 3/14/2019



2019SP-006-001

3RD AVENUE NORTH SP

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

08, North Nashville

19 (Freddie O'Connell)



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

Deferrals This item was deferred at the January 24, 2019, February 14, 2019, and February 28, 2019, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit 25 multi-family residential units.

Preliminary SP

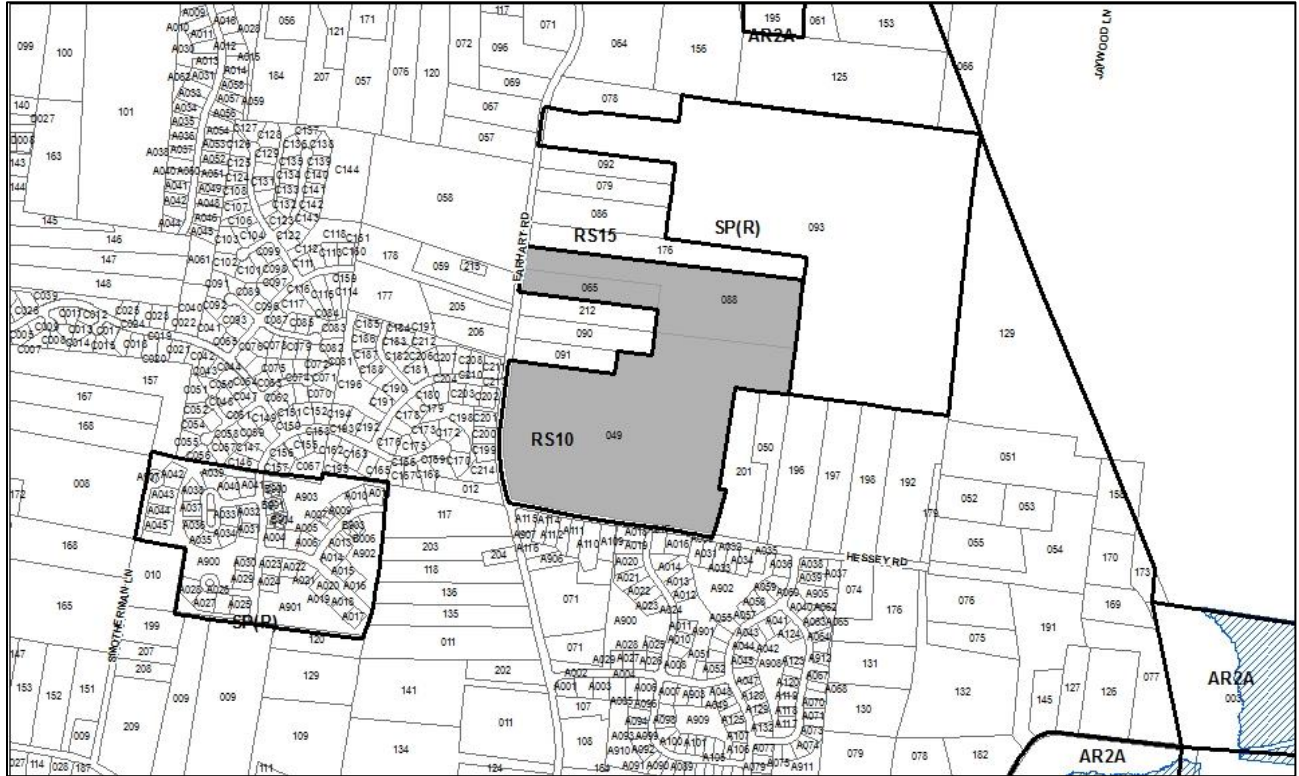
A request to rezone from One and Two-Family Residential – Alternative (R6-A) to Specific Plan - Residential (SP-R) zoning on properties located at 1825, 1827, 1829, 1831, 1833, and 1835 3rd Avenue North, at the southeast corner of Coffee Street and 3rd Avenue North (1.18 acres) to permit 25 multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2018S-160-001

EARHART – HESSEY ROAD

Map 098, Parcel(s) 065, 088

Map 110, Parcel 049

14, Donelson – Hermitage – Old Hickory

12 (Steve Glover)



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

Deferrals This item was deferred at the February 14, 2019 and the February 28, 2019, Planning Commission meeting. No public hearing was held.

| | |
|-----------------------------|---------------------------------|
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Approve with conditions.</i> |

APPLICANT REQUEST

Concept plan approval to create 189 single-family lots.

Concept Plan

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

Existing Zoning

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

Community Character Manual Policy

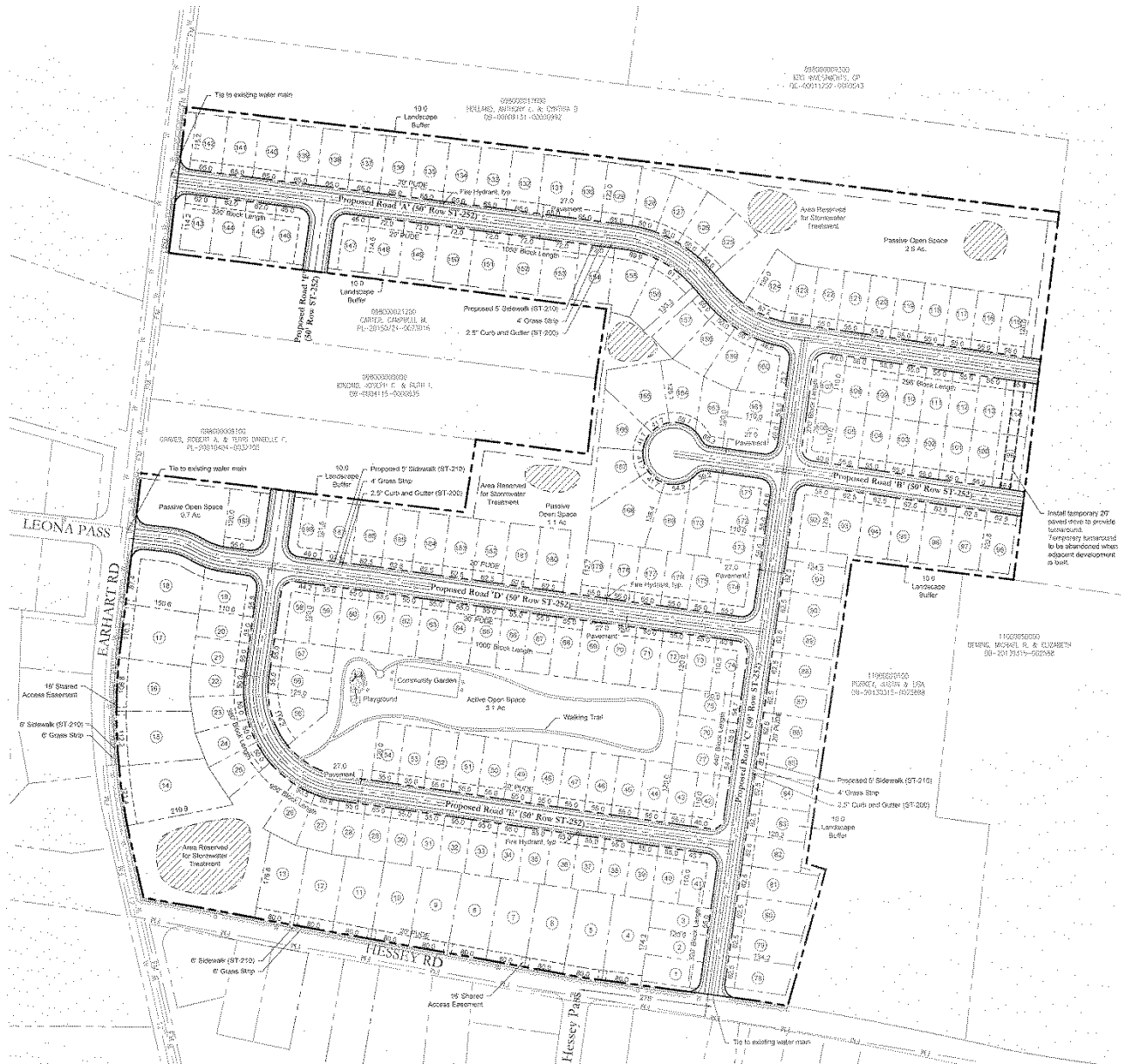
The property is within the T3 Suburban Neighborhood Evolving (T3 NE) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T3 NE, the conventional regulations found in Chapter 3 are utilized.

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.



Metro Planning Commission Meeting of 3/14/2019



Proposed Concept Plan



Metro Planning Commission Meeting of 3/14/2019

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 Hesse 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 Hesse 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.



Metro Planning Commission Meeting of 3/14/2019

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.



Metro Planning Commission Meeting of 3/14/2019

STAFF RECOMMENDATION

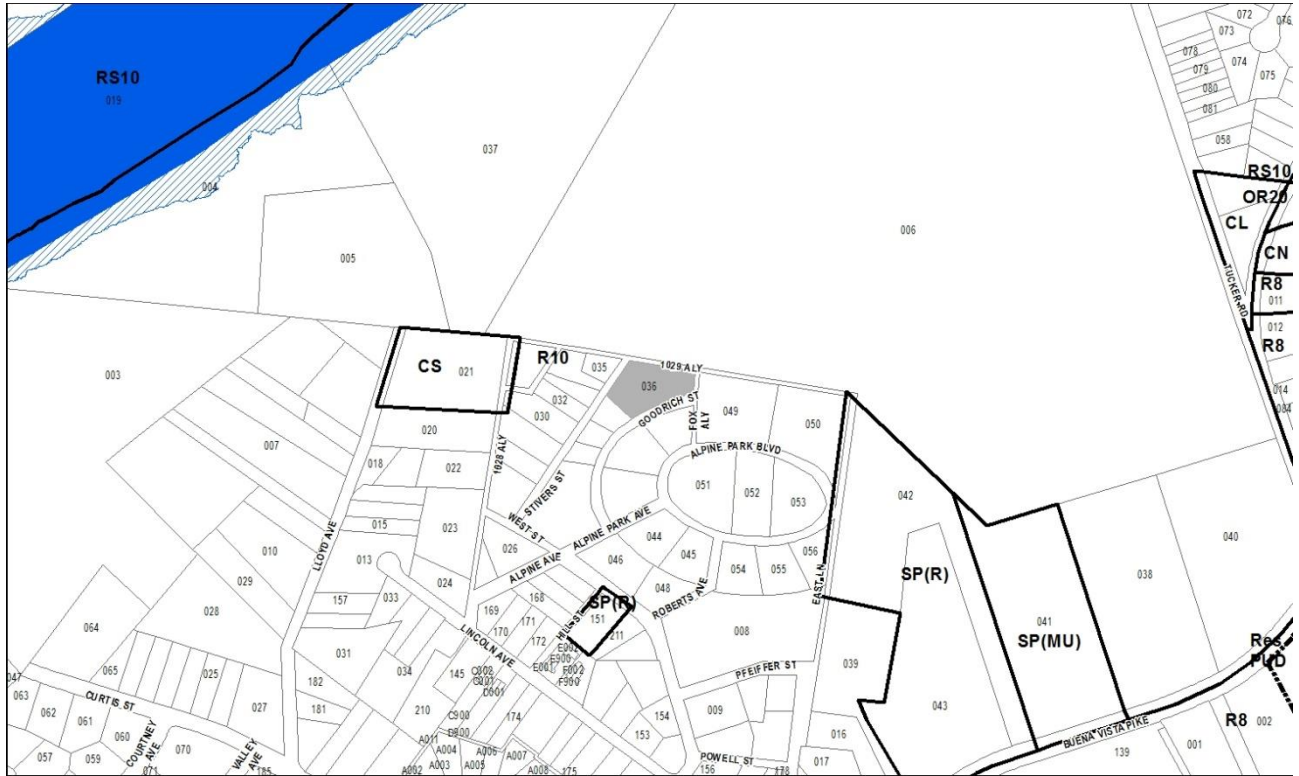
Staff recommends approval with conditions.

CONDITIONS

1. Provide a type C landscape buffer yard along perimeter lots that are less than 7,500 square feet.
2. Add Note “Lot 99 and Lot 114 are not buildable until proposed Road A and Road B are extended .”
3. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.
4. Add the following note to the plan/plat: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. Comply with all conditions and requirements of Metro agencies.



Metro Planning Commission Meeting of 3/14/2019



2019S-032-001

RESUBDIVISION OF PART OF LOT 10 ON THE PLAN OF ALPINE TERRACE SUBDIVISION

Map 070-05, Parcel(s) 036

03, Bordeaux - Whites Creek - Haynes Trinity

02 (DeCosta Hastings)



| | |
|-----------------------------|---|
| Project No. | Final Plat 2019S-032-001 |
| Project Name | Resubdivision of Part of Lot 10 on the Plan of Alpine Terrace Subdivision |
| Council District | 02 - Hastings |
| School District | 1 - Gentry |
| Requested by | Clint Elliott Surveying, applicant; C & H Properties, LLC., owner. |
| Deferrals | This item was deferred at the February 28, 2019, Planning Commission meeting. No public hearing was held. |
| Staff Reviewer | Napier |
| Staff Recommendation | <i>Defer to the March 28, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Request for final plat approval to create three lots.

Final Plat

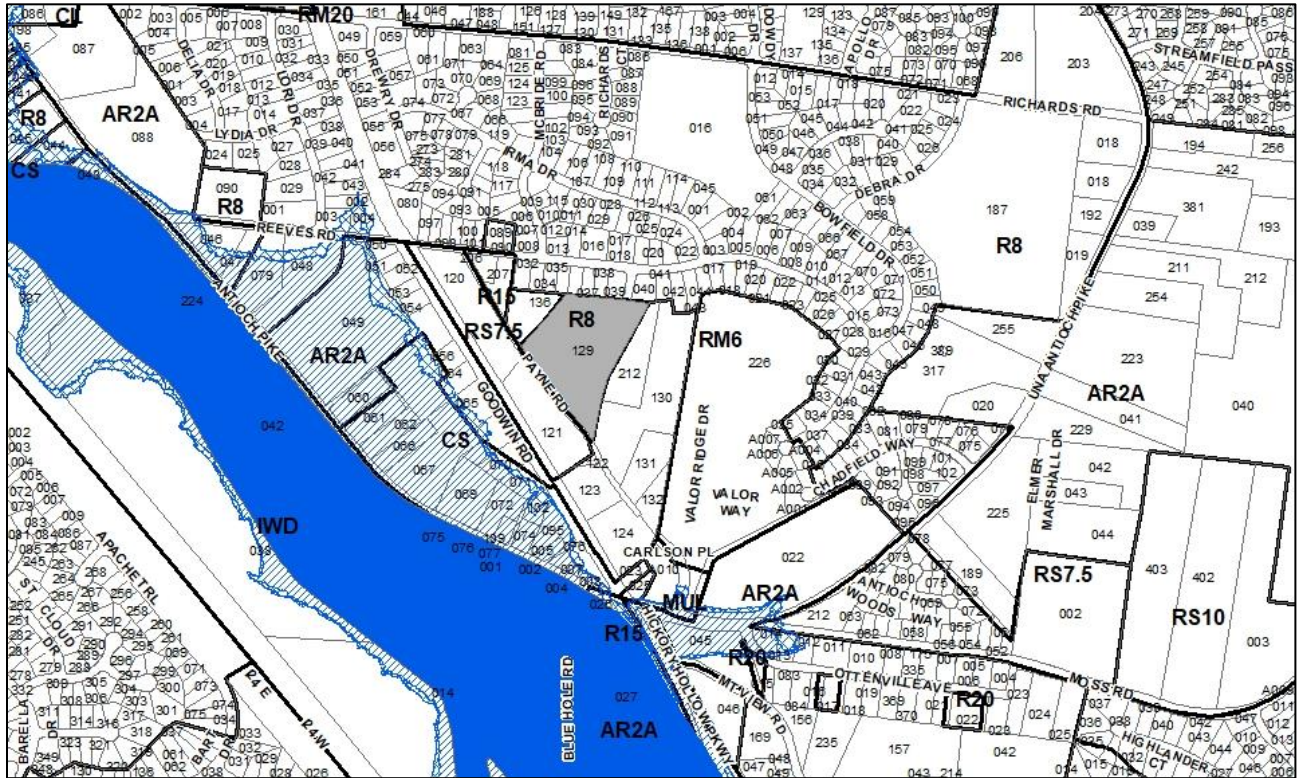
A request for final plat approval to create three lots on property located at 2420 Stivers Street, at the eastern terminus of Stivers Street, zoned One and Two-Family Residential (R10) (0.87 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



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



Project No. **Concept Plan 2019S-039-001**
Project Name **4830 Payne Road**
Council District 28 - Vercher
School District 6 – Bush
Requested by Dale and Associates, applicant; Sameh Lous, owner.

Deferrals This request was deferred at the February 28, 2019, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Concept plan to permit 22 single-family lots.

Concept Plan

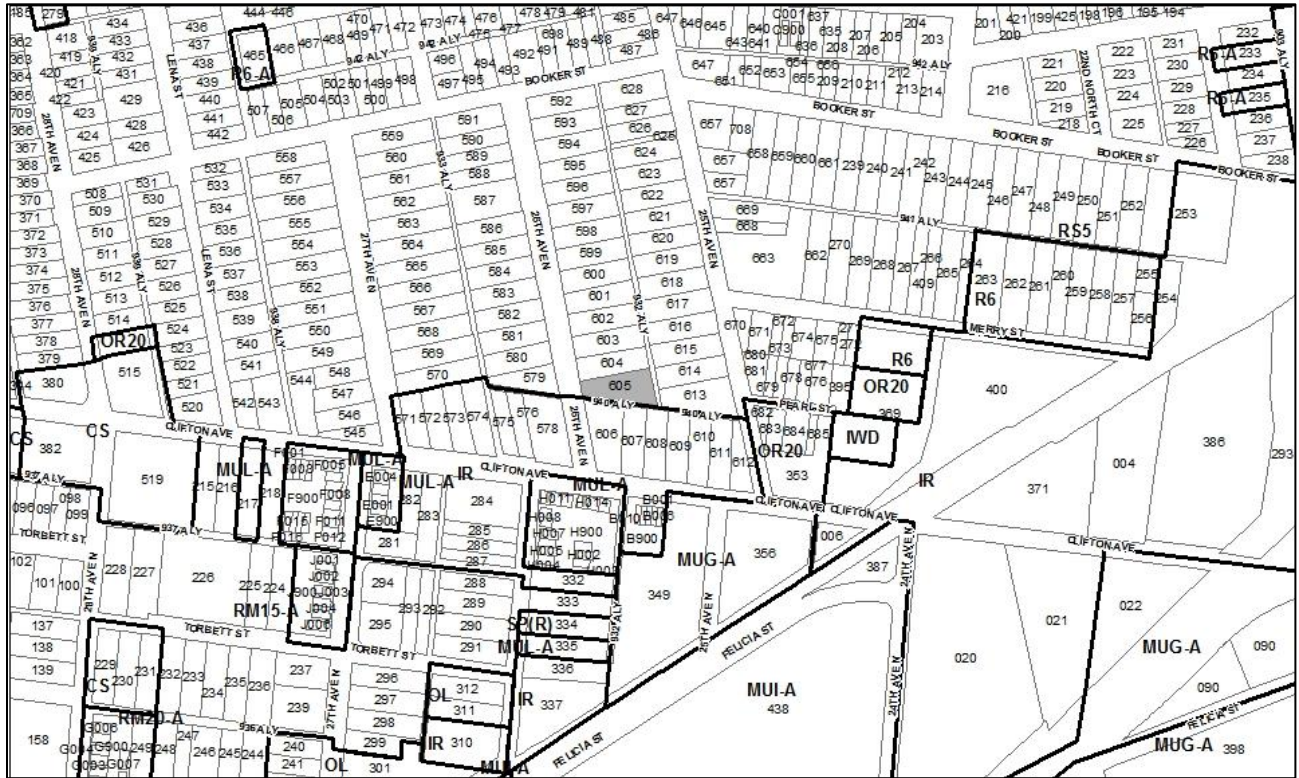
A request for concept plan approval to create 22 single-family residential lots on property located at 4830 Payne Road, approximately 600 feet south of Reeves Road, zoned One and Two-Family Residential (R8) and within the Payne Road Residential Urban Design Overlay District (5.5 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2018Z-068PR-001
Map 092-06, Parcel(s) 605
08, North Nashville
21 (Ed Kindall)



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

Deferrals This item was deferred at the December 13, 2018, January 24, 2019, and February 28, 2019, Planning Commission meetings. The public hearing was held and remains open.

Staff Reviewer Shepard
Staff Recommendation *Defer to the April 11, 2019, Planning Commission meeting.*

APPLICANT REQUEST
Zone change from RS5 to RM20-A.

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

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



Metro Planning Commission Meeting of 3/14/2019



2018Z-119PR-001

Map 161-08, Parcel(s) 009

12, Southeast

27 (Davette Blalock)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2018Z-119PR-001 |
| Council Bill No. | BL2019-1470 |
| Council District | 27- Blalock |
| School District | 2 – Elrod |
| Requested by | NTCH-NM, LLC, applicant; JMM, LLC, owner. |
| Staff Reviewer | Birkeland |
| Staff Recommendation | <i>Disapprove.</i> |

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.



Metro Planning Commission Meeting of 3/14/2019

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

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.



Metro Planning Commission Meeting of 3/14/2019

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 Planning Commission Meeting of 3/14/2019

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.



SEE NEXT PAGE



Project No. **Zone Change 2019Z-023PR-001**
Council District 29- Mendes
School District 6- Bush
Requested by Dewey Engineering, applicant; Scotland Springs, LLC, owner.

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

Staff Reviewer Birkeland
Staff Recommendation *Approve.*

APPLICANT REQUEST
Zone change from CS to MUL and RM9.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

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

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made



Metro Planning Commission Meeting of 3/14/2019

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.

ANALYSIS

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

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

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

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development



Metro Planning Commission Meeting of 3/14/2019

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-----------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Shopping Center (820) | 3.06 | 0.6 F | 79,976 S.F. | 5165 | 192 | 461 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Multi-Family Residential (220) | 2.25 | 0.6 F | 20 U | 111 | 11 | 15 |

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

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

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

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

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

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

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

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

METRO SCHOOL BOARD REPORT

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

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

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

The proposed MUL and RM9 zoning will generate 14 more students than the existing CS zoning district. Students would attend Lakeview Elementary School, Apollo Middle School, and Antioch High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.



Metro Planning Commission Meeting of 3/14/2019

STAFF RECOMMENDATION

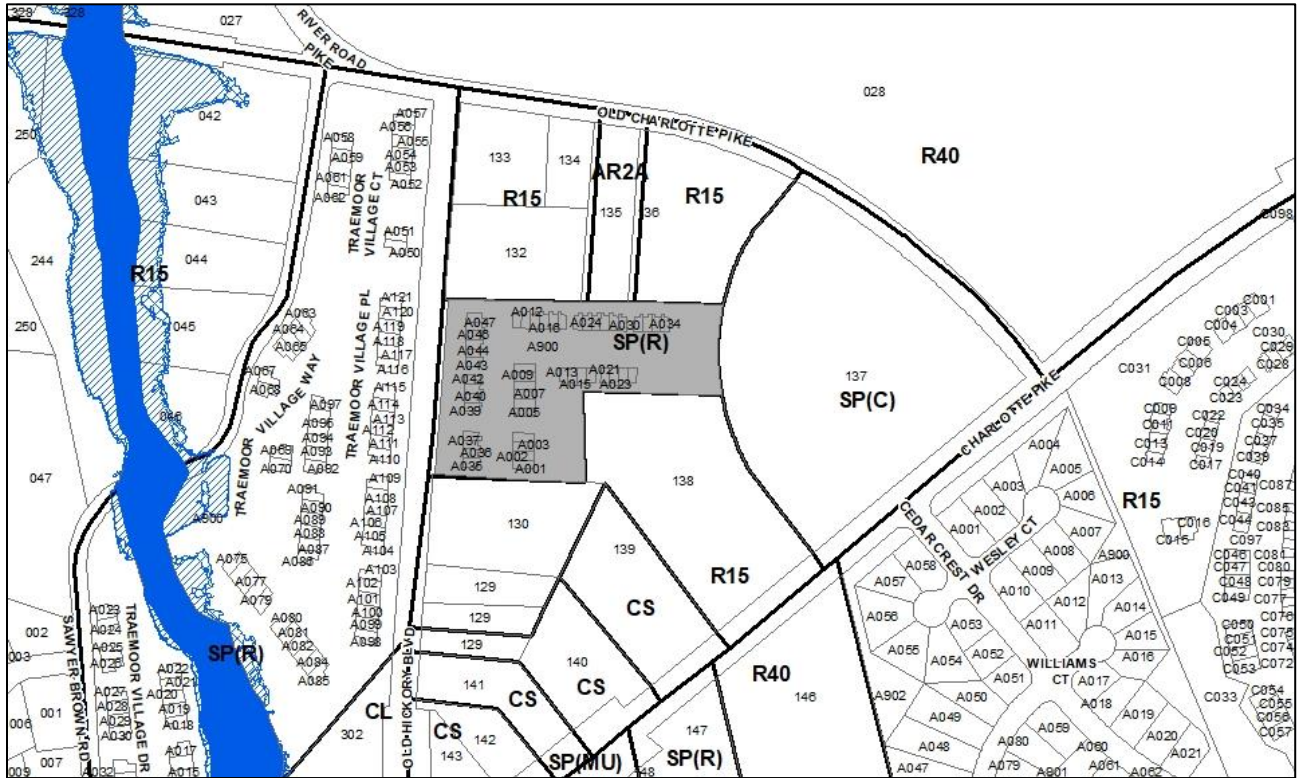
Staff recommends approval as the request is consistent with the T3 Suburban Mixed Use Corridor policy and T3 Suburban Neighborhood Maintenance policy of the Antioch- Priest Lake Community Plan.



SEE NEXT PAGE



Metro Planning Commission Meeting of 3/14/2019



2017SP-012-003

730 OLD HICKORY BOULEVARD SP (AMENDMENT)

Map 114, Parcel 131

06, Bellevue

22 (Sheri Weiner)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2017SP-012-003 |
| Project Name | 730 Old Hickory Boulevard SP (Amendment) |
| Council District | 22 - Weiner |
| School District | 9 - Frogge |
| Requested by | Dale & Associates, Inc., applicant; O.I.C. 730 Boulevard West and VT Enterprises, LLC, owners. |
| Staff Reviewer | Dunnivant |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

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

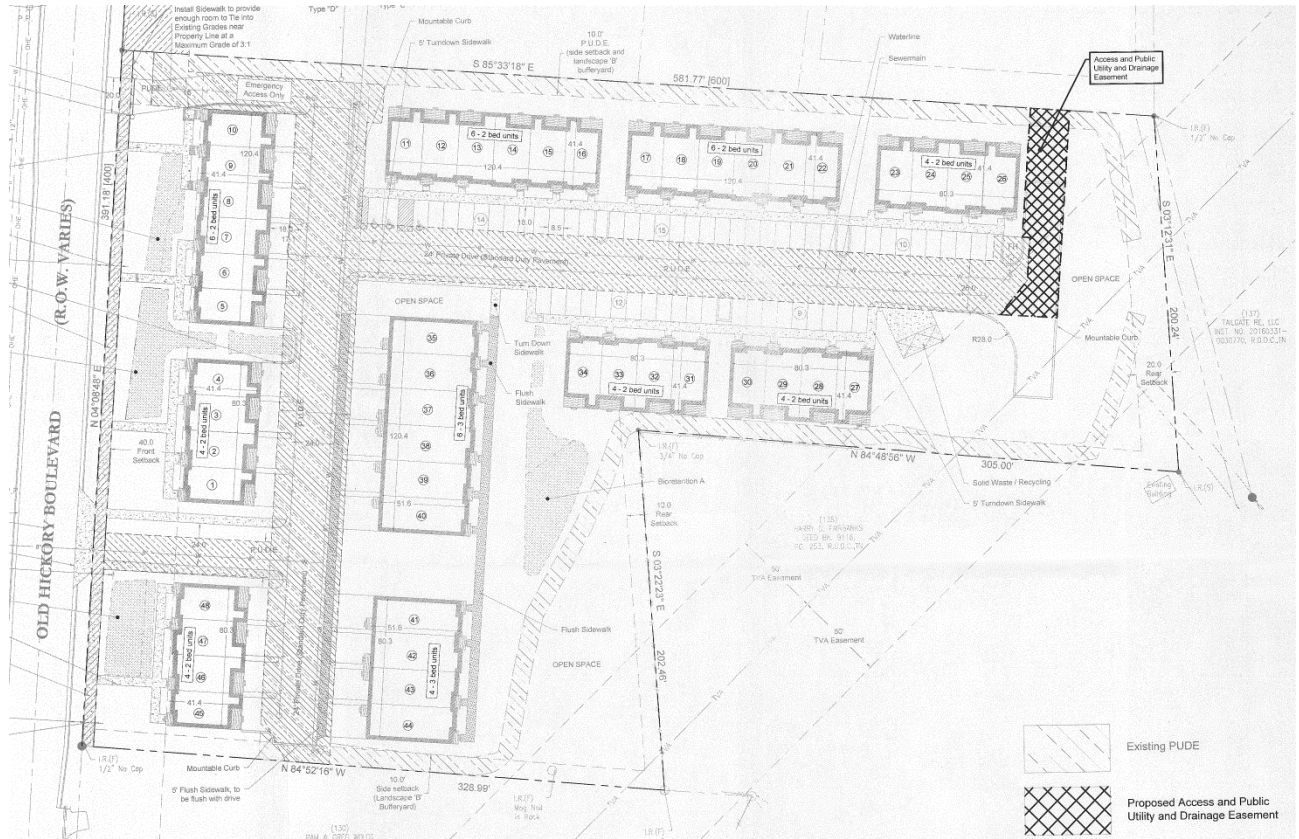
T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy 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.



Metro Planning Commission Meeting of 3/14/2019



Proposed Plan



Metro Planning Commission Meeting of 3/14/2019

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

Approved with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICE RECOMMENATION

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



Metro Planning Commission Meeting of 3/14/2019

by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

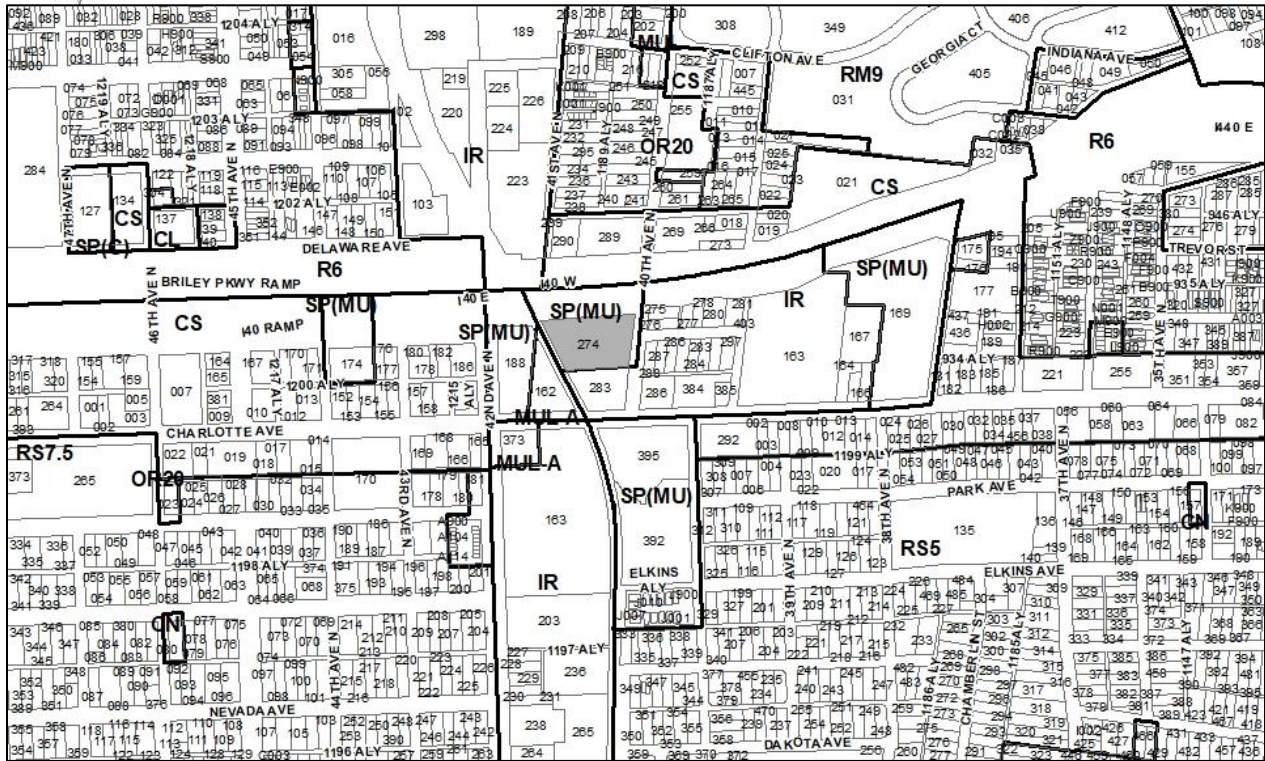
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 3/14/2019



2018SP-029-002
 405 40TH AVENUE NORTH SP (AMENDMENT)
 Map 091-12, Parcel(s) 274
 07, West Nashville
 24 (Kathleen Murphy)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2018SP-029-002 |
| Project Name | 405 40th Avenue North SP (Amendment) |
| Council District | 24- Murphy |
| School District | 5- Buggs |
| Requested by | Dewey Engineering, applicant; 405 Charlotte Development Partners, owners. |
| Staff Reviewer | Burse |
| Staff Recommendation | <i>Defer to the April 11, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Amend an existing SP to permit a commercial development.

Preliminary SP (Amendment)

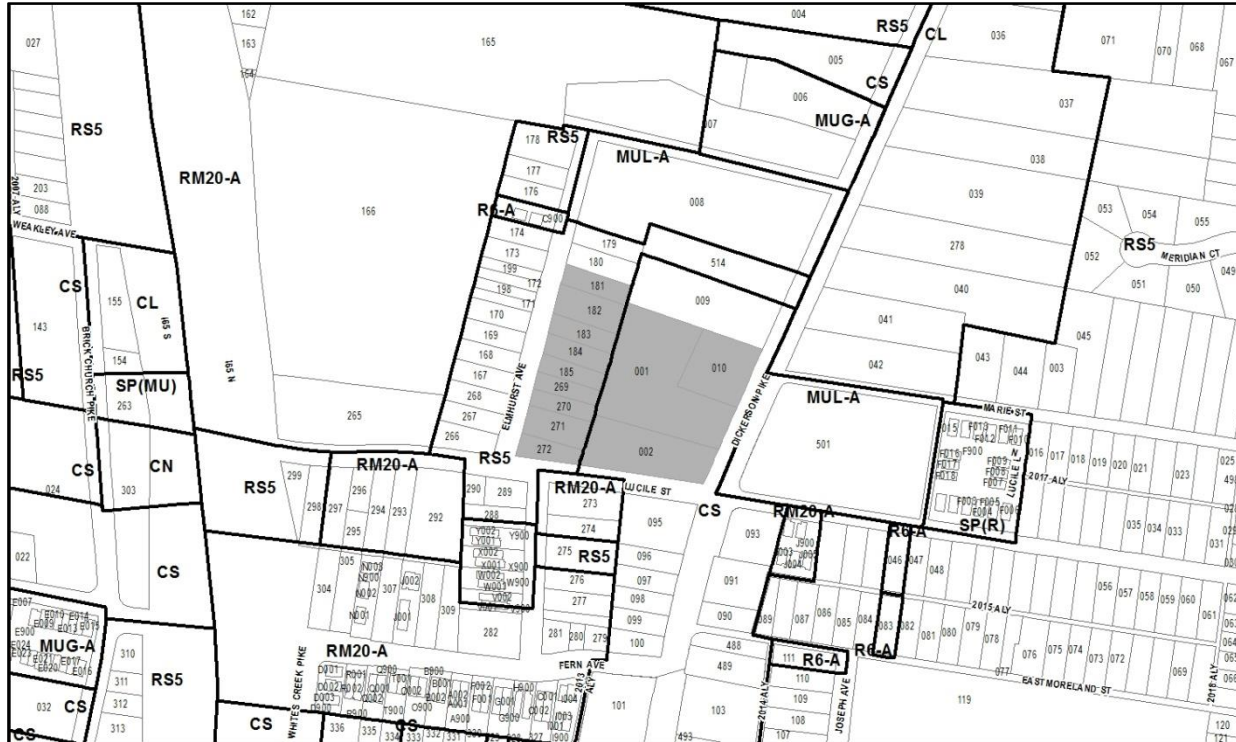
A request to amend a Specific Plan-Mixed Use (SP-MU) zoning district on property located at 405 40th Avenue North, approximately 190 feet north of Charlotte Avenue (1.92 acres), to permit a mixed use development.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2019SP-002-001
1330 DICKERSON PIKE SP
Map 071-10, Parcel(s) 181-185
Map 071-11, Parcel(s) 010
Map 071-14, Parcel(s) 269-272
Map 071-15, Parcel(s) 001-002
05, East Nashville
05 (Scott Davis)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2019SP-002-001 |
| Project Name | 1330 Dickerson Pike SP |
| Council District | 05- Davis |
| School District | 5- Buggs |
| Requested by | Barge Design Solutions, applicant; Bristol Dickerson Pike Partners, LLC, owners. |
| Staff Reviewer | Burse |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

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.



Metro Planning Commission Meeting of 3/14/2019

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



Metro Planning Commission Meeting of 3/14/2019

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.



Metro Planning Commission Meeting of 3/14/2019

- 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.



Metro Planning Commission Meeting of 3/14/2019

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

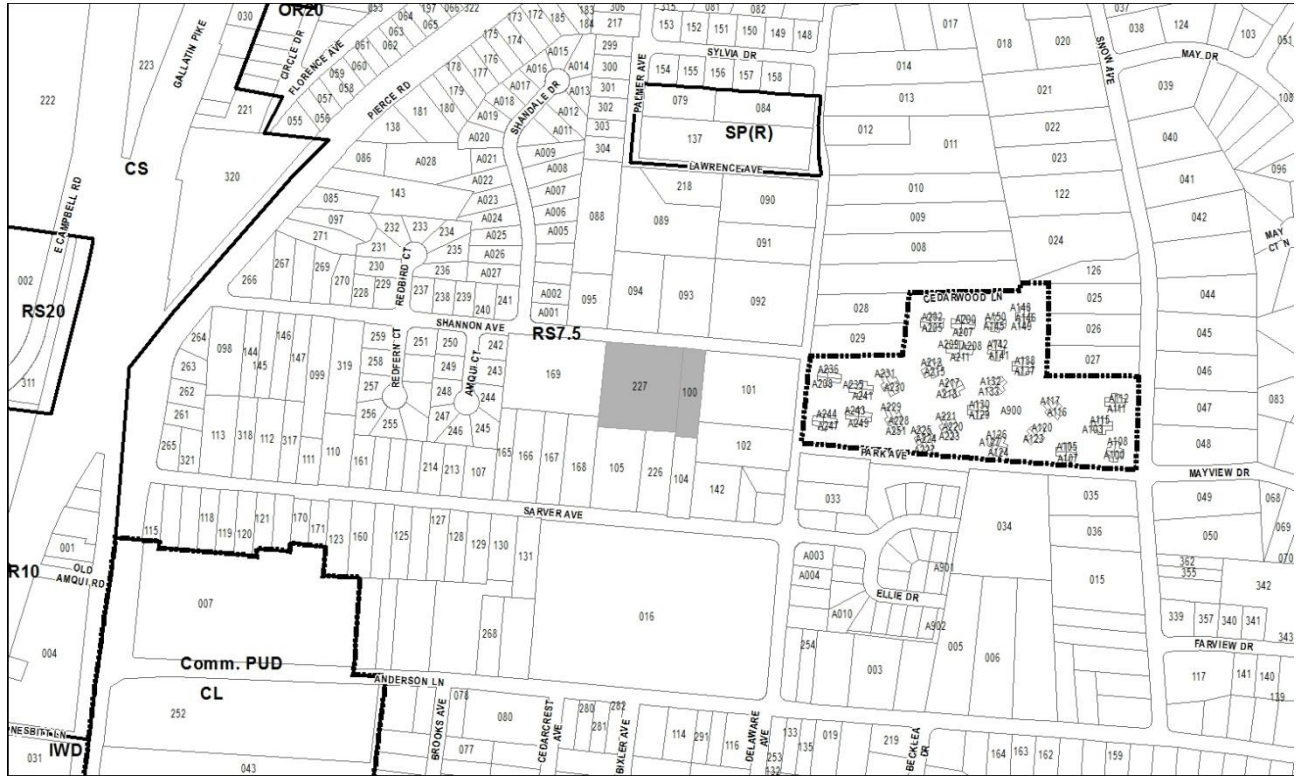
1. Permitted uses shall be limited to a maximum of 221 multi-family residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM60-A zoning district 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 3/14/2019



2019SP-010-001

0 SHANNON AVENUE

Map 043-01, Parcel(s) 100, 227

04, Madison

09 (Bill Pridemore)



| | |
|-----------------------------|--|
| Project No. | Zone Change 2019SP-010-001 |
| Project Name | 0 Shannon Avenue |
| Council District | 09 - Pridemore |
| School District | 3 – Speering |
| Requested by | Clint T. Elliott Surveying, applicant; Elite Nashville Development, LLC., owner. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Defer to the March 28, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Zone change from RS7.5 to SP-R to permit 14 residential units.

Preliminary SP

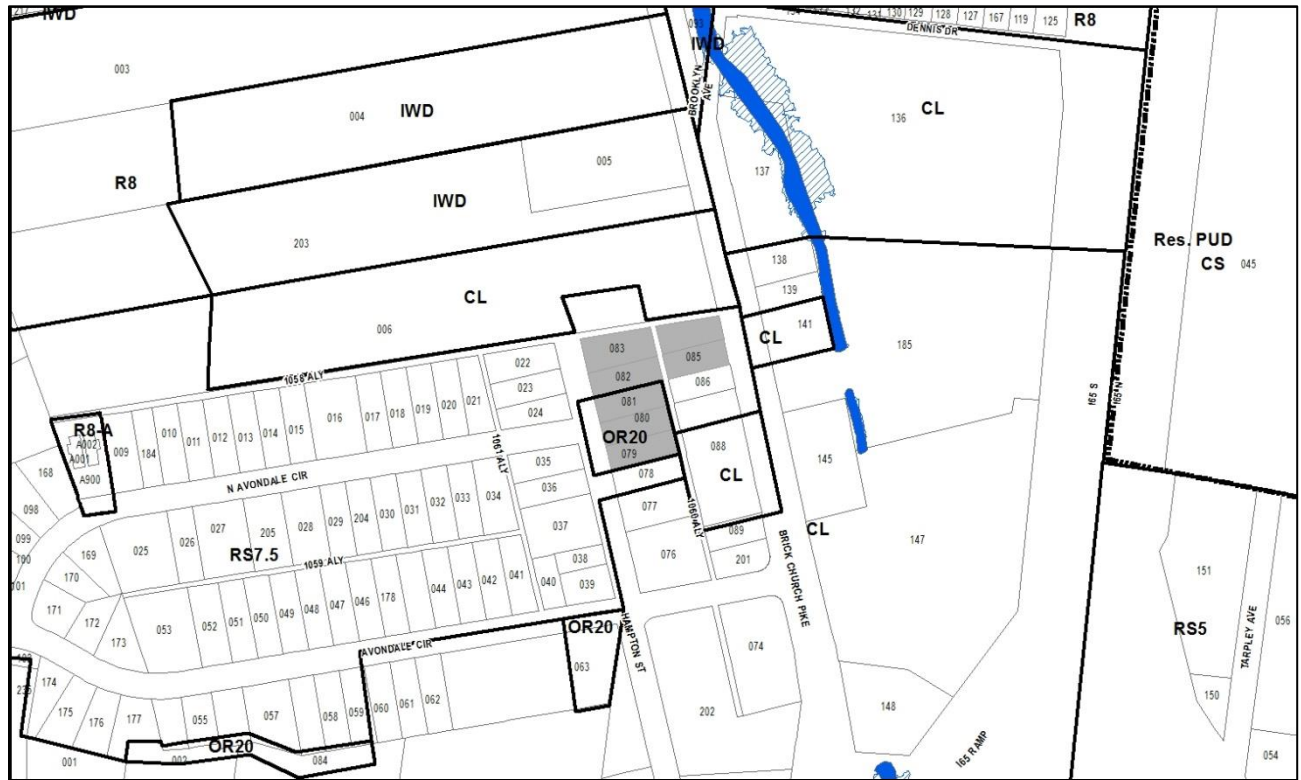
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan – Residential (SP-R) zoning for properties located at Shannon Avenue (unnumbered), approximately 300 feet west of Pierce Road, (1.96 acres), to permit 14 multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2019SP-011-001
HAMPTON CORNER SP
Map 071-02, Parcel(s) 079-085
03, Bordeaux - Whites Creek - Haynes Trinity
02 DeCosta Hastings



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2019SP-011-001 |
| Project Name | Hampton Corner SP |
| Council District | 02 - Hastings |
| School District | 1 - Gentry |
| Requested by | Dale and Associates, applicant; Darmesh Patel and Sunita Patel, owners. |
| Staff Reviewer | Napier |
| Staff Recommendation | <i>Defer to the March 28, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Rezone to SP to permit 37 multi-family residential units.

Preliminary SP

A request to rezone from Office/Residential (OR20) and Single-Family Residential (RS7.5) to Specific Plan - Residential (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.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2019SP-012-001

HAMPTON COTTAGES

Map 071-02, Parcel(s) 036-040

03, Bordeaux – Whites Creek – Hanyes Trinity

02 (DeCosta Hastings)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2019SP-012-001 |
| Project Name | Hampton Cottages |
| Council District | 02 – Hatings |
| School District | 1 – Gentry |
| Requested by | Dale and Associates, applicant; Darmesh Patel and Sunita Patel, owners. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

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

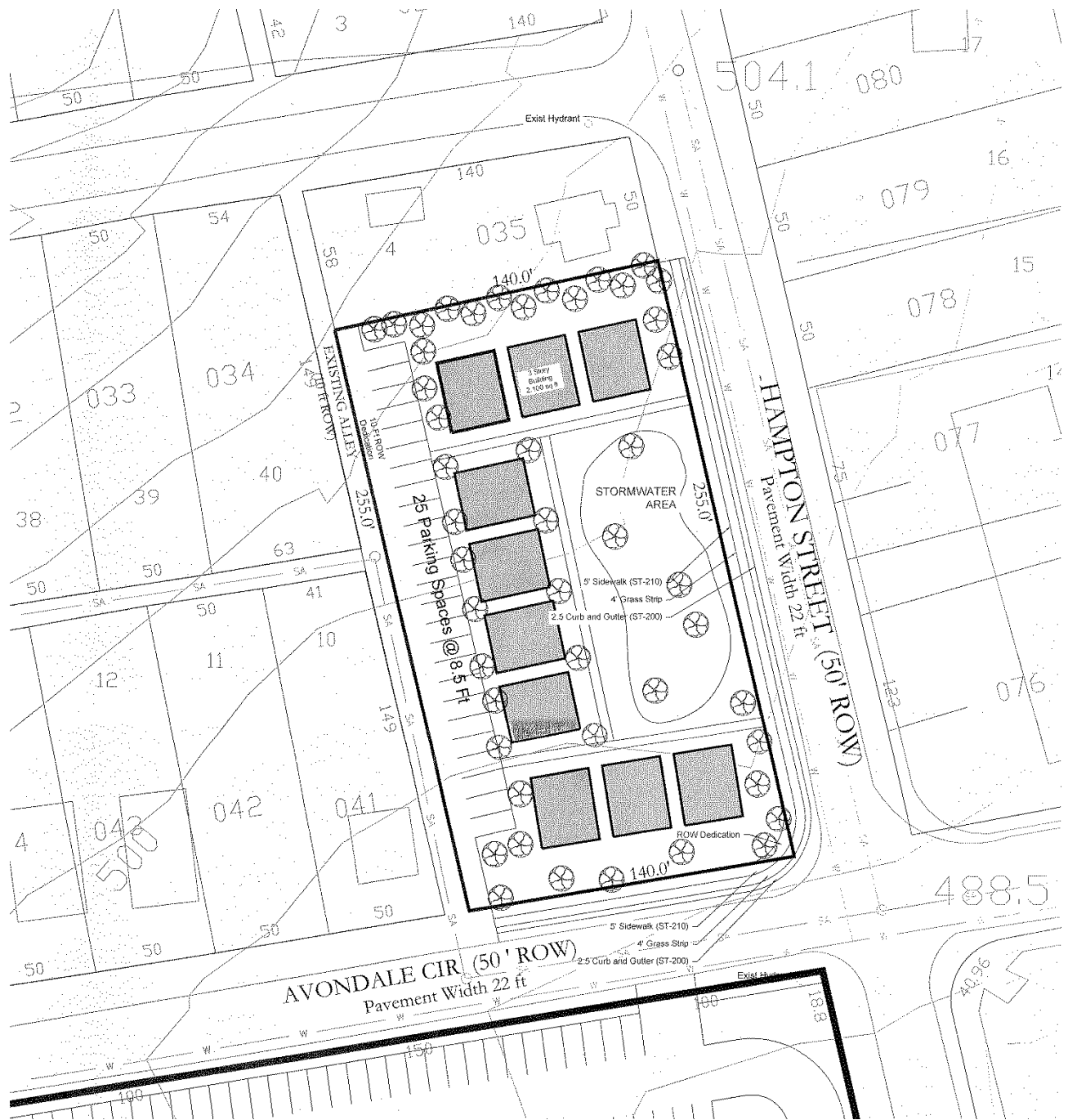
T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character 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.



Metro Planning Commission Meeting of 3/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 3/14/2019

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



Metro Planning Commission Meeting of 3/14/2019

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 1High

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,



Metro Planning Commission Meeting of 3/14/2019

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

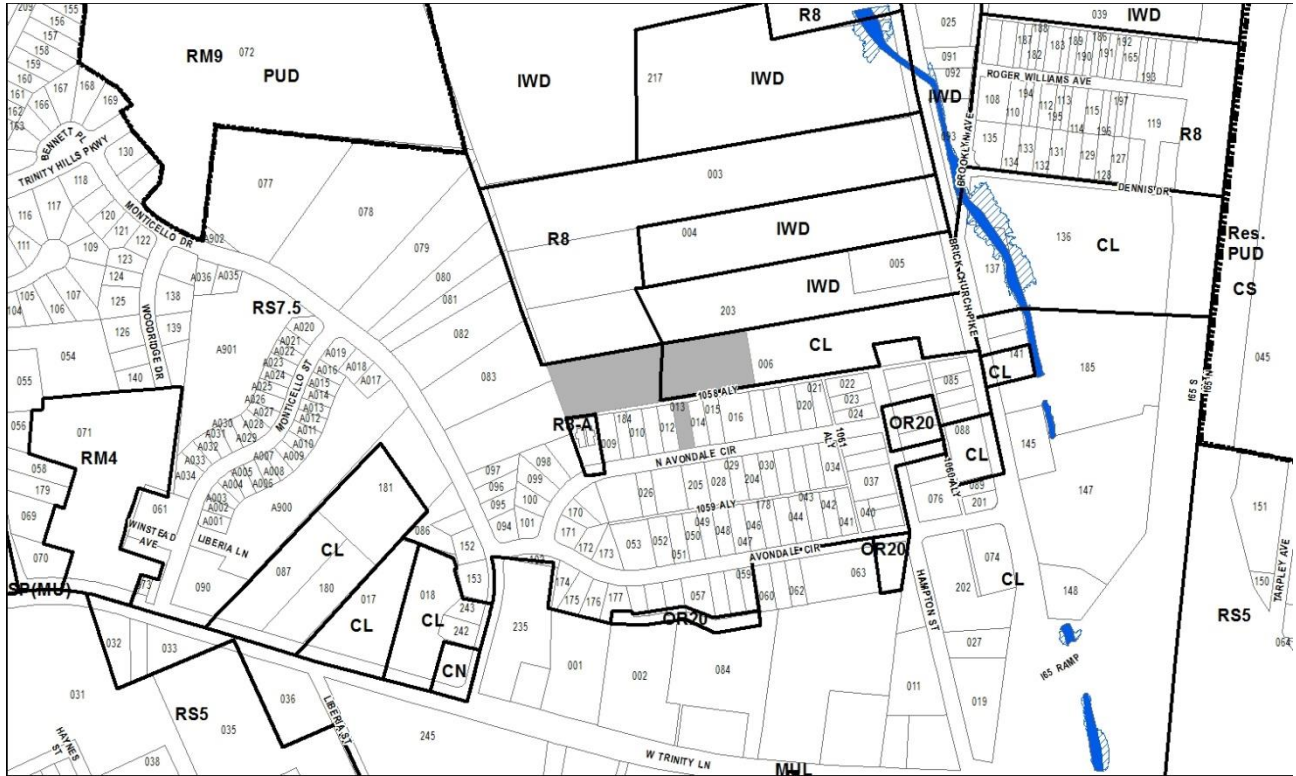
Staff recommends approval with conditions and disapproval without all conditions.

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.



Metro Planning Commission Meeting of 3/14/2019



2019SP-013-001

TRINITY SUMMIT

Map 071-02, Parcel(s) 013, part of 006

03, Bordeaux – Whites Creek – Hanyes Trinity

02 (DeCosta Hastings)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2019SP-013-001 |
| Project Name | Trinity Summit |
| Council District | 02 – Hastings |
| School District | 1 – Gentry |
| Requested by | Dale and Associates, applicant; Darmesh Patel and Sunita Patel and Brick Church Realty, LLC., owners. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Defer to the March 28, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Zone change from RS7.5 and CL to SP-R.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) and Commercial Limited (CL) to Specific Plan – Residential (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.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2019SP-014-001

GOODRICH AVENUE TOWNHOMES SP

Map 070-09, Parcel(s) 116-117

Map 070-13, Parcel(s) 012

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2019SP-014-001 |
| Project Name | Goodrich Avenue Townhomes SP |
| Council District | 02- Hastings |
| School District | 1- Gentry |
| Requested by | Gresham Smith, applicant; Pate Holdings, LLC, owner. |
| Staff Reviewer | Burse |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

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.



Metro Planning Commission Meeting of 3/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 3/14/2019

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

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



Metro Planning Commission Meeting of 3/14/2019

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 Planning Commission Meeting of 3/14/2019

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

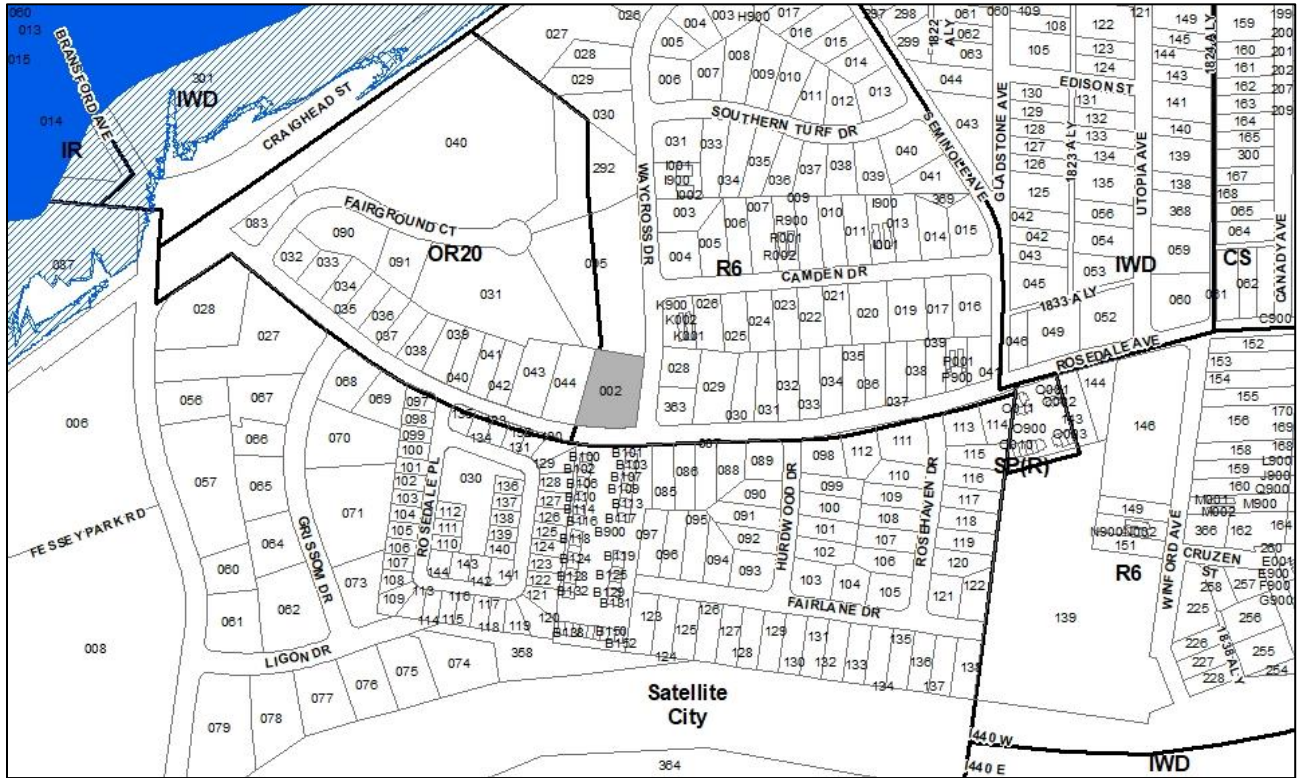
Staff recommends approval with conditions and disapproval without all conditions.

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.



Metro Planning Commission Meeting of 3/14/2019



2019SP-015-001
538 ROSEDALE AVENUE SP
Map 118-04, Parcel(s) 002
11, South Nashville
17 (Colby Sledge)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2019SP-015-001 |
| Project Name | 538 Rosedale Avenue SP |
| Council District | 17 - Sledge |
| School District | 7 - Pinkston |
| Requested by | Dale & Associates, applicant; H & L Enterprises LLC, owner. |
| Staff Reviewer | Napier |
| Staff Recommendation | <i>Defer indefinitely.</i> |

APPLICANT REQUEST

Zone change from R6 to SP-R to permit 10 residential units.

Preliminary SP

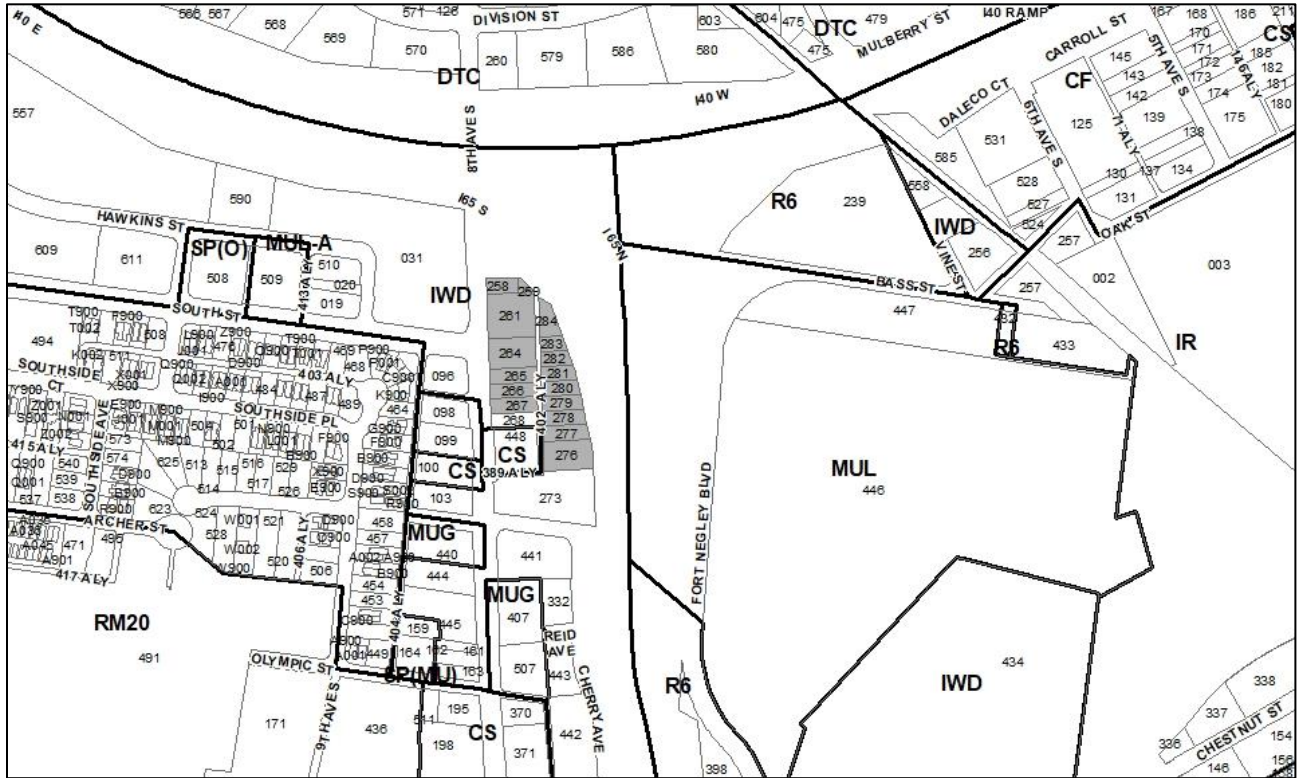
A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning on property located at 538 Rosedale Avenue, approximately 200 feet northwest of Waycross Drive and Rosedale Drive, (0.73 acres), to permit a maximum of 10 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 3/14/2019



2019SP-016-001

8th & BASS SP

Map 105-02, Parcel(s) 258-259, 261,264-267, 276-284

10, Green Hills - Midtown

17 (Colby Sledge)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2019SP-016-001 |
| Project Name | 8th & Bass SP |
| Council District | 17 – Sledge |
| School District | 5 – Buggs |
| Requested by | Hastings Architecture, applicant; Eighth and Division Investments GP, owner. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve with conditions and disapprove without all staff conditions.</i> |

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

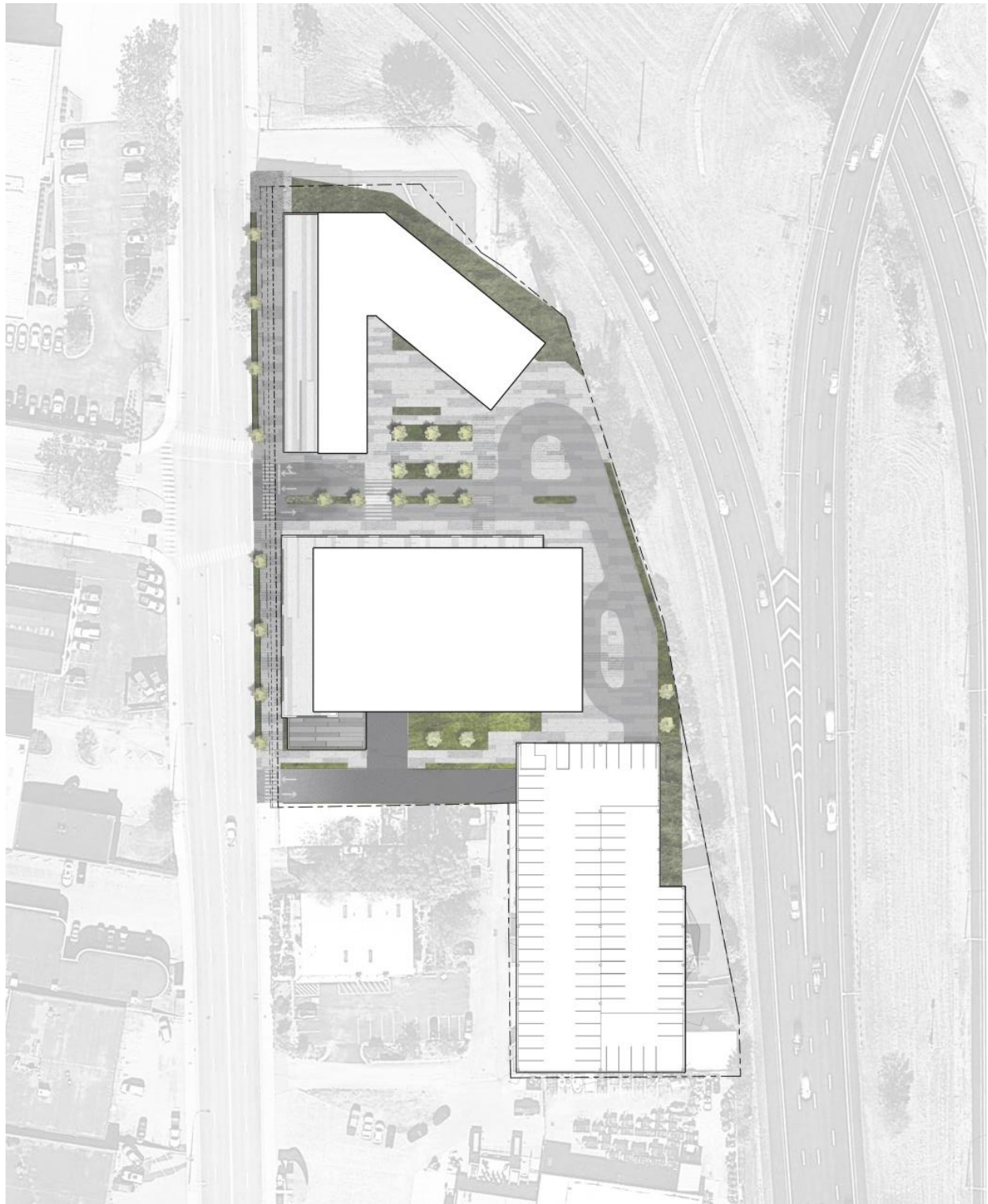
T4 Urban Mixed Use Neighborhood (T4 MU) is intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels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



Metro Planning Commission Meeting of 3/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 3/14/2019

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.



Metro Planning Commission Meeting of 3/14/2019

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. 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.



Metro Planning Commission Meeting of 3/14/2019

- 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 Edgehill 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.



Metro Planning Commission Meeting of 3/14/2019

- 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.



Metro Planning Commission Meeting of 3/14/2019

STAFF RECOMMENDATION

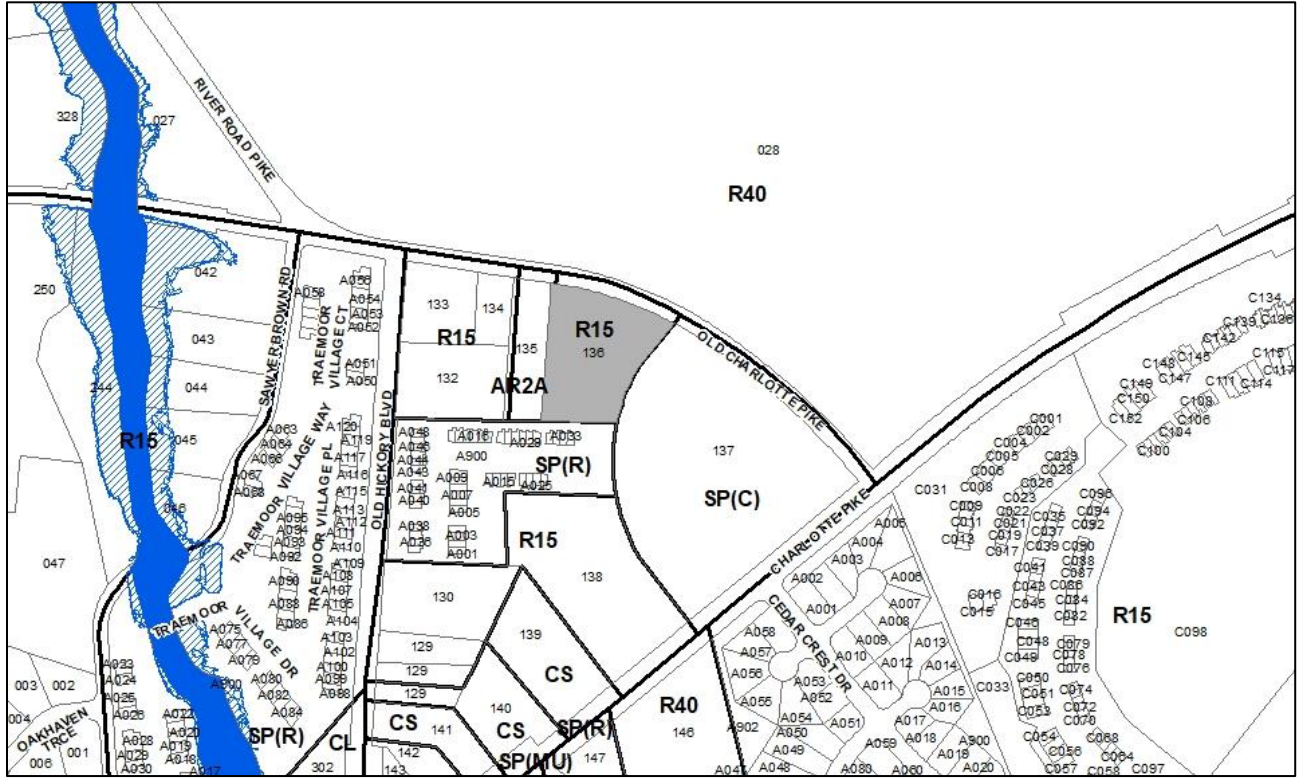
Staff recommends approval with conditions and disapproval without all conditions.

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.



Metro Planning Commission Meeting of 3/14/2019



2019SP-017-001
7335 OLD CHARLOTTE PIKE
Map 114, Parcel 136
6, Bellevue
22 (Sheri Weiner)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2019SP-017-001 |
| Project Name | 7335 Old Charlotte Pike |
| Council District | 22-Weiner |
| School District | 9 -Frogge |
| Requested by | Dale and Associates, applicant; Debbie & Phillip Denning, owner. |
| Staff Reviewer | Dunnivant |
| Staff Recommendation | <i>Defer to the March 28, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Zone change from R15 to SP-R zoning

Preliminary SP

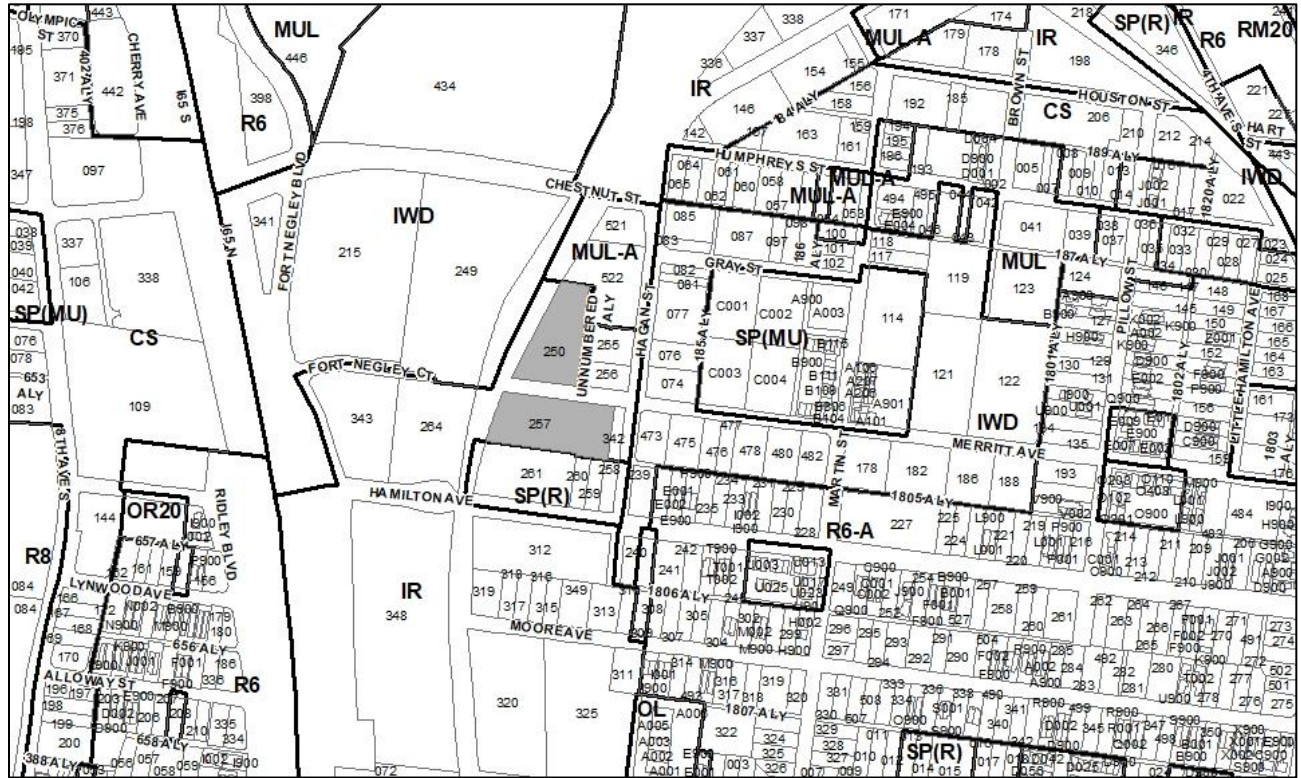
A request to rezone from One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning on property located at 7335 Old Charlotte Pike, approximately 700 feet west of Charlotte Pike, (2.21 acres), to permit a maximum of 28 multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2019SP-018-001

640 MERRITT AVENUE SP

Map 105-06, Parcel(s) 250, 257

11, South Nashville

17 (Colby Sledge)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2019SP-018-001 |
| Project Name | 640 Merritt Avenue SP |
| Council District | 17 – Sledge |
| School District | 5 – Buggs |
| Requested by | Smith Gee Studio, applicant; Swayze Properties, LLC, owner. |
| Staff Reviewer | Rickoff |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

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.



Metro Planning Commission Meeting of 3/14/2019



Proposed Regulatory District Plan



Metro Planning Commission Meeting of 3/14/2019



Proposed Supplemental Conceptual Plan



Metro Planning Commission Meeting of 3/14/2019

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. All residential units are proposed to permit both owner and not-owner occupied short term rental properties, as well as home occupation. 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, except for not-owner occupied short term rentals which are proposed to be permitted within the residential units. 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



Metro Planning Commission Meeting of 3/14/2019

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 served by existing transit, including an MTA bus route and bus stop located at the southwest corner of the site on Hamilton Avenue. Proximity of future development to existing transit networks offers options beyond single vehicle occupancy trips.

The 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.



Metro Planning Commission Meeting of 3/14/2019

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 Glenclyff 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. Owner and not-owner occupied short term rental properties are permitted within the multi-family units

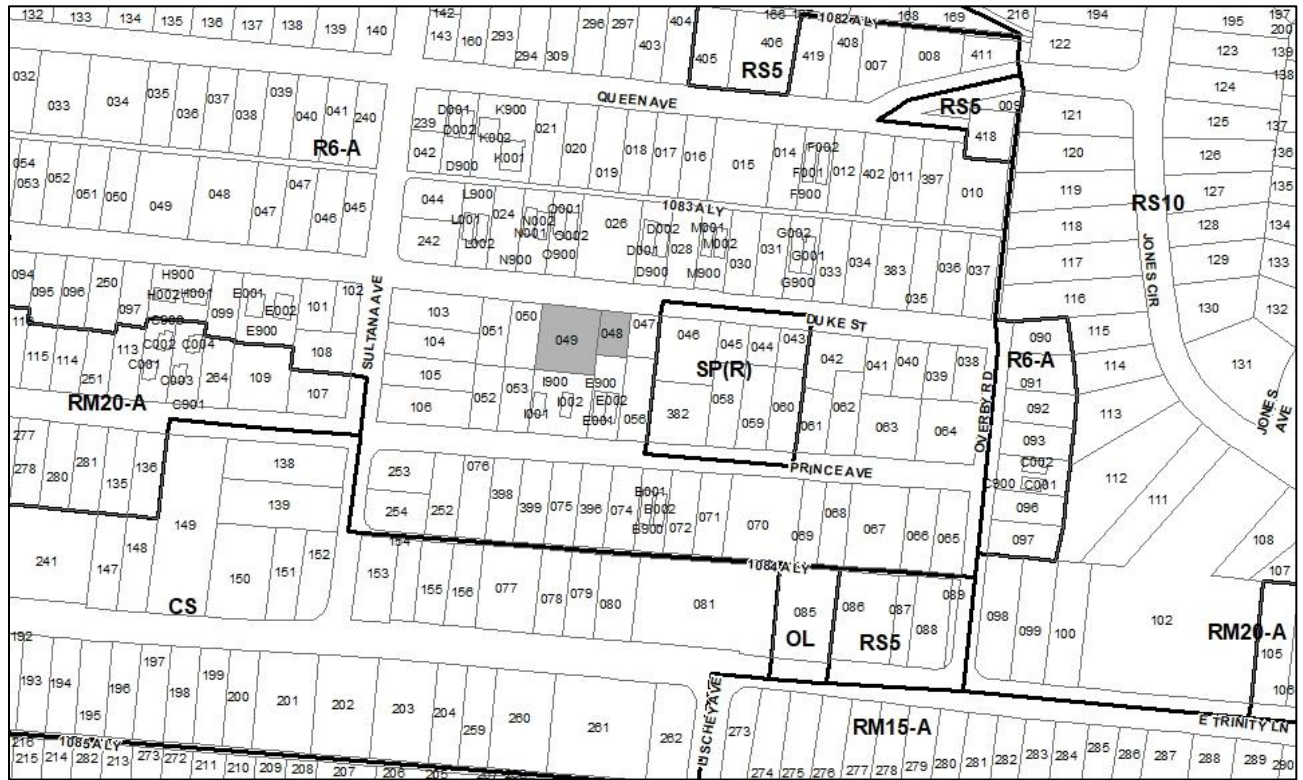


Metro Planning Commission Meeting of 3/14/2019

- and are not included in the 25,000 square foot non-residential limitation. All other non-residential uses as specified on the plan are limited to the designated commercial zones.
2. 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.
 3. 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.
 4. 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.
 5. Comply with all conditions and requirements of Metro reviewing agencies.
 6. 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.
 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. 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.
 9. 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.
 10. 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.
 11. 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.
 12. 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.
 13. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 3/14/2019



2019SP-019-001

314 AND 316 DUKE STREET SP

Map 071-08, Parcel(s) 048-049

05, East Nashville

05 (Scott Davis)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2019SP-019-001 |
| Project Name | 314 and 316 Duke Street SP |
| Council District | 05 – S. Davis |
| School District | 3 – Speering |
| Requested by | Dale and Associates, applicant; Inetta Presley, owner. |
| Staff Reviewer | Rickoff |
| Staff Recommendation | <i>Defer to the March 28, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Preliminary SP to permit 5 multi-family units.

Preliminary SP

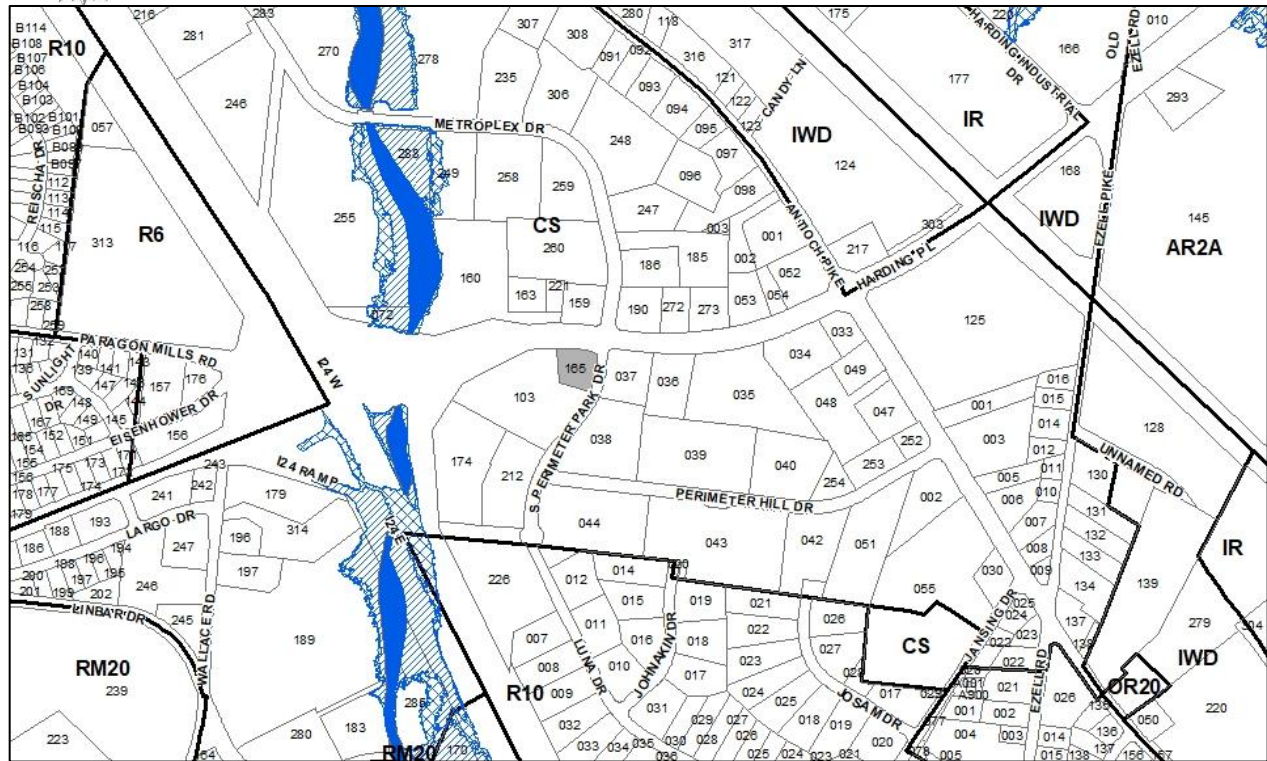
A request to rezone from One and Two-Family Residential-Alternative (R6-A) to Specific Plan-Residential (SP-R) zoning on properties located at 314 and 316 Duke Street, approximately 250 feet east of Sultana Avenue (0.34 acres), to permit 5 multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



8-68P-002

HARDING PLACE CENTER (CANCELLATION)

Map 134, Parcel(s) 165

13, Antioch-Priest Lake

28 (Tanaka Vercher)



| | |
|-----------------------------|--|
| Project No. | Planned Unit Development 8-68P-002 |
| Project Name | Harding Place Center (Cancellation) |
| Associated Case | 206-69P-001 |
| Council District | 28- Vercher |
| School District | 6- Bush |
| Requested by | Kimley-Horn, applicant; Robert J. Biancheri, owner. |
| Staff Reviewer | Burse |
| Staff Recommendation | <i>Defer to the March 28, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Cancel a portion of an existing Planned Unit Development.

Planned Unit Development (Cancel)

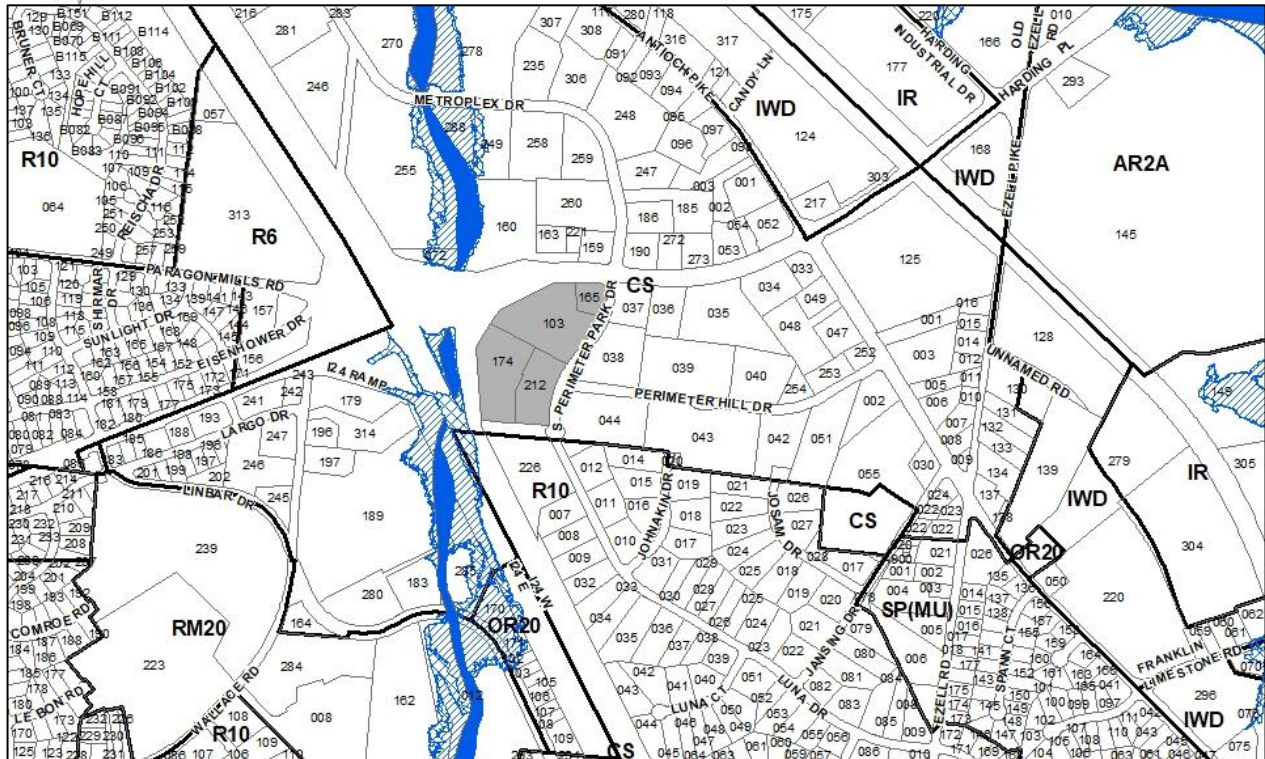
A request to cancel a portion of a Planned Unit Development located at 351 Harding Place, at the southwest corner of S Perimeter Park Drive and Harding Place (0.64 acres), zoned Commercial Service (CS).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



206-69P-001

HARDING PLACE CENTER PUD (AMENDMENT)

Map 134, Parcel(s) 103, 165, 174, 212

13, Antioch-Priest Lake

28 (Tanaka Vercher)



Project No. **Planned Unit Development 206-69P-001**
Project Name **Harding Place Center PUD (Amendment)**
Associated Case 8-68P-002
Council District 28- Vercher
School District 6- Bush
Requested by Kimley-Horn, applicant; Robert J. Biancheri and DDC Hotels, Inc., owners.

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

APPLICANT REQUEST

Amend an existing Planned Unit Development to add a parcel and permit commercial uses.

Planned Unit Development (Amendment)

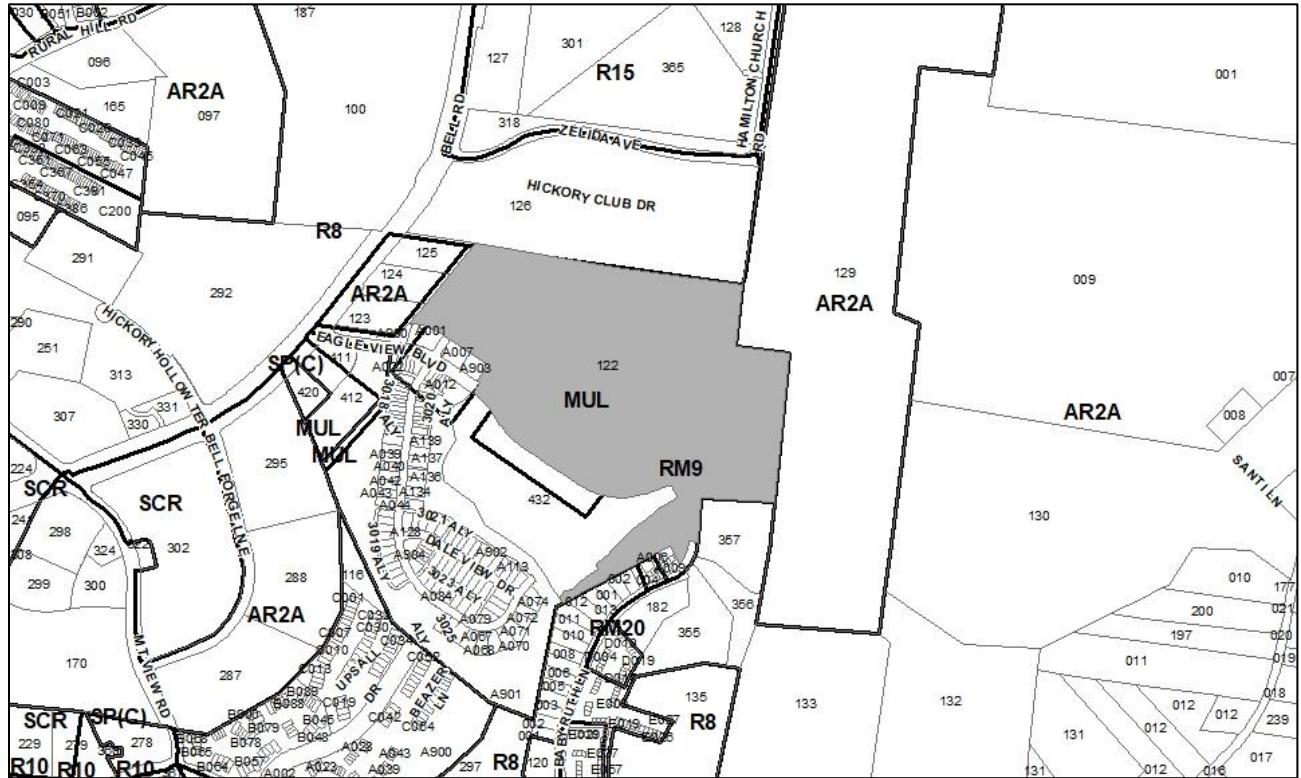
A request to amend a Planned Unit Development located at 343 and 347 Harding Place and 309 S Perimeter Park Drive, at the southwest corner of S Perimeter Park Drive and Metroplex Drive (8.9 acres), zoned Commercial Service (CS), to add parcel 165 and permit a mixed use development.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 3/14/2019



2003UD-003-008

RIDGEVIEW UDO (MINOR MODIFICATION)

Map 163, Parcel(s) 122

13, Antioch-Priest Lake

32 (Jacobia Dowell)



| | |
|-----------------------------|---|
| Project No. | Urban Design Overlay 2003UD-003-008 |
| Project Name | Ridgeview UDO (Minor Modification) |
| Council District | 32 - Dowell |
| School District | 6 - Bush |
| Requested by | Land Solutions Company, LLC, applicant; AF PB2, LLC, owner. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve with conditions.</i> |

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.

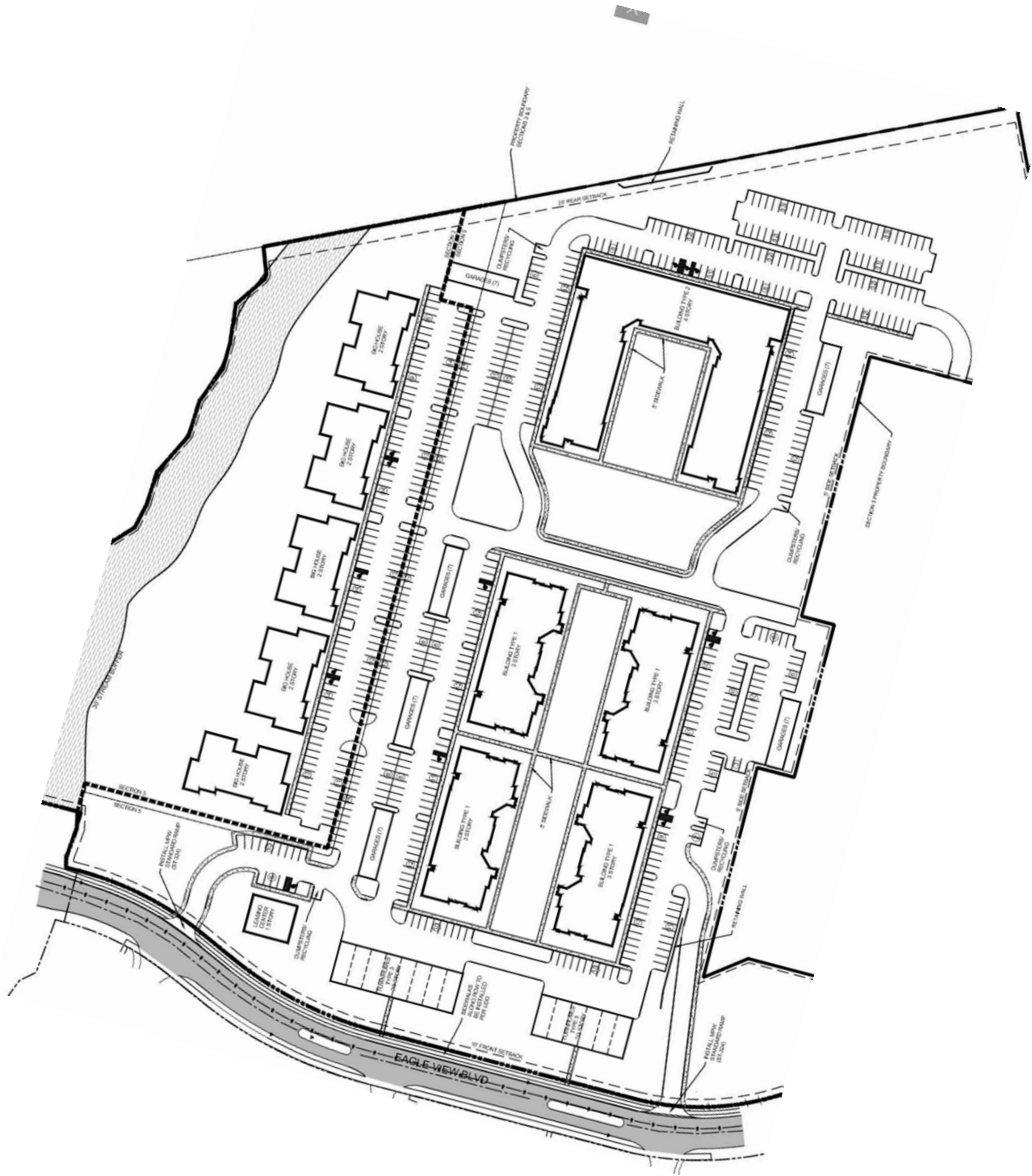
Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile 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.



Metro Planning Commission Meeting of 3/14/2019



Proposed Site Plan



Metro Planning Commission Meeting of 3/14/2019

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.



Metro Planning Commission Meeting of 3/14/2019

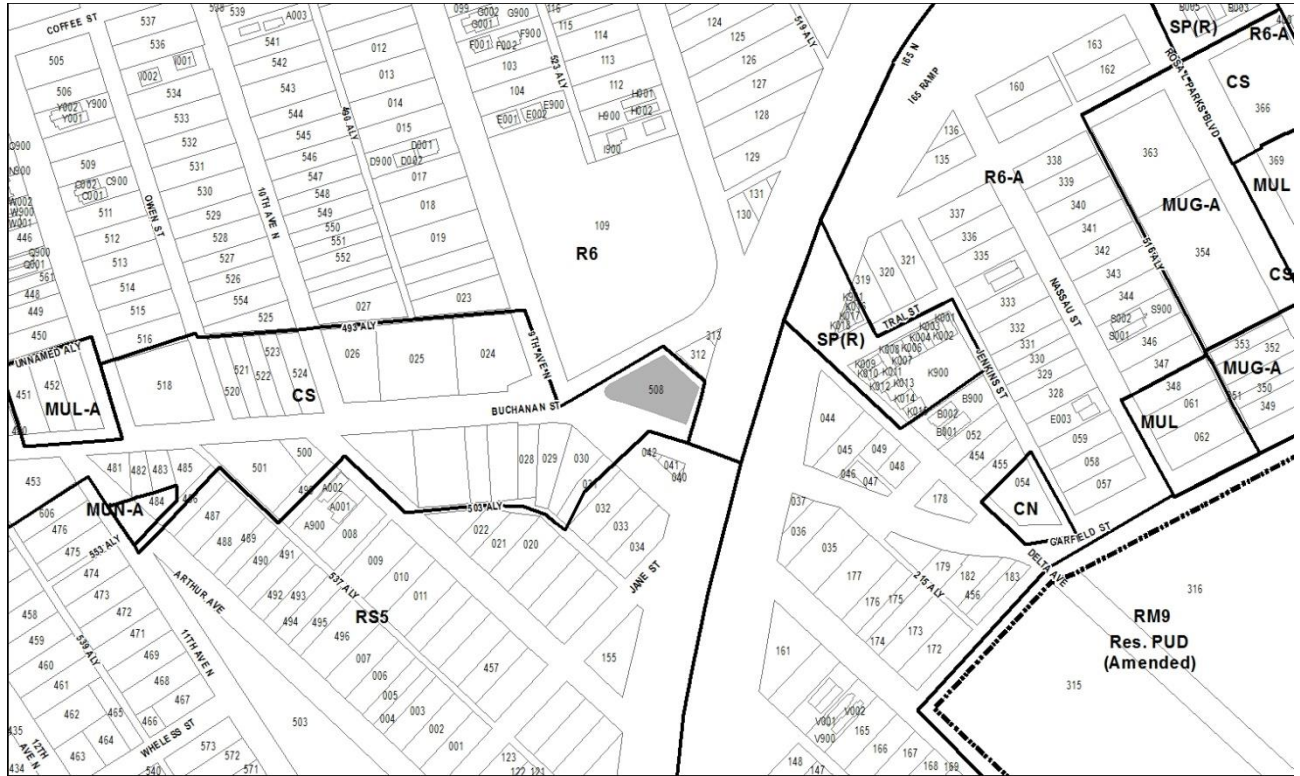
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning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



SEE NEXT PAGE



Metro Planning Commission Meeting of 3/14/2019



2019Z-030PR-001

Map 081-08, Parcel(s) 508

08, North Nashville

21 (Ed Kindall)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2019Z-030PR-001 |
| Council District | 21 - Kindall |
| School District | 1 – Gentry |
| Requested by | Simons Properties LLC, applicant; Martha Butterfield & Randall Haley, owners. |
| Staff Reviewer | Dunnavant |
| Staff Recommendation | <i>Approve.</i> |

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



Metro Planning Commission Meeting of 3/14/2019

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 |



Metro Planning Commission Meeting of 3/14/2019

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

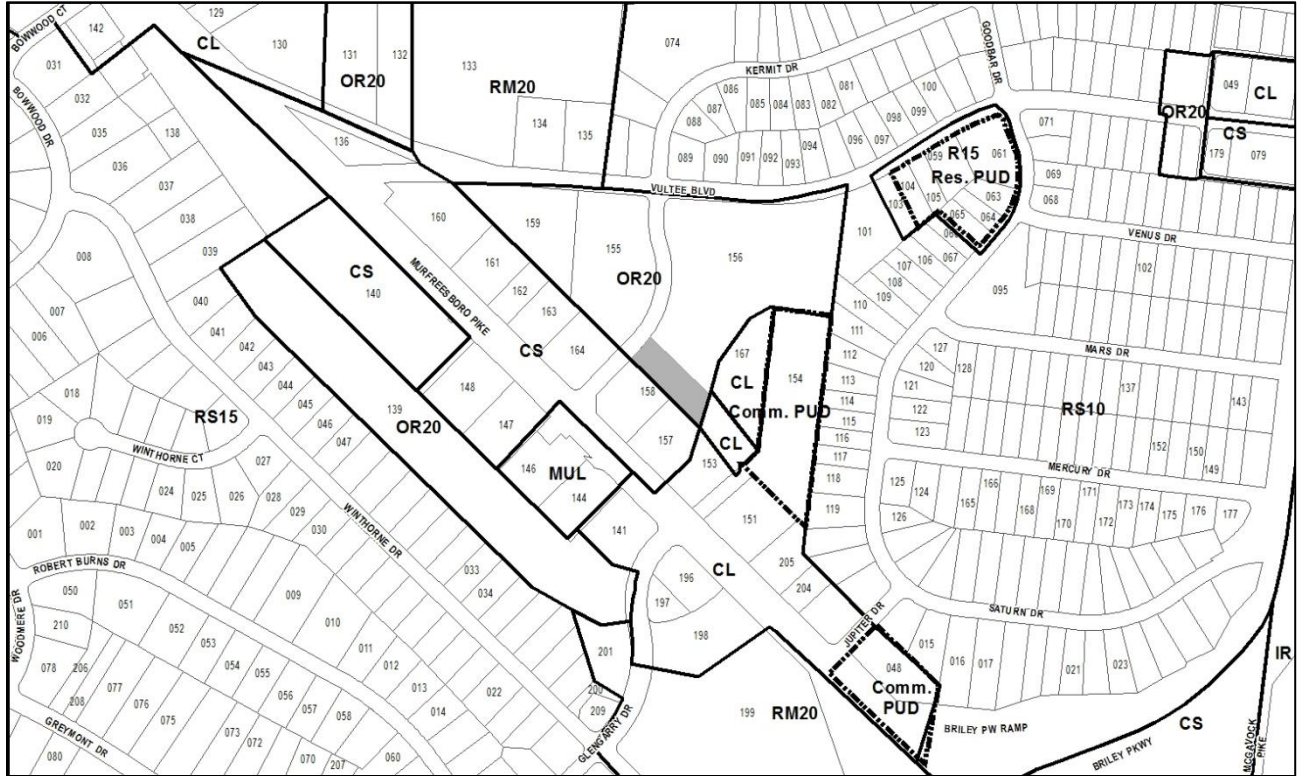
The proposed MUL-A zoning district will generate no additional students beyond what would be generated under the existing CS zoning. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. None of these schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 3/14/2019



2019Z-031PR-001

Map 120-01, Part of Parcel(s) 158

13, Antioch-Priest Lake

13 (Holly Huezo)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2019Z-031PR-001 |
| Council District | 13 - Huevo |
| School District | 7 - Pinkston |
| Requested by | Dale and Associates, applicant; Ashraf Mannan and Mechael Faltas, owners. |
| Staff Reviewer | Rickoff |
| Staff Recommendation | <i>Approve.</i> |

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.



Metro Planning Commission Meeting of 3/14/2019

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 |



Metro Planning Commission Meeting of 3/14/2019

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

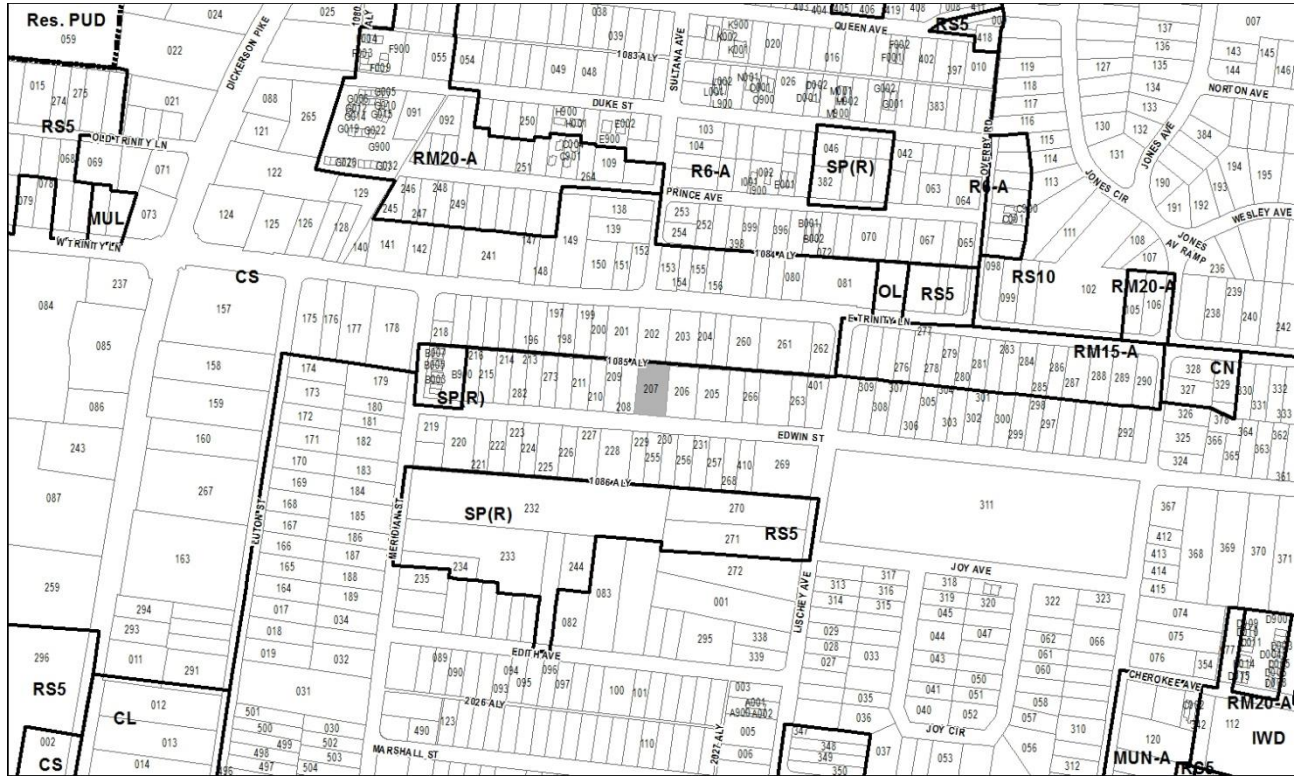
The proposed CL zoning district will generate 7 fewer students than what would be generated under the existing OR20 zoning. Students would attend Glenview Elementary School, Cameron College Prep Middle School, and Glencliff High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 3/14/2019



2019Z-032PR-001

Map 071-07, Parcel(s) 207

05, East Nashville

05 (Scott Davis)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2019Z-032PR-001 |
| Council District | 05 – S. Davis |
| School District | 5 - Buggs |
| Requested by | Rhythm Homes and Development, LLC., applicant; Heryl Duckwitz, owner. |
| Staff Reviewer | Napier |
| Staff Recommendation | <i>Approve with conditions.</i> |

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential - Alternative (R6-A) zoning for property located at 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.



Metro Planning Commission Meeting of 3/14/2019

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.



Metro Planning Commission Meeting of 3/14/2019

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.



Metro Planning Commission Meeting of 3/14/2019

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

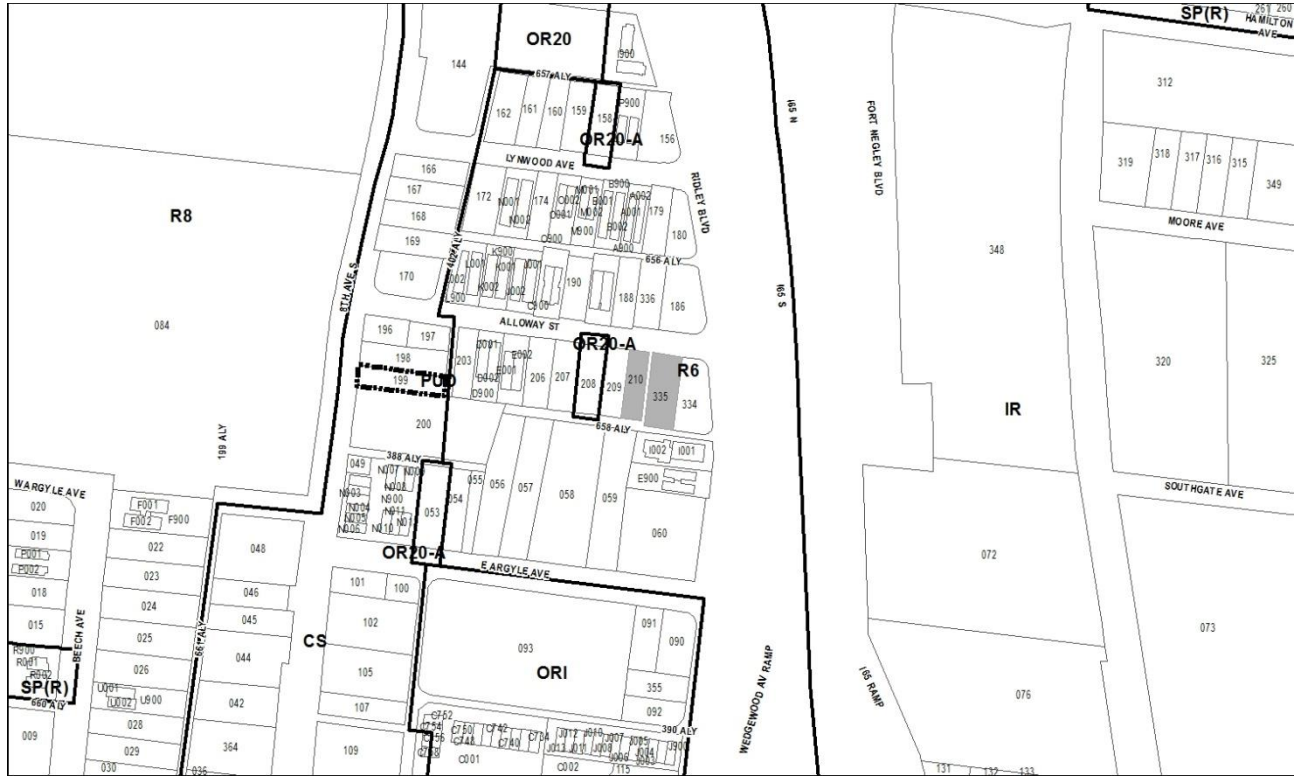
1. Prior to the issuance of building permits, one-half of the required alley right-of-way needed to meet the Public Works standard shall be dedicated along the rear property line.



SEE NEXT PAGE



Metro Planning Commission Meeting of 3/14/2019



2019Z-033PR-001

Map 105-06, Parcel(s) 335 and 210

10, Green Hills - Midtown

17 (Colby Sledge)



| | |
|-----------------------------|--|
| Project No. | Zone Change 2019Z-033PR-001 |
| Council District | 17 - Sledge |
| School District | 5 -Buggs |
| Requested by | Land Development Solutions, applicant; Fannie Mae Adams, Lonnie D. and Ruthie McIntyre and Zvezda 1, LLC, owners |
| Staff Reviewer | Dunnivant |
| 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



Metro Planning Commission Meeting of 3/14/2019

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



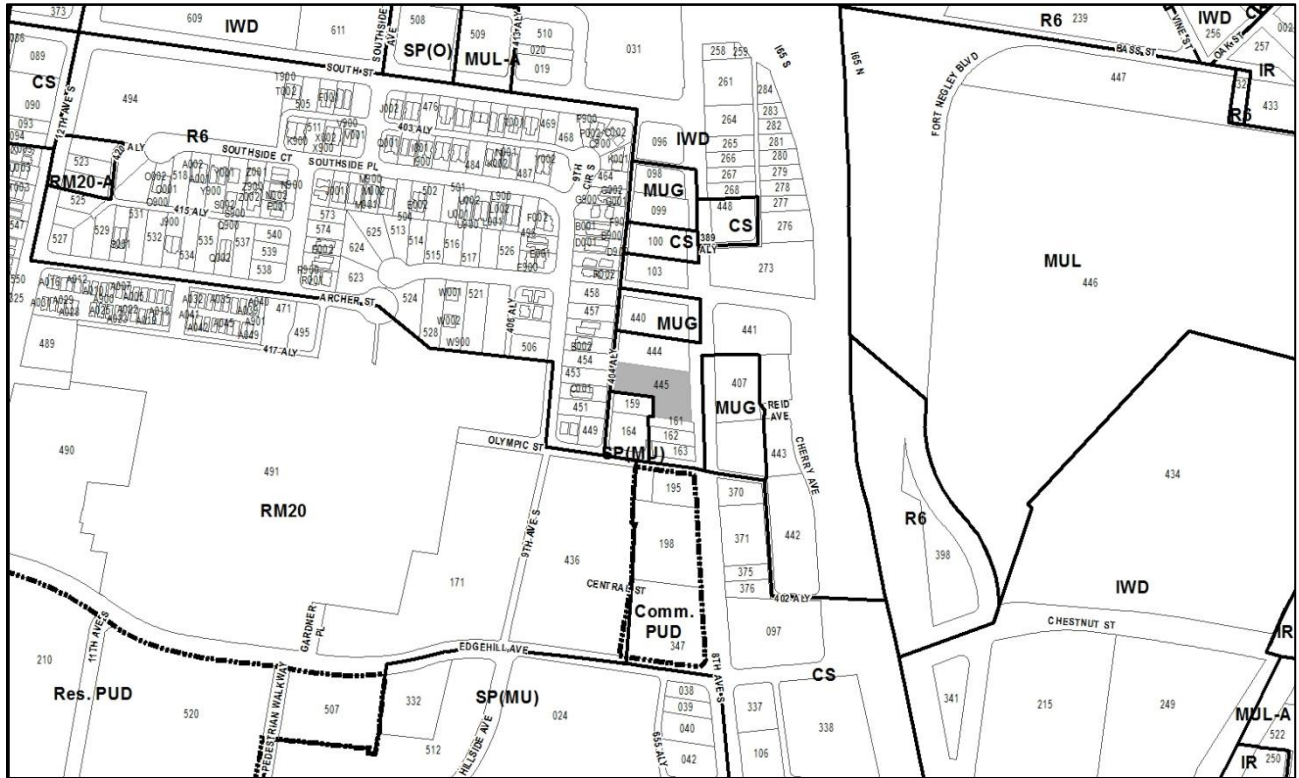
Metro Planning Commission Meeting of 3/14/2019

Staff recommends approval.

SEE NEXT PAGE



Metro Planning Commission Meeting of 3/14/2019



2019Z-034PR-001

Map 105-02, Parcel(s) 445

10, Green Hills – Midtown

17 (Colby Sledge)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2019Z-034PR-001 |
| Council District | 17 – Sledge |
| School District | 5 – Buggs |
| Requested by | Fulmer Engineering, LLC, applicant; Asterisk III, LLC, owner. |
| Staff Reviewer | Rickoff |
| Staff Recommendation | <i>Approve.</i> |

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.



Metro Planning Commission Meeting of 3/14/2019

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 |



Metro Planning Commission Meeting of 3/14/2019

Maximum Uses in Proposed Zoning District: MUG-A

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|--------------------------|-------|-------------|--------------------------------|--------------------------|-----------------|-----------------|
| Shopping Center (820) | 0.19 | 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

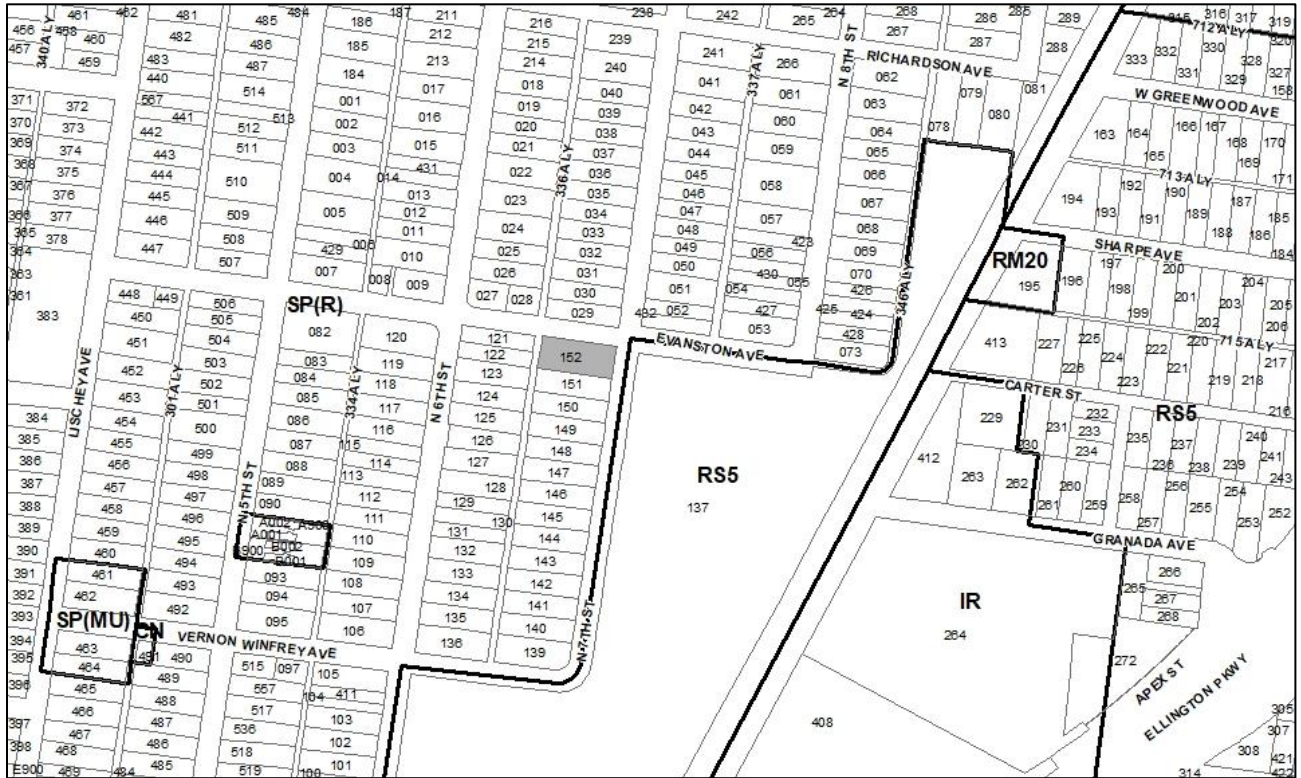
Given the mix of uses permitted by MUG-A, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 3/14/2019



2019Z-035PR-001

Map(s) 082-04, Parcel(s) 152

05, East Nashville

05 (Scott Davis)



| | |
|-----------------------------|--|
| Project No. | Zone Change 2019Z-035PR-001 |
| Council District | 05 – S. Davis |
| School District | 5 – Buggs |
| Requested by | Vernon T Keesee, Jr., applicant; Emily Girvin & Michael Beyer, owners. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Zone change from SP-R to R6-A.

Zone Change

A request to rezone from Specific Plan – Residential (SP-R) to One and Two-Family Residential – Alternative (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.

Existing Zoning

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan permits detached accessory dwelling units in addition to uses permitted by RS5.

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The approximately quarter acre site is located at the southwest corner of Evanston Avenue and N 7th Street directly across the street from Cleveland Park. A single home currently sits on the property. Sidewalks are located along both street frontages, and an alley runs along the rear of the property. Land uses in the immediate area consist of mostly single-family, but there are also some duplex units in the area. The adjacent property to the south is a zero lot line. There are some vacant properties in the area including on N 7th Street. The existing SP zoning which applies to the



Metro Planning Commission Meeting of 3/14/2019

surrounding area permits a detached accessory dwelling unit in addition to a single-family home. The proposed R6-A zoning district is consistent with the T4 NM policy at this location. R6-A will permit one additional unit (two max). Due to the property being located at a corner with alley access, a strong sidewalk and street network additional density is appropriate at this location. While additional density is appropriate at this location, a district permitting more than two units is not appropriate. Also, the standards for R6-A are consistent with the urban nature of the policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Single-Family Residential (210) | 0.29 | | 1 U | 16 | 6 | 2 |

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|-------------------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Two-Family Residential* (210) | 0.29 | 7.26 D | 2 U | 29 | 7 | 3 |

*Based on two-family lots

Traffic changes between maximum: **SP-R and R6**

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

METRO SCHOOL BOARD REPORT

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

The proposed R6-A zoning district would not generate any additional students than what is typically generated under the existing SP-R zoning district. Students would attend IDA B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

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



Memo related to Agenda Item G



Metro Planning Commission Meeting of 3/14/2019

**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department
Metro Office Building
800 Second Avenue South
Nashville, Tennessee 37201

To: Chairman Adkins and Planning Commissioners
From: Lucy Kempf
Re: New Request to amend the Highland Heights Community Plan
Date: March 7, 2019

The Department received a request to re-evaluate portions of the *Highland Heights Study* (see the attached map). The applicant requested a determination form from the Executive Director, which is the first step in filing a community plan amendment application. A formal application has not been filed or reviewed. Staff has concerns with this request and seeks concurrence from the Commission that a plan amendment is not appropriate at this time.

Neighborhood planning and engagement is a vitally important element of the Planning Department's mission. We strive to approach all communities, including Highland Heights, in a thoughtful manner that balances different perspectives about a neighborhood's direction and also meets larger goals established within NashvilleNext. In general, given the importance of land use policy in the Commission's decisions, our approach to plan updates should be predictable, transparent and drive good decision-making. Many plan updates are complex and require significant resource commitments; therefore, some of the concerns described below reflect the reality of our resource limitations.

Prior Work in Highland Heights

Over the last two years, both the department and many neighbors committed extensive resources and time to a conversation about the future direction of the Highland Heights neighborhood. Last spring, planning staff led the community in a public engagement dialogue, including a week-long charette, that resulted in the adoption of new land use policies through the *Highland Heights Plan*, currently in effect today. The effort was the second major plan amendment for this community in two years. In summary, the department's work includes:

- 2017: Policy amendments changing several areas from Urban Neighborhood Maintenance to Neighborhood Evolving, which engaged department staff for more than three months and included staff attendance at association meetings.
- 2018: *Highland Heights Study (HHS)*, which involved more than 20 department staff over a six-month period, and included five meetings and one notice mailed to approximately 3,700 property owners. The *HHS Plan* includes a total of three supplemental policies that incorporate nine sub-districts and a mobility plan.



Metro Planning Commission Meeting of 3/14/2019

During both policy reviews, a central question was balancing future growth with goals to protect neighborhood character. Neighbors expressed a range of viewpoints about preservation, growth and change. The *HHS* includes compromises to address these perspectives, as well as goals to meet planning principles. The approved Plan represents a balance of community and development interests. It maintains existing development patterns within the neighborhood core while encouraging higher density along the edges. The approved Plan includes subdistricts with relationships to one another and design standards tailored to address community and planning goals.

During the public hearing for the *HHS*, some stakeholders expressed overall support for the Plan, despite disagreeing with specific sections. During testimony, some argued for more intensity in certain areas, while others expressed support for more restrictions. Staff acknowledged during the presentation that the Plan is a compromise between strongly divergent interests and that, while not everyone agreed with each detail, we made strides in gaining support for the overall approach.

Current Request

Staff received a new request to reconsider portions of the *HHS* study area (see attached map). The requested changes would scale back higher residential development intensities in three areas:

- Along the neighborhood's western side, within two blocks of the Dickerson corridor.
- An area along Meridian Street, Edith Avenue, and Edwin Street, close to both Dickerson and Trinity Lane, including a large property already approved for development that is consistent with the recommendations of the plan.
- An area on the back side of a mixed use node at the intersection of Douglas and Lischey.

Staff is concerned about reopening the *HHS* Plan for a third amendment since 2017. Our long-range plans should evolve and respond to current conditions; however, there is an important distinction between a "living" flexible policy framework and one that continuously changes over too short a period of time to serve as a credible vision for the future. Given the extensive community feedback at the foundation of the approved *HHS* Plan, it is important to reinforce the integrity of the engagement process and outcomes as one that residents, property owners, and elected officials can rely on.

The current request accounts for a limited portion of the study area and may disrupt the balance of community goals accomplished in the approved Plan. Therefore, it is problematic to evaluate the limited area identified in the modification request without reopening a discussion of the broader study area. Finally, the staff resources necessary to reboot the *HHS* process would limit our availability to address requests from other neighborhoods for planning services throughout the County.

Next steps

To provide clarity for this request and any similar requests in the future, staff recommends that the Commission amend its Rules and Procedures to address updates to policy, neighborhood design plans and other planning studies. Staff will plan a Commission workshop to further discuss our approach. Until the Rules and Procedures are revised, staff recommends the general policy framework described below.



Metro Planning Commission Meeting of 3/14/2019

First, consistent with current practice, plan amendment requests should reflect only property owned by the applicant or where the applicant has the support of the affected property owner. Then, in line with current practice, the department may broaden the area to be considered for a plan amendment.

Second, plan amendments should not be considered when they merely revisit recently completed planning decisions. Factors that could be considered when evaluating a recent planning policy decision include:

- The extensiveness of a recent plan update (including type and scope of the plan),
- The extent of public engagement and notifications,
- A substantial change in circumstances affecting the plan's goals, and
- The interrelation between parts of the policy, either through a balanced, consensus vision for the community's future or physical relationships between different areas within the plan.

Notwithstanding these factors, the Executive Director may recommend a plan amendment request if it corrects errors or makes small modifications that do not affect the overall balance of the plan. When determining that a plan amendment request is premature, the Executive Director will provide a memo to the Commission to ask for concurrence. The memo will explain staff's reasoning and recommend a future date for reconsidering the policy.

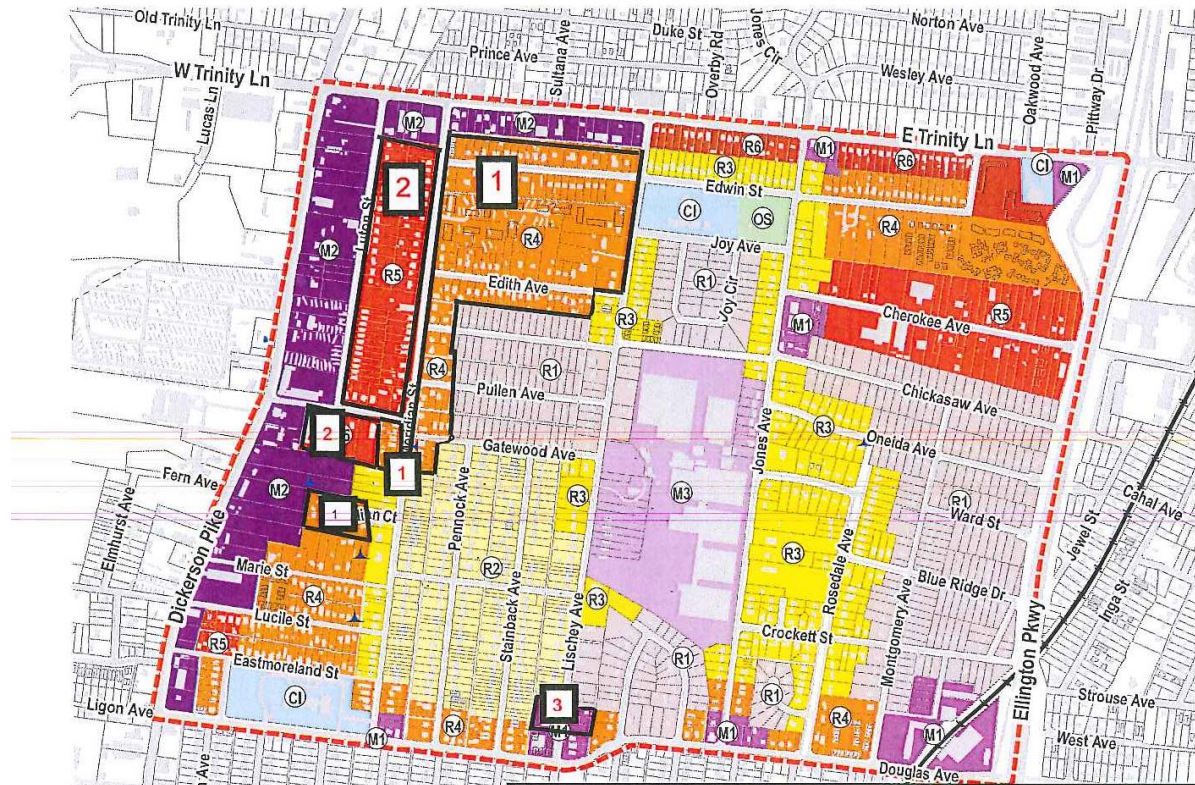
Recommendation

The department recommends the Commission adopt the general policy stated above for amending recently completed plan updates. Given this guidance, the department recommends that this *HHS* plan amendment request be considered after December 2020, the two and a half-year anniversary of adoption of the HHS plan and associated policies. If the applicant moves forward with a plan amendment request prior to December 2020, staff would anticipate a recommendation of disapproval or deferral until December 2020.



Metro Planning Commission Meeting of 3/14/2019

Fig. 4: Building Regulating Plan



Requested Policy Changes:

1. T4 NE to T4 NM (Subdistrict R4 to R3)
2. T4 NE to T4 NM (Subdistrict R5 to R3)
3. MU to T4 NM (Subdistrict M1 to R3)

- Study Bound
- Pavement
- Building Footprints
- R2
- R3
- R6
- CI
- M1
- OS