

# Metropolitan Planning Commission



Staff Reports

**March 28, 2019**



## Metro Planning Commission Meeting of 3/28/2019

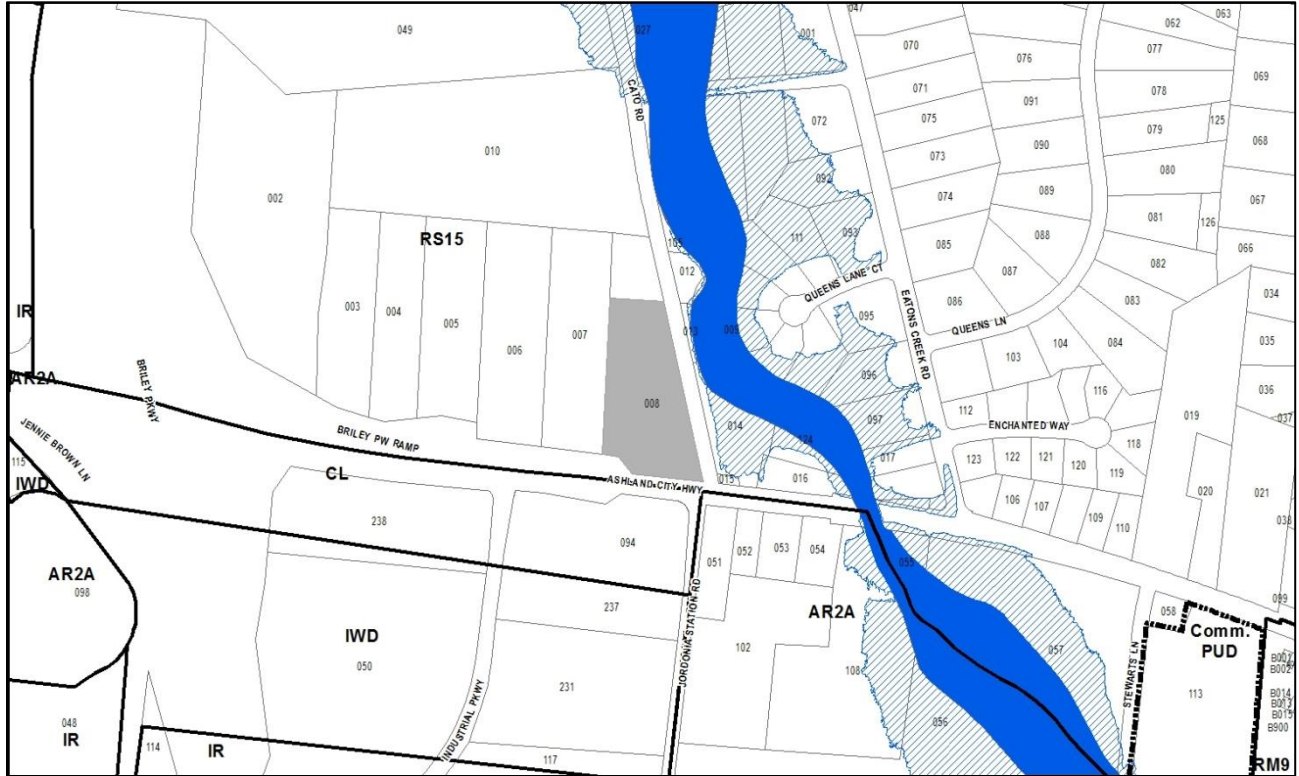
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/28/2019



**2019Z-008PR-001**

Map 069, Parcel(s) 008

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Jonathan Hall)



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

**Deferrals** This item was deferred at the January 10, 2019, January 24, 2019, February 28, 2019, and March 14, 2019, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**  
**Zone change from RS15 to RM9-A.**

Zone Change

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

**Existing Zoning**

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

**Proposed Zoning**

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

**History**

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

**BORDEAUX-WHITESCREEK-HAYNES TRINITY COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 3/28/2019

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.

### **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.



# Metro Planning Commission Meeting of 3/28/2019

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- Traffic study may be required at time of development.

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.



**NO SKETCH**





<b>Project Nos.</b>	<b>Text Amendment 2018Z-010TX-001</b>
<b>Project Name</b>	<b>Tree Density, Removal and Replacement</b>
<b>Council Bill No.</b>	BL2018-1416
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmembers Anthony Davis, Angie Henderson and Colby Sledge

**Deferrals** This item was deferred at the January 10, 2019, Planning Commission meeting. The public hearing was held and closed.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Defer to April 25, 2019, Planning Commission meeting.*

**APPLICANT REQUEST**

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

**BACKGROUND**

This proposal is to amend portions of Chapter 17.24 of the Metro Zoning Ordinance. The full text of the currently proposed amendments is below. The Metro Planning Commission considered this proposal on January 10, 2019. The public hearing was held and closed. The Planning Commission voted to defer this case to the March 28, 2018 meeting to allow time for additional stakeholder outreach and analysis of the proposal.

Since the January 10, 2019, Planning Commission meeting, staff has coordinated with the sponsoring Councilmembers and the Council office to hold three stakeholder meetings:

1. **Landscape Architects**—on February 5, 2019, staff from Codes, Planning, Stormwater and the Council office held a workshop with a group of landscape architects. Invitees were recommended by the local chapter of the American Society of Landscape Architects, and approximately twelve professionals attended. Attendees were asked to apply the proposed standards to sample projects or sites in a variety of contexts—urban, suburban, mixed use, nonresidential, and residential. Discussion focused on landscape plans and the requirement for a landscape architect seal and on the increased tree density requirements. Several attendees brought example projects or sites and offered their analysis comparing the proposed standards to the existing ones.
2. **Advocacy Community**—On March 13, 2019, staff from Codes, Planning, Public Works Stormwater, and the Council office held a meeting with members of the tree advocacy community. Approximately thirteen people attended, including representatives from numerous organizations as well as neighborhood residents, many of whom have been engaging with Councilmembers and Metro staff on various planning efforts related to trees over the past few years. Councilmembers Henderson, Johnson, and Sledge also attended the meeting. Discussion again focused primarily on the increased tree density requirements and the group discussed some of the feedback heard from the landscape architects at the first



## Metro Planning Commission Meeting of 3/28/2019

workshop. Attendees shared the results of their research into peer cities, previously completed tree master plans and other background material, and their thoughts and suggestions for ways to improve the current proposal as well as other topics to consider.

- 3. Development Community**—On March 18, 2019, staff from Codes, Planning, Stormwater and the Council office held a meeting with members of the development community. Approximately 18 people attended. Councilmembers Anthony Davis, Henderson, and Sledge were also in attendance. Attendees represented a cross-section of the development community, with firms or groups in attendance that work on projects including mixed use, multi-family residential, and commercial at a variety of scales and in a range of settings, from urban to suburban. At this meeting, staff sought input on the standards as proposed and how they might impact projects of different scales, as well as more information regarding what types of incentives might make particular standards more achievable. Attendees offered feedback regarding potential impacts of the proposal on development as well as suggestions for how the standards could be improved.

The meetings held to date provided staff with valuable feedback on the potential effect of the proposed standards, as well as a wealth of examples, calculations, research and previous studies to inform our analysis. Each discussion also generated a list of suggestions for ways the standards could be modified to better achieve particular goals as well as a list of topics for additional study or consideration that go beyond the scope of the current proposal. Staff is currently working to compile all of the feedback, identify common elements, and develop recommendations regarding the proposed legislation.

At this time, staff recommends deferral to the April 25, 2019, Planning Commission meeting, to allow time for staff to finalize its recommendations.

**PROPOSED AMENDMENTS TO TITLE 17** *(Please note: these are the proposed amendments as filed in Council Bill 2018-1416 and considered by the Planning Commission on January 10, 2019. No changes to the proposal have been made since that time.)*

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

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

Article I. - General Provisions

17.24.010 - Purpose and intent.

The general purpose of this chapter is to set standards for landscaping, ~~and~~ buffering, and tree requirements in order to implement the precepts of the general plan and the associated subarea plans, as well as the requirements of the various zone districts set out previously, including properties zoned DTC district as set forth in Chapter 17.37. This chapter further establishes standards for the protection and replacement of trees to ~~insure~~ ensure their continued presence and associated



## Metro Planning Commission Meeting of 3/28/2019

benefits; establishes standards for screening and landscaping parking areas to reduce their impact on adjacent properties and public thoroughfares, as well as to mitigate the ~~environmental~~ environmental impacts of large areas of unbroken pavement; establishes standards for buffering between different zone districts or selected land uses to mitigate the results of differing activities; and sets standards for plant materials, maintenance of required plants, planting in scenic easements and standards for the screening of unsightly areas.

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

17.24.020 - Landscape plan required.

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

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

17.24.090 - Removal of ~~protected~~ trees.

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

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

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



## Metro Planning Commission Meeting of 3/28/2019

### 17.24.100 - Replacement of trees.

- A. Trees removed pursuant to Section 17.40.470 -- tree removal permit procedures -- shall be replaced at the expense of the property owner or developer to meet the required tree density standard.
- B. Tree density.
  1. Each property, other than those residential properties provided for in subsection B.2. of this section, shall attain a tree density factor of at least ~~fourteen~~ twenty units per acre using protected or replacement trees, or a combination of both.
  2. Residential properties shall attain the following tree density factors:
    - a. Property within a single and/or two-family residential subdivision for which the preliminary site plan is filed with the planning commission after the date of enactment of this subsection B.2. shall attain a tree density factor of at least ~~fourteen~~ twenty units per acre using protected or replacement trees, or a combination of both, within the common area and excluding the area of the building lots. Proof of compliance with this requirement shall be provided prior to the release of any applicable public infrastructure bonds.
    - b. Requirements for individual single and two-family residential lots.
      - (i) Individual single and two-family lots, other than those lots zoned AG or AR2a, shall include at least one two-inch caliper tree for each thirty feet of lot frontage (or portion thereof), excluding alley frontage, placed within the front setback. Such trees must be chosen from the Forestry Recommended and Prohibited Tree and Shrub List, and shall be of a form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
      - (ii) Individual single and two-family lots on a cul-de-sac shall attain a tree density factor of at least two two-inch caliper trees for each thirty feet of lot frontage (or portion thereof). Such trees must be chosen from the Forestry Recommended and Prohibited Tree and Shrub List, and shall be of a form and quality set out in the American Standard for Nursery Stock (ANSI Z60.1, latest edition).
      - (iii) ~~If the width of an individual single or two family lot is less than twenty five percent of the average lot depth, the lot shall attain a tree density factor of at least seven units per acre using protected or replacement trees, or both.~~
      - (iv) Proof of compliance with this subsection B.2.b. shall be provided prior to the issuance of a certificate of occupancy.
    - c. Alternative tree density requirements for single and two-family residential lots. In lieu of the requirements of subsection B.2.b. of this section, a home builder may petition the urban forester for credit for protecting existing trees on the building lot, provided that the overall tree density, including both replacement and protected trees, is not less than seven units per acre. Protected trees used to satisfy this requirement shall be protected according to Section 17.24.110. Proof of compliance with



## Metro Planning Commission Meeting of 3/28/2019

this requirement shall be provided prior to the issuance of a certificate of occupancy.

3. Compliance with this subsection B. shall be calculated using gross acreage of the property but shall not include the following:
  - a. The portion of the land area currently or proposed to be covered by buildings which meet sustainable design protocols established under section 16.36.050 of the Metropolitan Code of Laws;
  - b. The fenced area of any athletic field;
  - c. The area of a lake or pond which is covered by water year round;
  - d. ~~Semi-trailer and tractor-trailer service areas, semi-trailer and tractor-trailer drive aisles, and semi-trailer and tractor-trailer parking and loading areas;~~  
and
  - e. Open areas of golf facilities.

Protected and replacement trees shall contribute toward the tree density.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the April 25, 2019, Planning Commission meeting.



# Metro Planning Commission Meeting of 3/28/2019



## 2019SP-001-001

3<sup>RD</sup> AND JEFFERSON SP

Map 082-09, Parcel 419

Map 082-13, Parcel 318, 319

08, North Nashville

19 (Freddie O'Connell)



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

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

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

**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from 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.

**Existing Zoning**

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

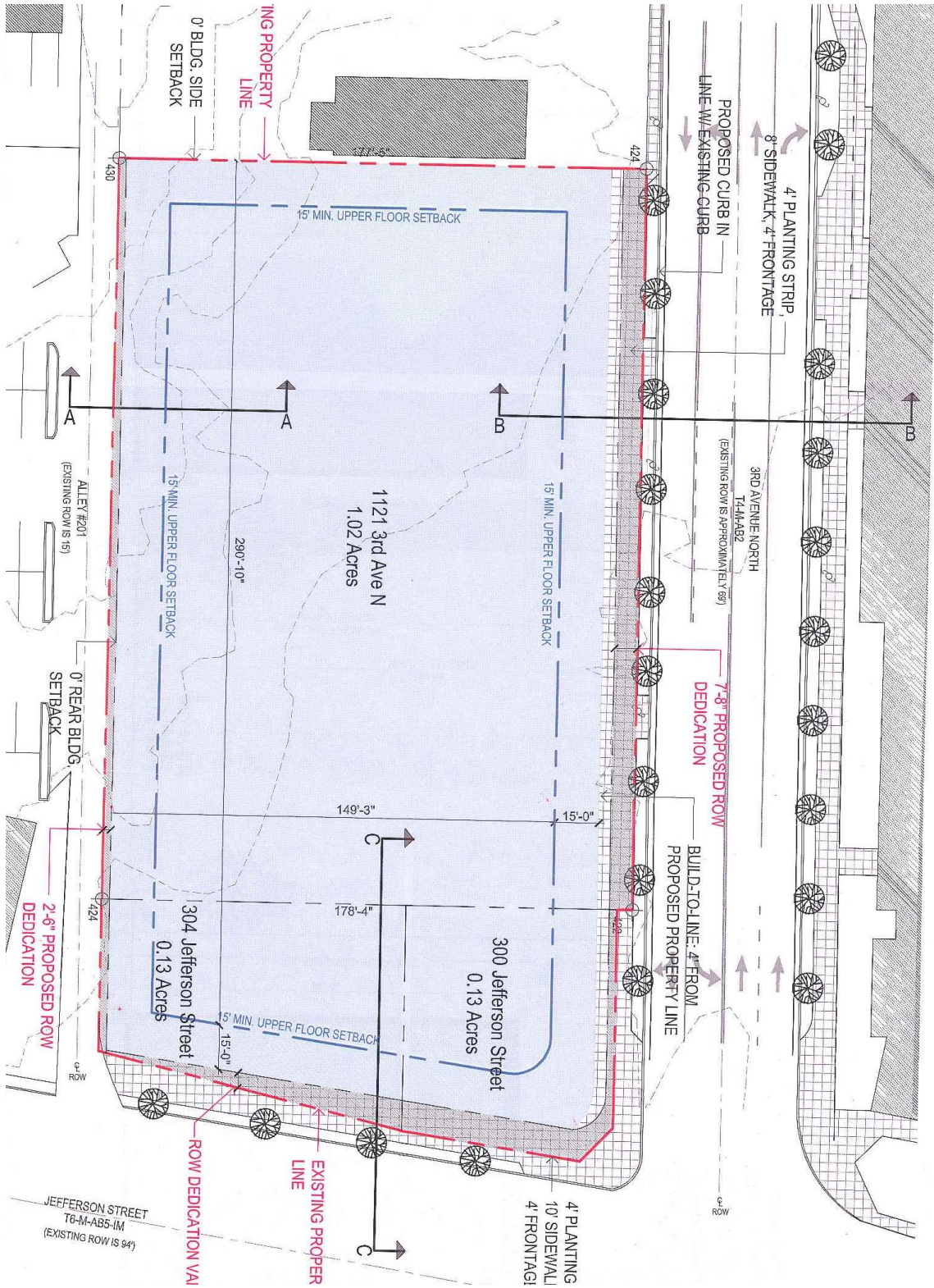
Commercial Service (CS) is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.

**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.



# Metro Planning Commission Meeting of 3/28/2019



**Proposed Site Plan**





## Metro Planning Commission Meeting of 3/28/2019

### **NORTH NASHVILLE COMMUNITY PLAN**

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

### **PLAN DETAILS**

The approximately 1.14 acre site consists of three individual properties. The site has frontage on 3<sup>rd</sup> Avenue North and Jefferson Street. There is a built alley that runs along the entire length of the western property line. The area to the north of the site is zoned Industrial Warehousing/Distribution and contains a commercial use. Property to the west, across the alley, is zoned Commercial Service (CS) and contains a multi-family residential building. Property to the east, across 3<sup>rd</sup> Avenue North, is zoned SP-MU and contains a multi-family residential use and non-residential uses. Properties to the south are zoned Downtown Code (DTC) and contain a mixture of commercial and office uses.

#### Site Plan

The proposed plan includes a mixed use building with a maximum of 300 multi-family residential units, liquor sales, and all uses within MUL zoning excluding: Short Term Rental Property (STRP) – Owner and Not owner occupied; Alternative Financial Services; Beer and Cigarette Market; Bail Bonding; and Vape Shops. The proposed building is limited a maximum height of five stories at the build-to. After a 15 foot step-back, the overall building height is limited to a maximum of seven stories in 85 feet. The plan requires a minimum of 80% of the total street frontage along a ground floor of a public street to be activated by restaurant/retail use, lobbies, etc.

Right-of-way will be dedicated to expand the existing alley along the western property line. Vehicular access is limited to the alley and one access point along 3<sup>rd</sup> Avenue North. Parking will be provided on-site and per Metro Zoning Code. The plan provides an 8 foot wide sidewalk and a 4 foot wide planting strip along 3<sup>rd</sup> Avenue North and a 10 foot wide sidewalk and a 4 foot wide planting strip along Jefferson Street, which is consistent with the Major and Collector Street Plan.

### **ANALYSIS**

As proposed, the plan is consistent with the T4 Mixed Use Neighborhood policy at this location. The T4 Urban Mixed Use Neighborhood policy indicates that building heights are generally one to five stories, but may be taller in limited instances. Consideration of taller heights is based on several factors including proximity to other policy areas and the role of the building in transitioning between policies, locations along or at intersections of arterial-boulevard streets, the relationship of the height of the building to the width of the street and sidewalks, and use of stepbacks to mitigate increased building heights.

The site for the proposed project is at a prominent intersection of 3<sup>rd</sup> Avenue North and Jefferson Street. Both streets are arterial-boulevard streets and include MTA routes. The site is on the northern side of Jefferson Street and within the T4 MU policy. On the south of Jefferson Street is the T6 Downtown Neighborhood policy. The proposed building is at the edge of the T4 MU policy and provides a transition in height to a higher intensity policy, T6 DN, to the south. The policy



## **Metro Planning Commission Meeting of 3/28/2019**

supports taller buildings in this location to frame the corridor and provide for a pedestrian friendly environment.

The proposed uses and site layout are consistent with the T4 Urban Mixed Use Neighborhood policy. With the proposed sidewalks and street improvements and the proximity to existing transit lines, the proposed height is consistent with the policy and the site meets the locational criteria for additional height for a portion of the plan.

### **MDHA RECOMMENDATION**

#### **Approve with conditions**

- The applicant will need to come before MDHA's Design Review Committee before MDHA can sign off on any permits.

### **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. A public water and sanitary sewer capacity study must be submitted and approved prior to Final SP approval including any private site utility plans. These approved construction plans must match the Final Site Plan/SP plans. Any required capacity fees must also be paid prior to Final Site Plan/SP approval.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to the issuance of a building permit by MPW submit a recorded copy of the ROW dedications.
- Comply with the comments from MPW Traffic Engineer. Additional comments may be forthcoming with the approval of TIS.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Additional traffic analysis will be required prior to final SP approval to determine access locations and if necessary geometric improvements to 3<sup>rd</sup> Ave are required.
- At a minimum, developer shall construct the following improvements identified in TIS.
  - This study was completed for a conservative assumption of land uses associated with a regulatory SP. The land uses are expected to change. It is recommended that traffic demand management (TDM) strategies be deployed based on the final land uses. Example TDM strategies may include:



## Metro Planning Commission Meeting of 3/28/2019

- 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.
- Parking should be designed in accordance with the requirements set forth by Metro Nashville Zoning Code.

### Site Access

- The location of the site access to the project site located along 3<sup>rd</sup> Avenue North should take into account intersection queue lengths at the intersection of 3<sup>rd</sup> Avenue North and Jefferson Street.
- Additionally, as part of the construction of the project, all site accesses should be designed such that departure sight triangles, as specified by AASHTO, will be clear of all sight obstructions, including on-street parking, landscaping, existing vegetation, monument signs/walls, fences, etc.
- Site access driveways should be designed with a minimum of one ingress lane and one egress lane.
- Alley shall be widened if adequate ROW is available to increase 14ft pavement width.

### Signal Timing Optimization and Coordination

- Signal timings at all the signalized study intersections should be optimized upon the completion of the development. A signal timing study shall be conducted for signals in the vicinity of development as required by traffic signal engineer.

### Other Recommendations

- Loading zones should be designated internal to the site and all loading activities should take place in those areas.
- 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)	0.53	0.8 F	18,469 S.F.	75	28	31

#### 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)	0.61	0.6 F	15,942 S.F.	1012	51	110

#### 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)	0.57	1.0	300 U	2228	136	158



## Metro Planning Commission Meeting of 3/28/2019

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)	0.29	1.0	12,623 S.F.	143	39	16

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)	0.28	1.0	12,196 S.F.	775	39	84

Traffic changes between maximum: **IWD, CS, and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2059	+135	+117

### METRO SCHOOL BOARD REPORT

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

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

**Projected student generation proposed SP-MU district: 2 Elementary 2 Middle 2 High**

The proposed SP-MU zoning district could generate six more students than what is typically generated under the existing CS and IWD zoning districts. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions

### CONDITIONS

1. Permitted land uses shall be limited to a maximum of 300 multi-family residential units, liquor sales, and all uses within MUL zoning excluding; Short Term Rental Property (STRP) – Owner occupied; Short Term Rental Property (STRP)- Not owner occupied; Alternative Financial Services; Beer and Cigarette Market; Bail Bonding; and Vape Shops.
2. Height shall be limited to a maximum of five stories in 65 feet at the setback line. Height shall be limited to a maximum of seven stories in 85 feet after a minimum of 15 foot step-back.
3. Prior to building permit issuance, approval must be received from the MDHA Design Review Committee. Changes to the plan may be required to accommodate MDHA requirements.
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 MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

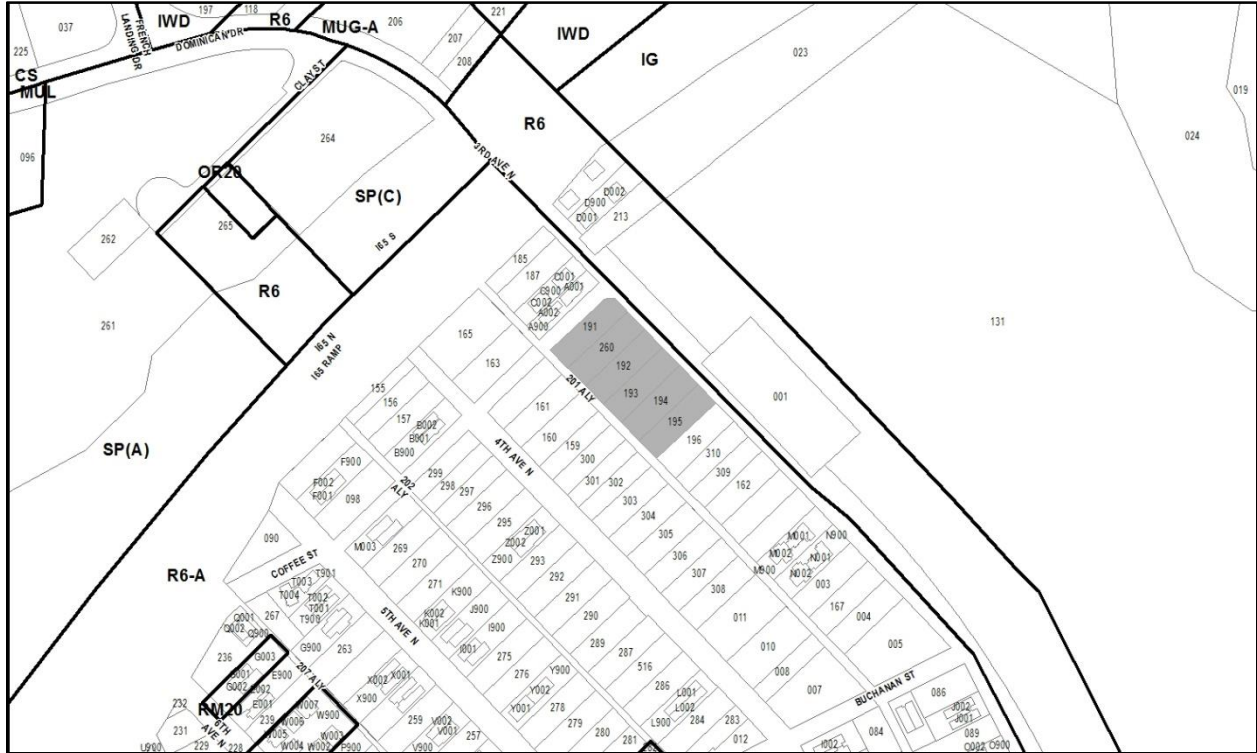


## **Metro Planning Commission Meeting of 3/28/2019**

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



# Metro Planning Commission Meeting of 3/28/2019



**2019SP-006-001**

**3RD AVENUE NORTH SP**

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

**08, North Nashville**

**19 (Freddie O'Connell)**



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

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

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

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**APPLICANT REQUEST**

**Preliminary SP to permit 25 multi-family residential units.**

Preliminary SP

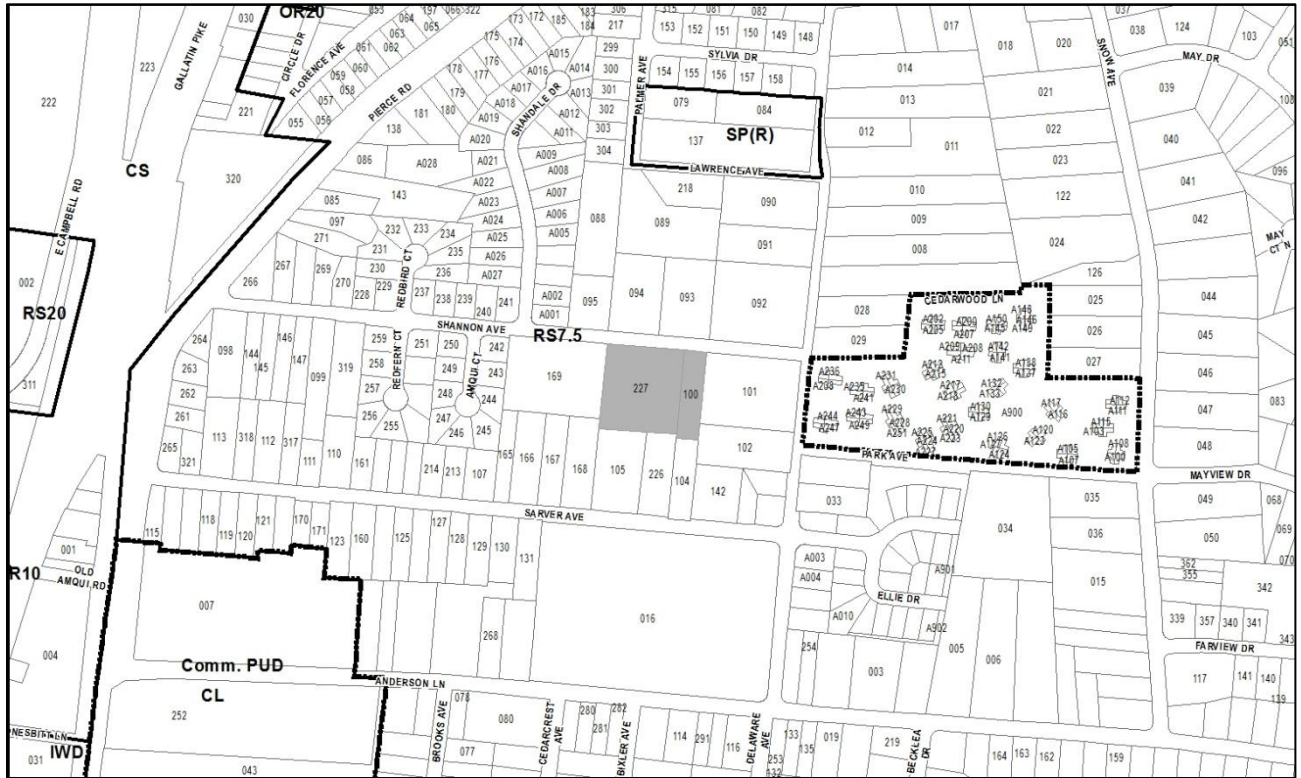
A request to rezone from One and Two-Family Residential – Alternative (R6-A) to Specific Plan - Residential (SP-R) zoning on properties located at 1825, 1827, 1829, 1831, 1833, and 1835 3rd Avenue North, at the southeast corner of Coffee Street and 3rd Avenue North (1.18 acres) to permit 25 multi-family 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 3/28/2019



## 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.

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

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the April 25, 2019, Planning Commission meeting.*

---

**APPLICANT REQUEST**

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

Preliminary SP

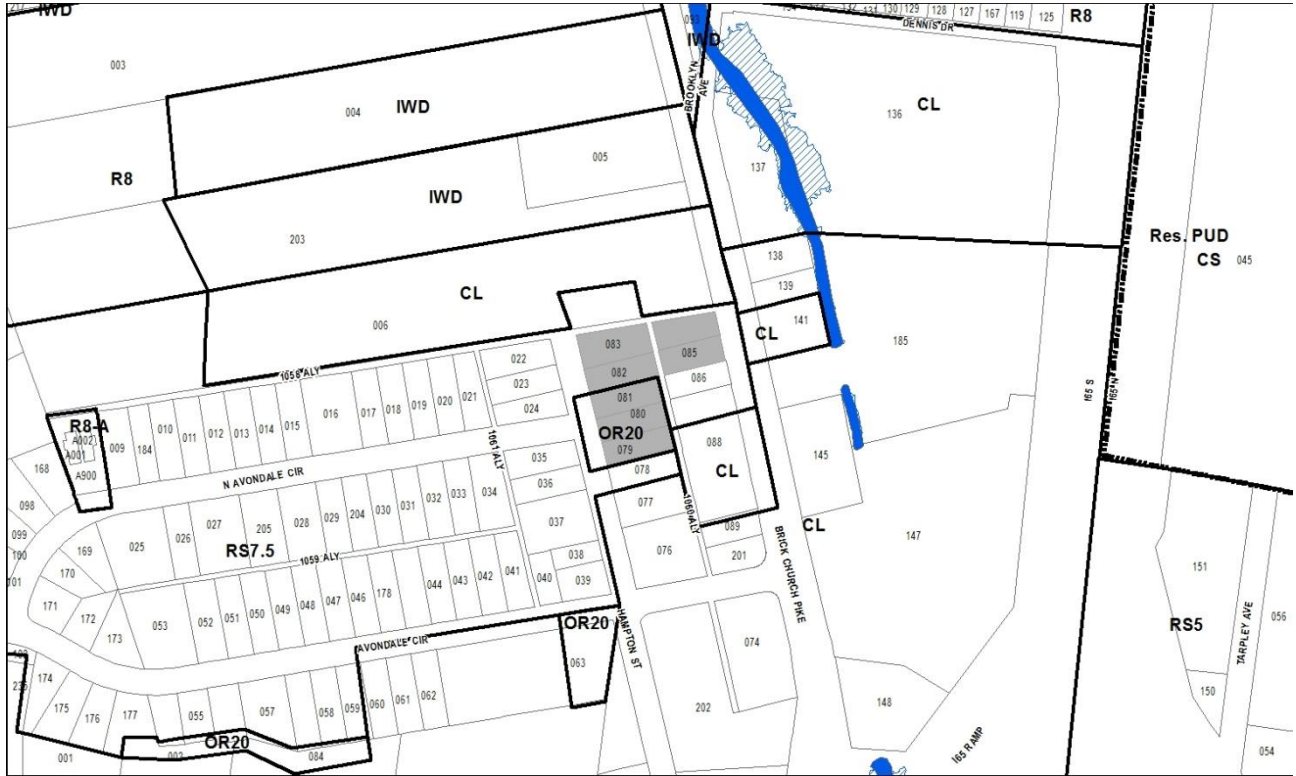
A request to rezone from Single-Family Residential (RS7.5) to Specific Plan – Residential (SP-R) zoning for properties located at Shannon Avenue (unnumbered), approximately 300 feet west of Pierce Road, (1.96 acres), to permit 14 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 25, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 3/28/2019



**2019SP-011-001**

**HAMPTON CORNER SP**

Map 071-02, Parcel(s) 079-085

03, Bordeaux - Whites Creek - Haynes Trinity

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Specific Plan 2019SP-011-001</b>
<b>Project Name</b>	<b>Hampton Corner SP</b>
<b>Council District</b>	02 - Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Dale and Associates, applicant; Darmesh Patel and Sunita Patel, owners.

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

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

**APPLICANT REQUEST**

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

Preliminary SP

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

**Existing Zoning**

Residential Single-Family (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 3 units, based upon acreage alone.*

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 10 units.

**Proposed Zoning**

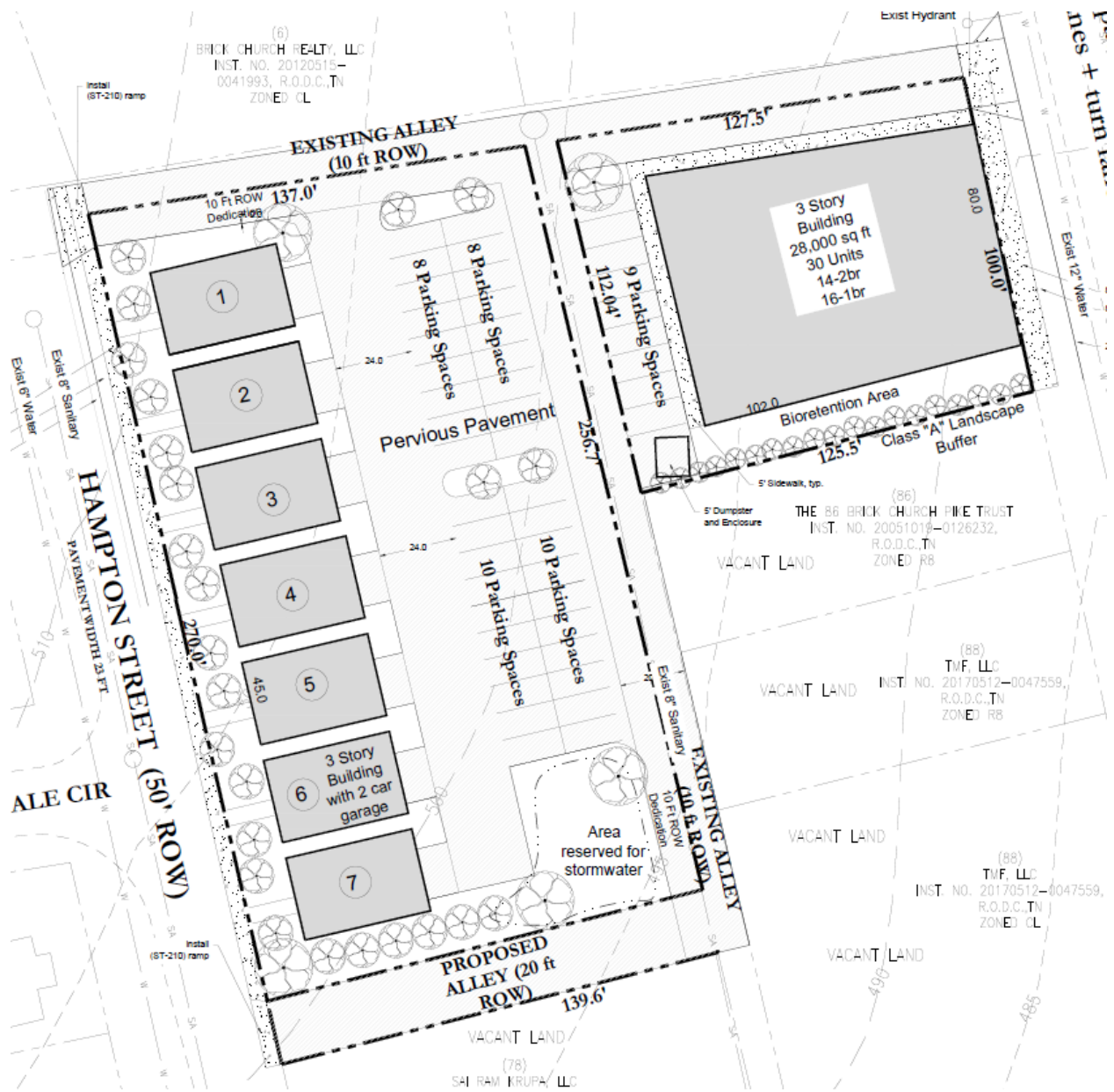
Specific Plan - Residential (SP-MR) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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



# Metro Planning Commission Meeting of 3/28/2019



**Proposed Site Plan**



## Metro Planning Commission Meeting of 3/28/2019

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

### 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 site is located at 1609 and 1613 Hampton Street, 2414 and 2416 Brick Church Pike, and Hampton Street (unnumbered), approximately 240 feet north of Avondale Circle. The site contains 1.16 acres. Two parcels within the site contain single family dwellings. The uses to the west of the site include single family dwellings within a large area of RS7.5 zoning. East of the site along Brick Church Pike there are several commercial uses ranging from general retail to hotel and restaurant. The commercial uses along Brick Church Pike are located within a large area of CL zoning.

### Site Plan

The site plan proposes 37 multi-family residential units. A single structure containing 30 units will front Brick Church Pike. The remaining 7 units will front Hampton Street. All structures are limited to a maximum height of 3 stories in 35 feet measured to the top of the roofline. An A level landscape buffer is provided along the southeastern property line to buffer the multi-family structure fronting Brick Church Pike.

Site access is limited to the alleys. Two existing unbuilt alleys, one running east-west along the northern site boundary, and one running north-south through the center of the site, will be improved with this proposal. While there is existing right of way for the alleys, the width does not meet Public Works Standards and therefore 10 feet of right of way will be dedicated in order to improve the alleys to meet Public Works standards. A new alley connection is proposed to Hampton Street which will connect to the improved alley at the rear of the proposed dwelling units. Parking is provided in the form of a surface lot located at the rear of the units fronting Hampton Street. 36 spaces are provided within this surface lot. A small surface lot is provided at the rear of the structure fronting Brick Church Pike. This lot will provide 9 parking spaces. The units fronting Hampton Street will have two car garages loaded from the rear.

Each unit fronting Hampton Street will have a pedestrian connection to the proposed sidewalk along the frontage of the site. A sidewalk that meets the local street standard, a 4 foot grass strip and 5 foot wide sidewalk, is shown along the entire Hampton Street frontage.



## **Metro Planning Commission Meeting of 3/28/2019**

Sidewalks consistent with the requirements of the Major and Collector Street Plan are shown along the frontage of Brick Church Pike. The Major and Collector Street plan identifies Brick Church Pike as an arterial street and requires a 6 foot wide grass strip and an 8 foot wide sidewalk. A considerable amount of public infrastructure is proposed within the SP. An unbuilt portion of public right of way as well as two alleys will be constructed when this site is improved.

The SP includes design standards for entrances and glazing for units fronting a public street, as well as for materials, porches, and raised foundations. Elevations will be required with the submittal of the final site plan for all units.

### **ANALYSIS**

The proposed plan is consistent with the T4 Suburban Neighborhood Maintenance and T4 Urban Community Center policies at this location. The goals of these respective policies are intended to retain the existing character of existing urban neighborhoods and to create urban community centers by encouraging development or redevelopment as intense mixed use areas that provide a mix of uses and services to meet the needs of the larger surrounding urban area.

The proposed plan provides an additional housing choice within the neighborhood and provides for an appropriate transition given the surrounding land use pattern. The plan provides for a transition from the higher intensity of the Community Center Policy fronting Brick Church Pike to the T4 maintenance policy fronting Hampton Street by limiting the overall height and providing a detached unit type fronting Hampton Street. The detached units will provide an appropriate character and massing consistent with the goals of the T4 Neighborhood Maintenance policy.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Private water and private sewer lines may not cross through multiple parcels. Before Final SP stage, either consolidate parcels, so that these lines do not cross through multiple parcels, or acquire approval of public sewer and/or public water construction plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Indicate typ. ramps per ST-324(ST-210 shown).
- Show ROW dedication on Hampton Street (23 ft. pavement width shown)
- Show ROW dedication on Brick Church Pike.
- Show curb and gutter along Hampton Street and Brick Church Pike ROW.
- Indicate 12 inch post/ribbon curb along alley way parking stalls.



## Metro Planning Commission Meeting of 3/28/2019

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

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)	0.24	0.8 F	8,363 S.F.	96	35	11

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)	0.24		10 U	74	5	6

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)	0.68	5.8 D	4 U	54	8	5

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)	1.16		37 U	271	18	21

Traffic changes between maximum: **OR20, 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
-	-	-		+47	-30	-1

### METRO SCHOOL BOARD REPORT

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

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

**Projected student generation proposed SP-R district: 10 Elementary 10 Middle 9 High**

The proposed SP-R zoning is expected to generate 20 more students than the existing zoning. Students would attend Alex Green Elementary School, Brick Church College Prep Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.



## Metro Planning Commission Meeting of 3/28/2019

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to a maximum of 37 multi-family residential units.
2. Height for the units along Hampton Street is limited to a maximum of 3 stories in 35 feet, to the highest point of the roof.
3. Elevations for all facades fronting a public street are required with the submittal of the final site plan.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

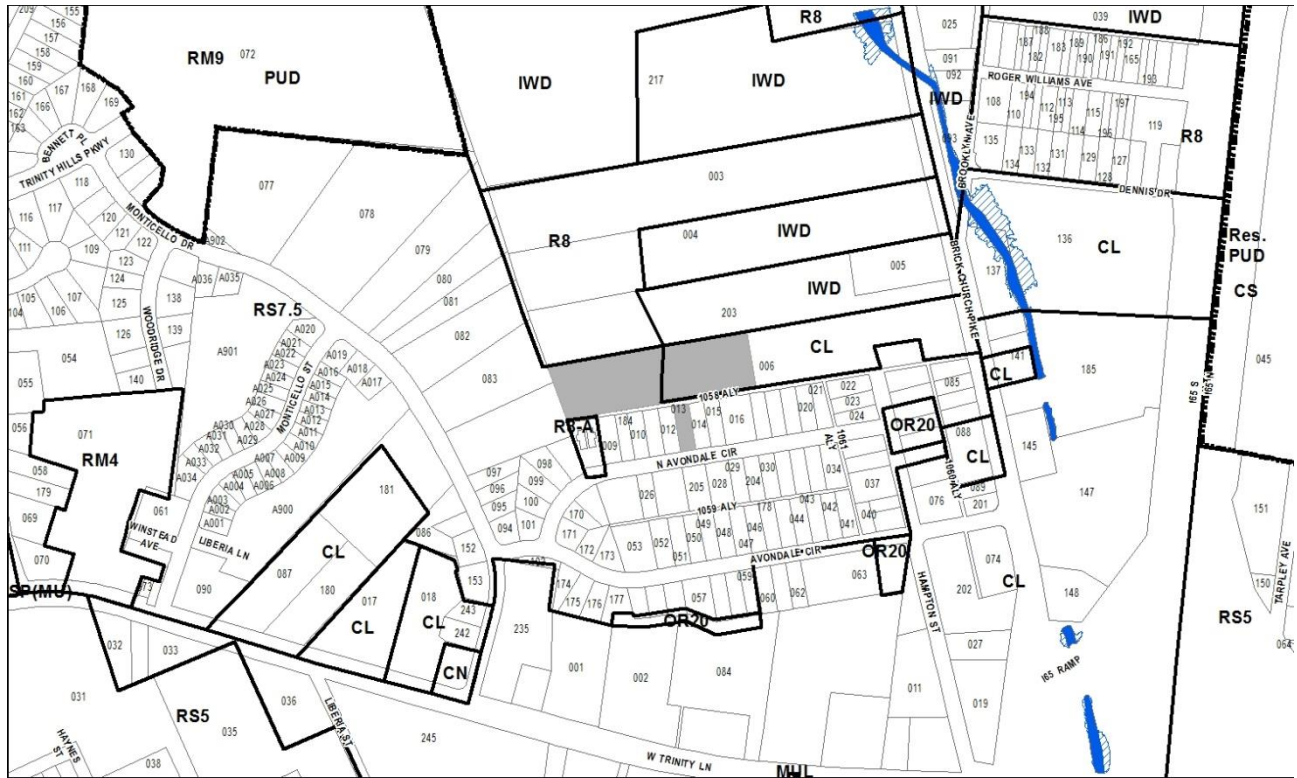




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/28/2019



**2019SP-013-001**

**TRINITY SUMMIT**

Map 071-02, Parcel(s) 013, Part of Parcel 006  
03, Bordeaux – Whites Creek – Hanyes Trinity  
02 (DeCosta Hastings)



<b>Project No.</b>	<b>Specific Plan 2019SP-013-001</b>
<b>Project Name</b>	<b>Trinity Summit</b>
<b>Council District</b>	02 – Hastings
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale and Associates, applicant; Darmesh Patel and Sunita Patel and Brick Church Realty, LLC., owners.

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

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

**APPLICANT REQUEST**

**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 25 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. Approximately 1.71 acres of the site is zoned RS7.5. *RS7.5 would permit a maximum of ten residential units.*

Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses. Approximately 1.19 acres of the site is zoned CL.

**Proposed Zoning**

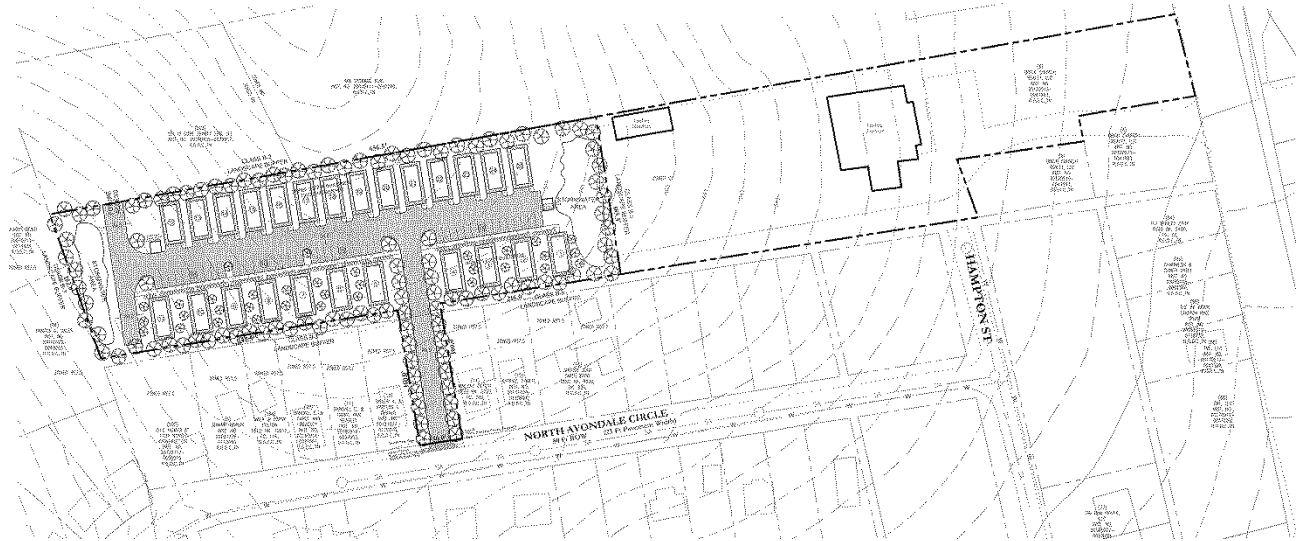
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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



# Metro Planning Commission Meeting of 3/28/2019



**Proposed Site Plan**



## **Metro Planning Commission Meeting of 3/28/2019**

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.

### **Supplemental Policy**

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

### **PLAN DETAILS**

The approximately three acre site consists of one property zoned RS7.5 and a portion of a property zoned RS7.5 and CL. The smallest property, which is approximately a quarter acre in size, is zoned RS7.5 and fronts North Avondale Circle. The remaining project area is located behind the single-family residential lots along North Avondale Circle and is zoned RS7.5 and CL. It is part of a larger parcel that has frontage on Brick Church Pike. The property along North Avondale Circle includes a single-family home, and the larger property accessed from Brick Church Pike includes a funeral home and crematory along the front portion, not included within this project. The site sits on an upward slope and has views of downtown.

### **Site Plan**

The proposed plan consists of 25 detached multi-family residential units with an overall density of approximately eight units per acre. Eleven units are located along the southern site boundary adjacent to the single-family homes located along North Avondale Circle. The remaining 14 units are located along the northern site boundary. Due to the slope on the site, the units at the northern site boundary sit at a higher elevation than the units located along the southern site boundary. The maximum height for all units is three stories in 35 feet.

Access into the site is shown from a private drive off of North Avondale Circle. Parking includes garage and surface parking. The plan includes a private access easement from North Avondale Circle to the northern property boundary.

### **ANALYSIS**

The plan is consistent with the T4 NM and T4 NE land use policies and the Haynes Trinity Small Area Plan, at this location. The majority of the site is in the T4 NE policy area. The portion of the site that is within the T4 NM policy serves only as the access point into the development. T4 NE supports more housing choice, and recognizes that the development pattern in the policy area will



## Metro Planning Commission Meeting of 3/28/2019

change over time. It also calls for new development to provide transitions between different policy areas. The plan provides for a new housing option in an area that mostly consists of single homes on individual lots. These adjacent homes which are located along the southern site boundary are within the T4 NM policy area. The plan provides for an appropriate transition with fewer units that are spaced further apart being located adjacent to the T4 NM policy area. The plan also provides a transition between the existing single-family neighborhood south of the site, and the industrial zoning district north of the site. The supplemental policy supports greater housing choice, which is provided with this proposal. While the property north of the site contains steep slopes, the plan provides for the possibility of a private drive connection to the north.

### 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. Private Water & sewer lines may not cross through multiple parcels. Before final SP stage the applicant must either consolidate these parcels into one parcel or must submit public Water & sewer construction plans to reach the northern Lot. These construction plans must be approved before the final SP is approved. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

- Show ROW dedication for North Avondale Circle.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Coordinate with the other SP plan development by this developer in area to install ped signals on two legs of the signalized intersection of W. Trinity Ln. 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)	1.62	5.8 D	9 U	114	12	11

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
Shopping Center (820)	1.28	0.60 F	33,454 S.F.	2856	169	242



# Metro Planning Commission Meeting of 3/28/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.9		25 U	213	14	17

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2757	-167	-236

## METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-R district: 7 Elementary 7 Middle 6 High**

The proposed SP-R zoning district could generate 17 more students than what is typically generated under the existing RM20 zoning district. Students would attend Alex Green Elementary, Brick Church College Prep 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

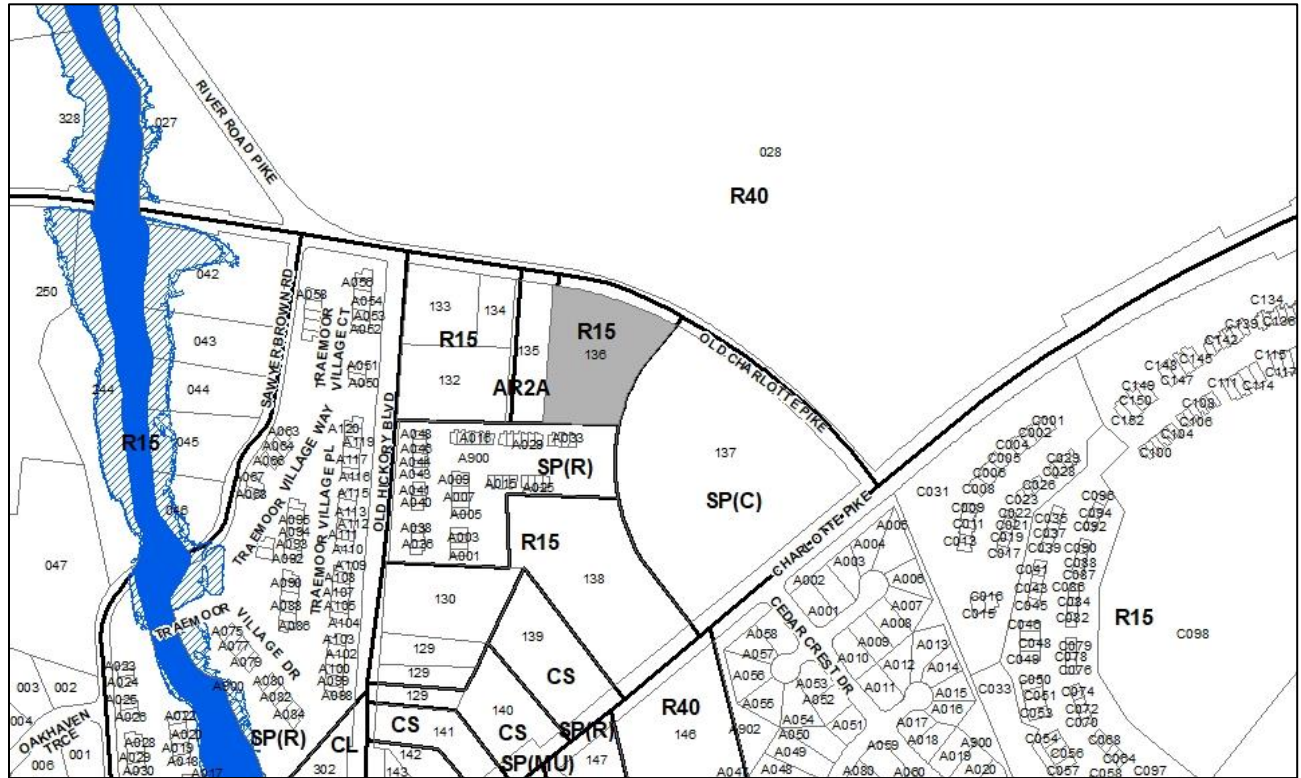
Staff recommends approval as the proposed SP-R as it is consistent with the land use policies at this location.

## CONDITIONS

1. Permitted land uses shall be limited to a maximum of 25 multi-family residential units.
2. The maximum height is three stories in 35 feet measured to the rooftop.
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 RM15 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 3/28/2019



**2019SP-017-001**

7335 OLD CHARLOTTE PIKE SP

Map 114, Parcel 136

6, Bellevue

22 (Sheri Weiner)





<b>Project No.</b>	<b>Specific Plan 2019SP-017-001</b>
<b>Project Name</b>	<b>7335 Old Charlotte Pike SP</b>
<b>Council District</b>	22-Weiner
<b>School District</b>	9 -Frogge
<b>Requested by</b>	Dale and Associates, applicant; Debbie & Phillip Denning, owner.
<b>Staff Reviewer</b>	Dunnavant
<b>Staff Recommendation</b>	<i>Withdraw.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit a maximum of 28 multi-family residential units.**

Preliminary SP

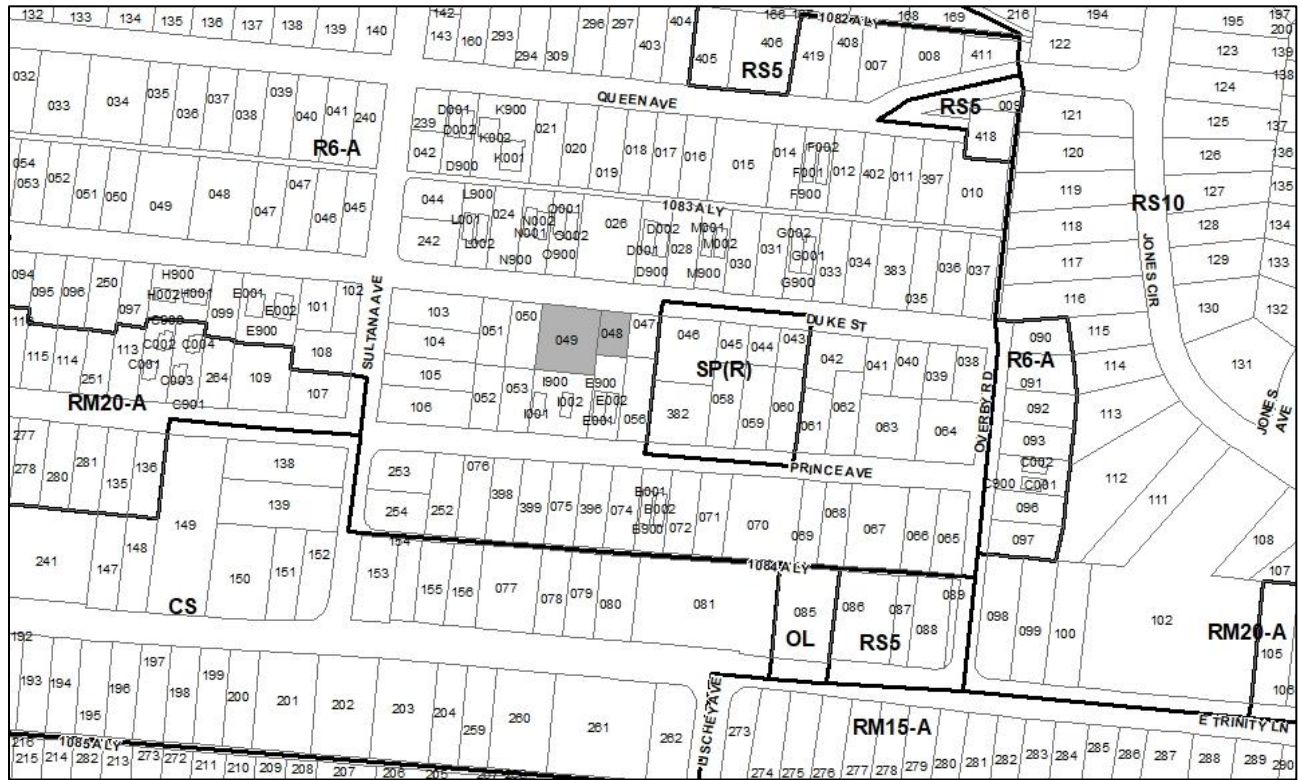
A request to rezone from One and Two-Family Residential (R15) to Specific Plan – Residential (SP-R) zoning on property located at 7335 Old Charlotte Pike, approximately 700 feet west of Charlotte Pike (2.21 acres), to permit a maximum of 28 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends withdrawal at the request of the applicant.



# Metro Planning Commission Meeting of 3/28/2019



**2019SP-019-001**

314 AND 316 DUKE STREET SP

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

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Specific Plan 2019SP-019-001</b>
<b>Project Name</b>	<b>314 and 316 Duke Street SP</b>
<b>Council District</b>	5 – S. Davis
<b>School District</b>	3 – Speering
<b>Requested by</b>	Dale and Associates, applicant; Inetta Presley, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit 5 multi-family units.**

Preliminary SP

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

**Existing Zoning**

One and Two-Family–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. *R6 would permit a maximum of 2 lots with 1 duplex lot for a total of 3 units, based on the current parcel configuration. However, application of the Subdivision Regulations may result in fewer units at this site. The Codes Department provides a final determination on duplex eligibility.*

**Proposed Zoning**

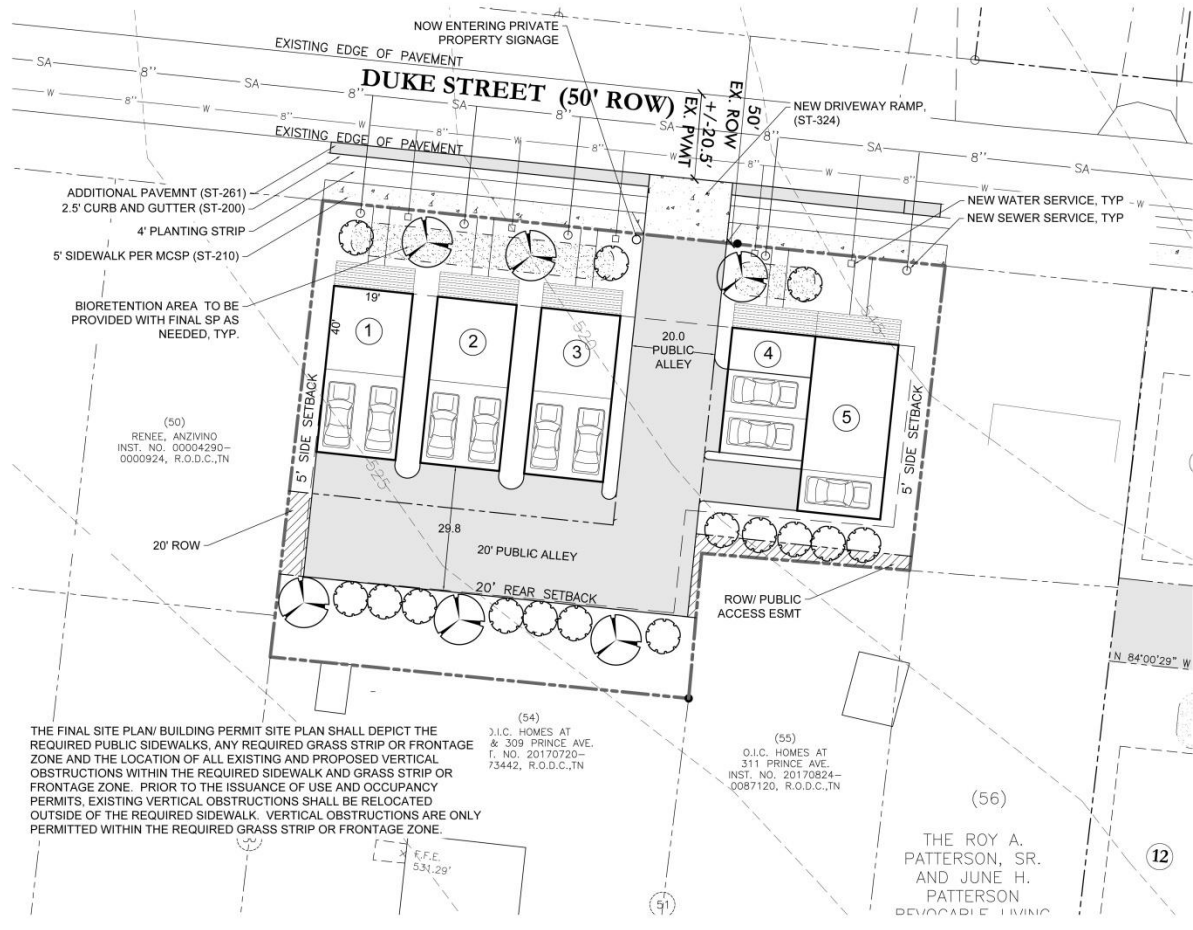
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types.

**SITE CONTEXT AND PLAN DETAILS**

The site includes 2 parcels on approximately 0.34 acres and is located on the south side of Duke Street, between Sultana Avenue and Overby Road, north of E. Trinity Lane. The eastern parcel (048) is smaller and contains less depth than the western parcel (049). Each of the parcels contains a single-family land use. The surrounding development pattern north of E. Trinity Lane includes primarily single-family and two-family units, with scattered multi-family and institutional uses. The Prince and Duke SP, a residential SP with 12 multi-family units, is located approximately 50 feet to the east and includes properties along Duke Street and Prince Avenue, to the south.



# Metro Planning Commission Meeting of 3/28/2019



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.

**Proposed Site Plan**



## Metro Planning Commission Meeting of 3/28/2019

### Site Plan

The plan proposes 5 multi-family residential units, including 3 detached units and 2 attached units. All units front Duke Street and will be accessed via a proposed 20 foot public alley network that is located mid-site, extending from Duke Street to the south and aligning with the southern property line. The detached units (Units 1-3) are located on the western portion of the site and are accessed from rear-loaded garages. The attached units (Units 4-5) are located on the eastern portion of the site and are accessed from side-loaded garages. Due to existing parcel configurations, the eastern portion of the site does not extend as far back as the western portion, resulting in side-loaded garages for Units 4 and 5. The proposed alley network aligns with the alley provided in the Prince and Duke SP, located to the east of this site. Access will be limited to the proposed alley; no direct to Duke Street is proposed for the individual units.

All units are setback approximately 20 feet from Duke Street, consistent with the units included in the Prince and Duke SP. Pedestrian access is provided from the front of all units to Duke Street. A 5 foot sidewalk and 4 foot planting strip is proposed along Duke Street, consistent with the local street standards. Open space is provided around the periphery of the site and south of the alley, buffering the alley from adjacent properties to the south.

The plan proposes a maximum building height of 3 stories in 35 feet, measured to the highest point of the roof. The plan also includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths, and prohibited materials.

### **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**

Staff finds the plan to be consistent with the T4 Neighborhood Maintenance policy, which is intended to maintain the existing development pattern in an area while also recognizing that gradual change may occur over time. The plan proposes slightly more density than would otherwise be permitted by existing entitlements in a manner that enhances the block pattern with increased levels of connectivity.

The original plans filed with the Planning Department proposed private drives only, including an individual driveway proposed from Unit 5 to Duke Street. Staff had fundamental concerns about the introduction of private drives in an area where there is an added focus on providing an integrated road and alley network, particularly since a public alley network was recently established on this block with the Prince and Duke SP. Although this site is not directly adjacent to the Prince and Duke SP site, staff felt it was important to include public alleys that aligned with the alleys included in the SP so that the alley network could be completed over time, as more lots redevelop on the block.



## Metro Planning Commission Meeting of 3/28/2019

After consulting with Public Works and the applicant, the layout was modified to include a public alley network that aligns with the network at the Prince and Duke SP. The individual driveway that was previously proposed at Unit 5 has also been removed on the plan revisions.

Staff finds the plan revisions to be consistent with policy guidance. The plan proposes detached and attached units, consistent with the character of the neighborhood, and the plan provides meaningful public connections by expanding upon the recently-established alley network on the block.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Offsite storm improvements will be required.

### **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.

### **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.
- With new public alley, remove now entering private property signage.
- Call out Metro standard alley detail ST-263 and include detail.
- Submit copy of alley ROW dedications recorded at the register of deeds office prior to MPW's bldg. permit sign off.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Provide parking per code consistent with UZO standards.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	0.34	7.26 D	3 U	54	8	5

\*Based on two-family residential lots



## Metro Planning Commission Meeting of 3/28/2019

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)	0.34		5 U	37	3	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	-17	-5	-2

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-MR district: 2 Elementary 1 Middle 1 High**

The proposed SP zoning is expected to generate 4 more students than the existing R6-A zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 5 multi-family residential units.
2. No individual access to Duke Street shall be permitted.
3. The final site plan shall identify all alleys as public alleys.
4. The east/west alley right-of-way shall extend from the western property line through the site to the eastern boundary of parcel 048, and shall align with the existing alley network to the east. Areas of alley right-of-way dedication shall be recorded with the final plat.
5. On the corrected copy, modify the Parking and Access ramp location and number to “One on Duke Street”.
6. Perimeter landscaping shall be included west of Unit 1 and east of Unit 5.
7. Areas reserved for bioretention and stormwater management shall be designed as an amenity in addition to their other functions, including any stormwater treatment areas located within the common space fronting public streets.
8. 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.
9. 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.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the R6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.



## Metro Planning Commission Meeting of 3/28/2019

11. 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.
12. 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.
13. 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.
14. 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.
15. Comply with all conditions and requirements of Metro reviewing agencies.
16. 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 3/28/2019



**2018S-210-001**

**MOSSWOOD LOT 57 SUBDIVISION AMENDMENT**

Map 091-05, Parcel(s) 035

07, West Nashville

20 (Mary Carolyn Roberts)



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

<b>Deferrals</b>	This item was deferred at the January 24, 2019, and February 14, 2019 and February 28, 2019, Planning Commission meetings. No public hearing was held.
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<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the April 11, 2019, Planning Commission meeting.</i>

**APPLICANT REQUEST**

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

Subdivision Amendment

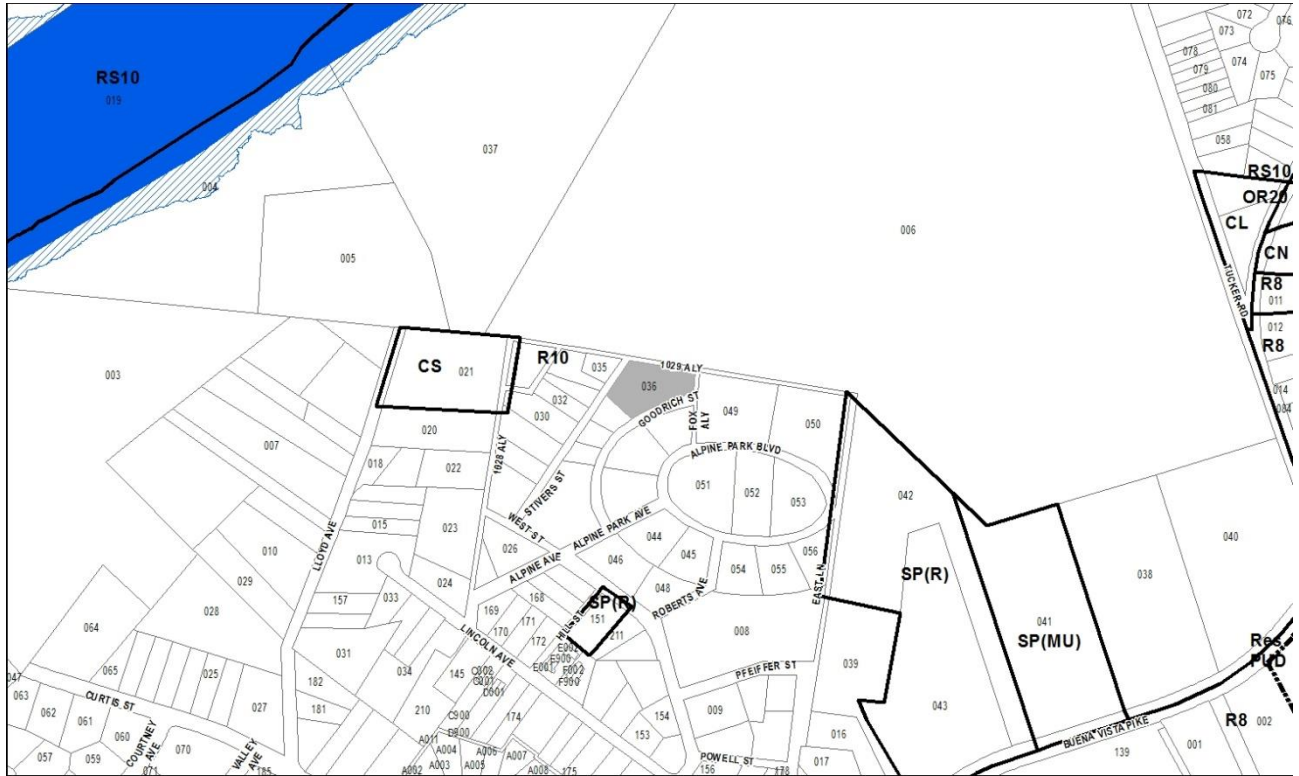
A request to amend the previously platted setbacks on property located at 715 Ries Avenue, at the southwest corner of Laredo Avenue and Ries Avenue, zoned One and Two-Family Residential (R8) (0.21 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 3/28/2019



**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)



<b>Project No.</b>	<b>Final Plat 2019S-032-001</b>
<b>Project Name</b>	<b>Re subdivision of Part of Lot 10 on the Plan of Alpine Terrace Subdivision</b>
<b>Council District</b>	02 - Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Clint Elliott Surveying, applicant; C & H Properties, LLC., owner.
<b>Deferrals</b>	This item was deferred at the February 28, 2019, and March 14, 2019 Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the April 11, 2019, Planning Commission meeting.</i>

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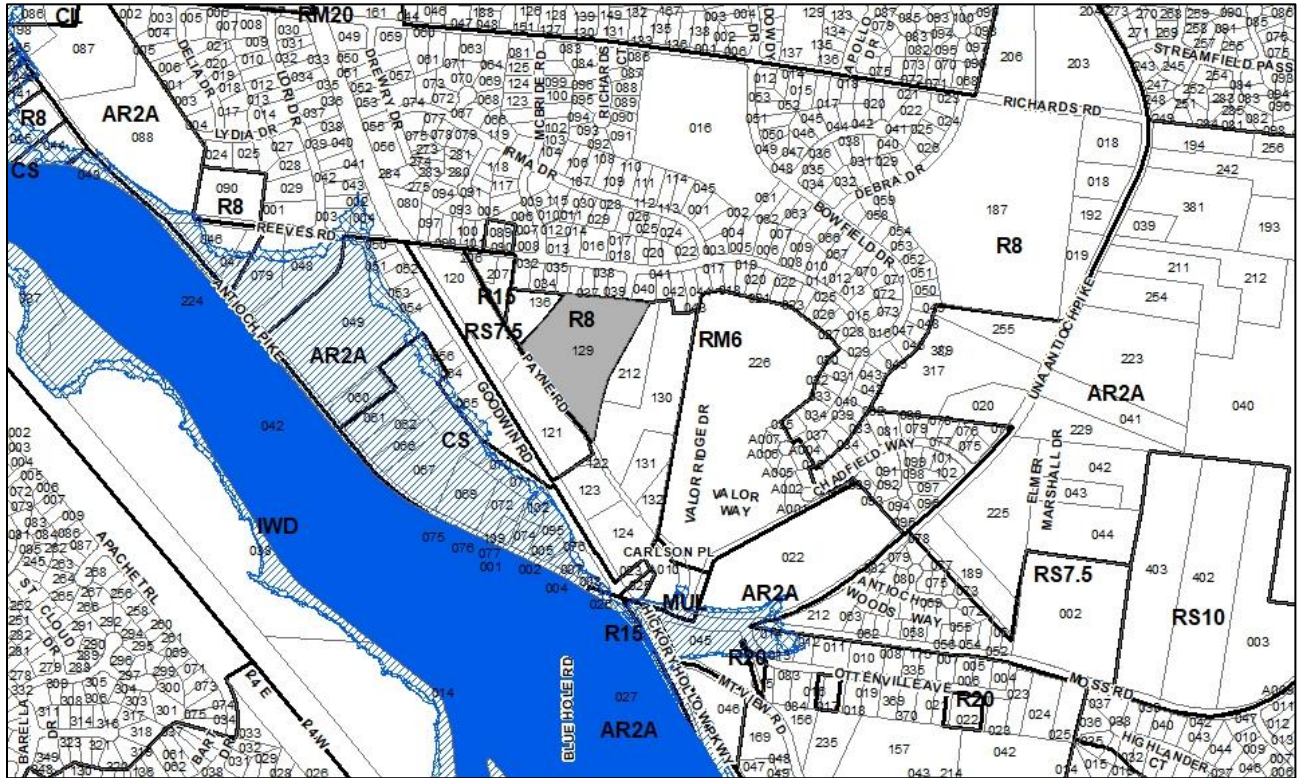
**APPLICANT REQUEST**  
**Request for final plat approval to create three lots.**

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

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



# Metro Planning Commission Meeting of 3/28/2019



**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 from the February 28, 2019, and the March 14, 2019, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the April 25, 2019, Planning Commission meeting.*

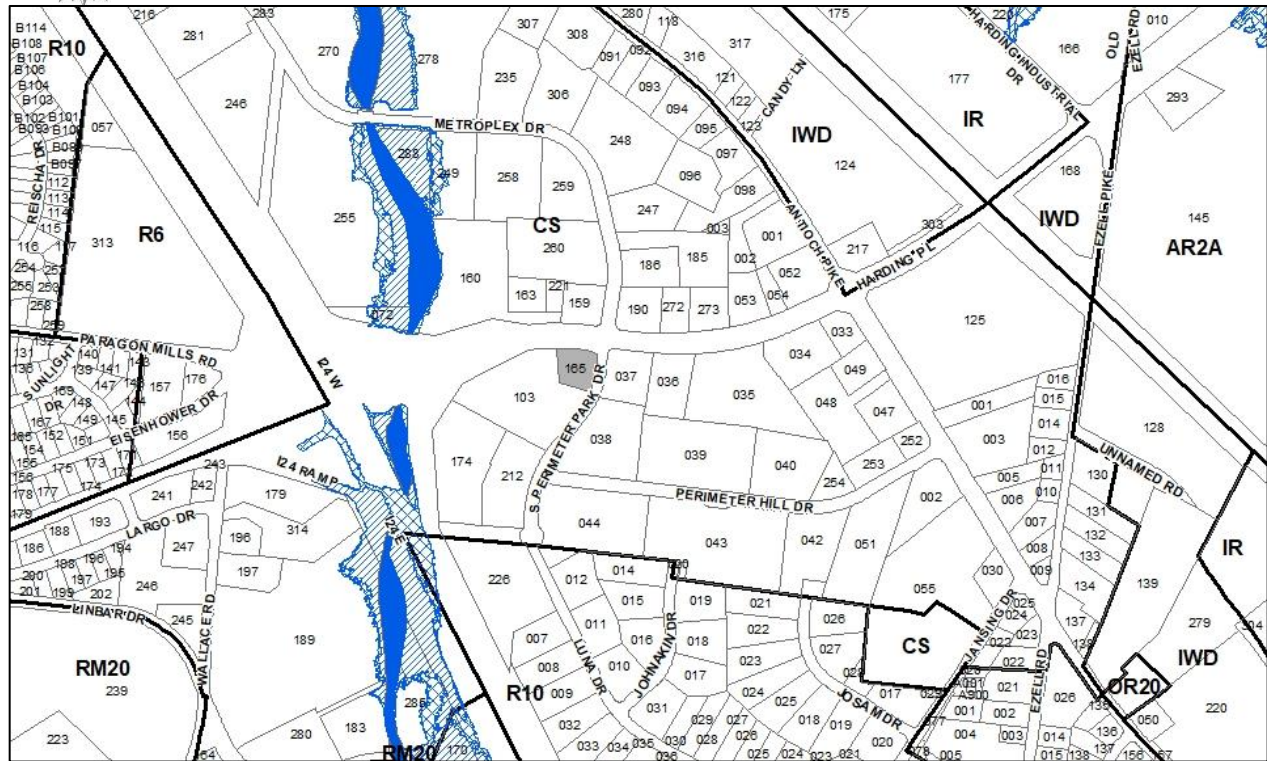
**APPLICANT REQUEST**  
**Concept plan to permit 22 single-family lots.**

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 R8 and within the Payne Road Residential Urban Design Overlay District (5.5 acres).

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the April 25, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 3/28/2019



## 8-68P-002

### HARDING PLACE CENTER PUD (CANCELLATION)

Map 134, Parcel(s) 165

13, Antioch-Priest Lake

28 (Tanaka Vercher)





<b>Project No.</b>	<b>Planned Unit Development 8-68P-002</b>
<b>Project Name</b>	<b>Harding Place Center PUD (Cancellation)</b>
<b>Associated Case</b>	206-69P-001
<b>Council District</b>	28- Vercher
<b>School District</b>	6- Bush
<b>Requested by</b>	Kimley-Horn, applicant; Robert J. Biancheri, owner.

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

**Staff Reviewer** Burse  
**Staff Recommendation** *Defer to the May 9, 2019, Planning Commission meeting.*

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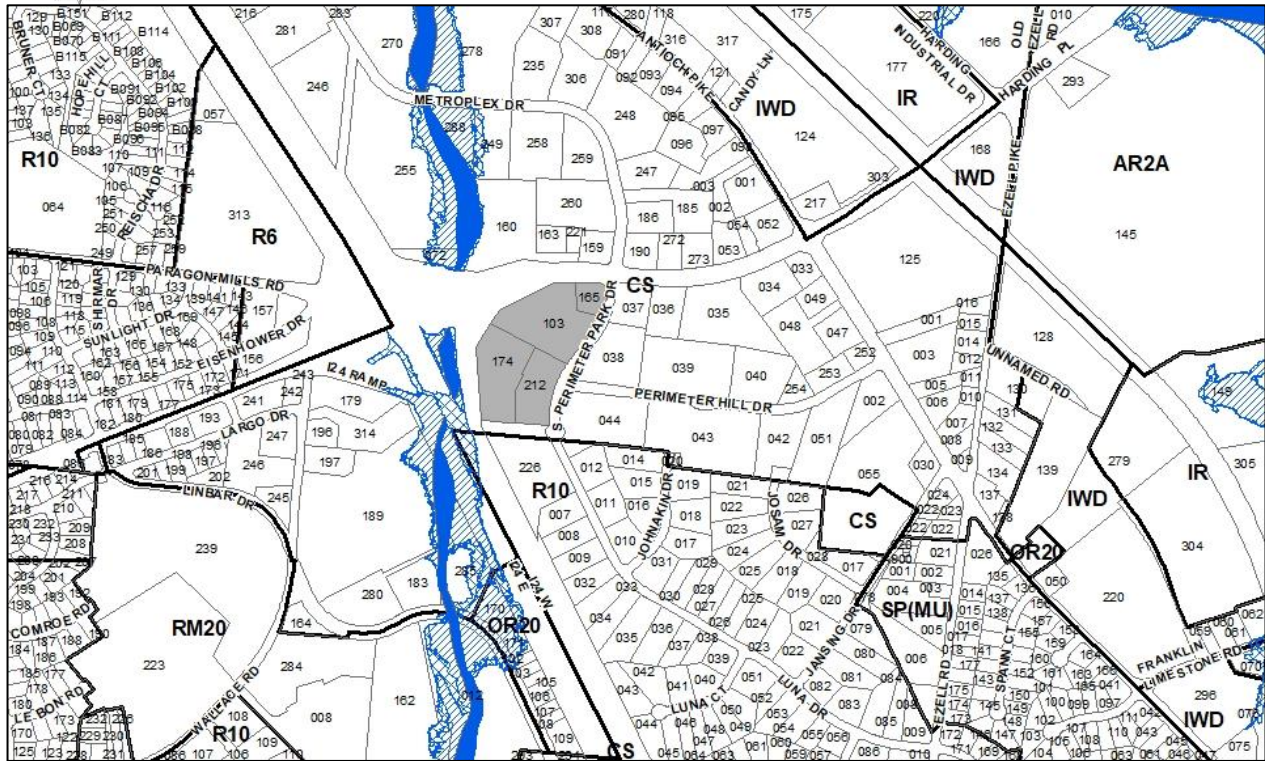
**APPLICANT REQUEST**  
**Cancel a portion of an existing Planned Unit Development.**

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 May 9, 2019, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 3/28/2019



**206-69P-001**

**HARDING PLACE CENTER PUD (AMENDMENT)**

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

13, Antioch-Priest Lake

28 (Tanaka Vercher)



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

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

**Staff Reviewer** Burse  
**Staff Recommendation** *Defer to the May 9, 2019, Planning Commission meeting.*

**APPLICANT REQUEST**

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

Planned Unit Development (Amendment)

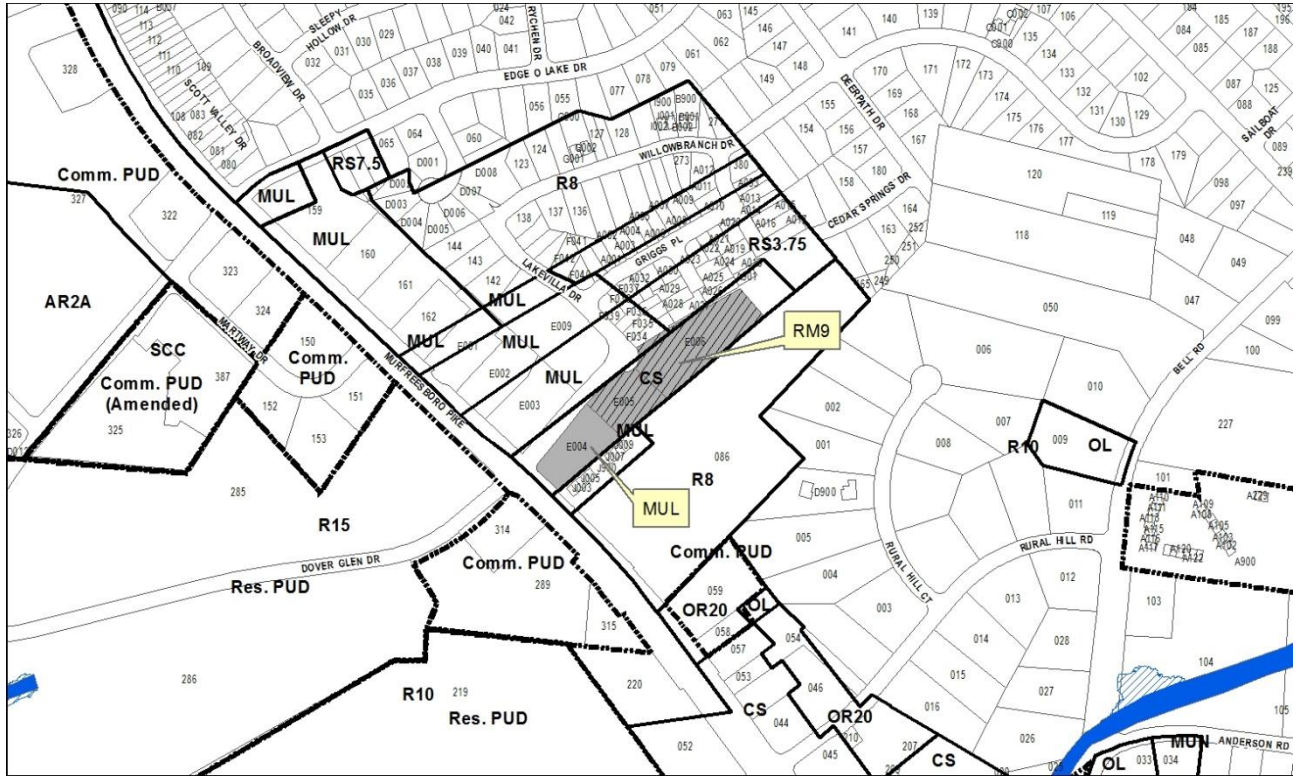
A request to amend a Planned Unit Development located at 343 and 347 Harding Place and 309 S Perimeter Park Drive, at the southwest corner of S Perimeter Park Drive and Metroplex Drive (8.9 acres), zoned Commercial Service (CS), to add parcel 165 and permit a mixed use development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 9, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 3/28/2019



**2019Z-023PR-001**

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

13, Antioch – Priest Lake

29 (Mendes)



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

**Deferrals** This item was deferred at the February 14, 2019 and the March 14, 2019, Planning Commission meetings. 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



## Metro Planning Commission Meeting of 3/28/2019

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.

### **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 3/28/2019

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 3/28/2019**

### **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 3/28/2019



**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.

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

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

**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 7<sup>th</sup> Street directly across the street from Cleveland Park. A single home currently sits on the property.



## Metro Planning Commission Meeting of 3/28/2019

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 7<sup>th</sup> Street.

The existing SP zoning which applies to the 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



## **Metro Planning Commission Meeting of 3/28/2019**

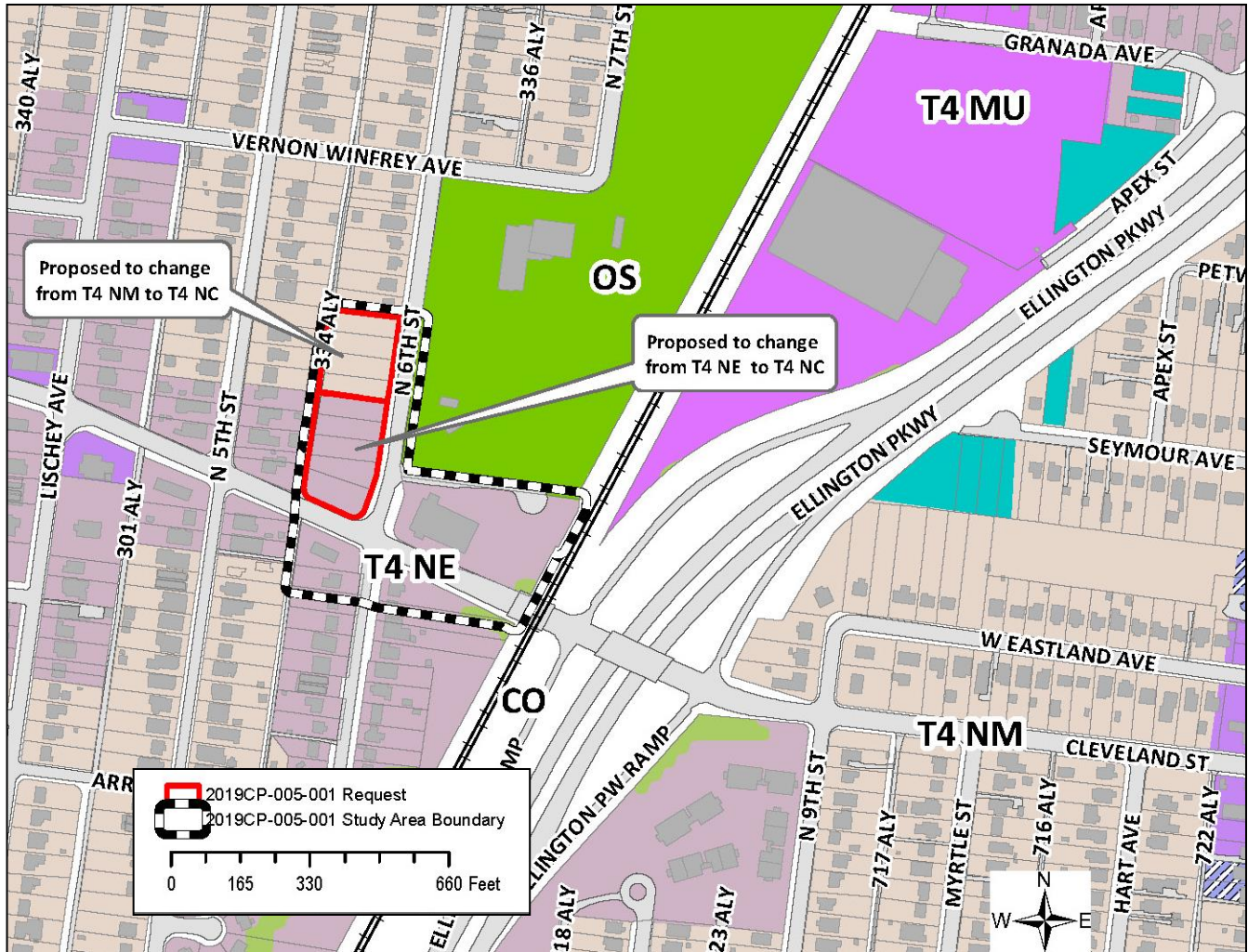
School, Jere Baxter Middle School, and Maplewood High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 3/28/2019



**2019CP-005-001**  
 EAST NASHVILLE COMMUNITY PLAN AMENDMENT  
 Various Maps; Various Parcels  
 26, Southeast  
 05 (Davis)



<b>Project No.</b>	<b>Major Plan Amendment 2019CP-005-001</b>
<b>Project Name</b>	<b>East Nashville Community Plan Amendment</b>
<b>Associated Case</b>	2019Z-004PR-001
<b>Council District</b>	05 – Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Cleveland Park Development, LLC, applicant; various owners.
<b>Staff Reviewer</b>	Sewell
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

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

Major Plan Amendment

A request to amend the East Nashville Community Plan by changing from T4 Urban Neighborhood Maintenance (T4 NM) and T4 Urban Neighborhood Evolving (T4 NE) to T4 Urban Neighborhood Center (T4 NC) at various addresses along North 6th Street, at the northeastern corner of Cleveland Street and North 6<sup>th</sup> Street (1.75 acres).

**EAST NASHVILLE COMMUNITY PLAN**

**Current Policy**

T4 Urban Neighborhood Maintenance (T4 NM) policy is 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 Urban Neighborhood Evolving (T4 NE) policy 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. 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.

**Requested Policy**

T4 Urban Neighborhood Center (T4 NC) policy is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a five-minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of streets that contain commercial, mixed use, residential, and institutional land uses.

**BACKGROUND**

The community plan amendment was requested in conjunction with Case #2019Z-004PR-001, a request to change the zoning for properties located at 900-916 North 6<sup>th</sup> Street from a residential Specific Plan (SP-R) to Mixed Use Neighborhood Alternative (MUN-A). The current SP-R district permits single-family residential and detached accessory dwelling units. The requested MUN-A



## Metro Planning Commission Meeting of 3/28/2019

zoning district permits a mix of neighborhood-scale commercial, office, and residential. Existing policies applied to these properties – T4 NM and T4 NE – do not support the commercial uses permitted by MUN-A. Due to the conflict between the applicant’s zoning request and existing policy, the applicant has proposed a policy change to T4 Urban Neighborhood Center (T4 NC), which supports commercial and higher-intensity residential uses. T4 NC is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a five-minute walk of their customers.

As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting. Staff expanded the study area boundary of the plan amendment to include property located directly east and across North 6<sup>th</sup> Street and property directly across Cleveland Street, for which T4 NE is currently applied.

The study area’s relationship to surrounding policy areas is as follows:

- T4 NM to west and north;
- T4 NE to west, fronting Cleveland Street and North 5<sup>th</sup> Street and also applied south of Cleveland Street (i.e. all four corners of the intersection are within T4 NE);
- Open Space (OS) to the east, consisting of Cleveland Park; and
- Nearest T4 NC areas are located 620 feet to the west at Lischey Avenue and 2,300 feet to the east at McFerrin Avenue.

While the properties the applicant has requested for a plan amendment and rezoning are vacant, the surrounding land uses and development pattern generally reflects existing zoning entitlements. Buildings located within and contiguous to the study area are single-family homes. This includes to the west and north, as well as directly south of Cleveland Street. Cleveland Park and Cleveland Street Missionary Baptist Church are both located directly east of North 6<sup>th</sup> Street from the subject properties.

### COMMUNITY PARTICIPATION

On Tuesday, February 26, 2019, staff hosted a community meeting at Cleveland Street Missionary Baptist Church that was attended by 72 stakeholders, along with the district councilmember, development team, and staff. As part of the community meeting, attendees submitted 14 written questions on forms provided by staff, each of which staff read to the audience. With assistance from the applicant, staff addressed each question as well as additional questions that arose during follow-up. In addition to fielding questions, staff also received input from stakeholders via comment forms and emails – all of which are provided to the Planning Commission members. Participants completed 45 comment forms. More than 30 emails were submitted by the community and have been included in comments provided to the commissioners separate from this report.

Key themes expressed to staff include the following concerns:

- Pursuit of MUN-A zoning district over Specific Plan (SP);
- MUN-A zoning district permits non-owner occupied short-term rental properties (STRP);
- Metro staffing not being adequate to effectively police non-owner occupied STRPs, especially during weekends;





## Metro Planning Commission Meeting of 3/28/2019

- Openness to mixed use if the applicant changed his zoning request to a site-plan-based SP that excluded non-owner occupied STRPs;
- Traffic increases and access via alley for new development; and
- Privacy impacts to adjacent homes.

In summary, the community expressed some willingness to accept mixed use near the intersection of Cleveland Street/North Sixth Street, but not via the approach proposed by the applicant.

### **ANALYSIS OF T4 NEIGHBORHOOD CENTER POLICY**

The area requested for amendment, as submitted, is not a suitable location for T4 NC for the following reasons:

#### **NashvilleNext Growth and Preservation Concept Map**

The Growth and Preservation Concept Map (concept map) reflects Nashvillians' desires for growth in the future. The study area is designated *Neighborhood*, which is intended for primarily residential areas offering a mix of housing types and character, with *smaller* civic and employment areas and *small* neighborhood centers. Both the total area (size) and depth off of Cleveland Street included within the request exceeds the concept map's intent for small neighborhood centers. The applicant's request to change the policy for a 1.75-acre neighborhood center could potentially support future rezoning to zoning districts that permit mixed use to an area of up to 500 feet north of Cleveland Street into an established neighborhood.

- Request extends too deeply into an established neighborhood with a proposed area (1.75 acres) beyond that intended for centers within *Neighborhood* areas, making it an inappropriate area for T4 NC. A smaller area confined to the intersection would be a more appropriate application of T4 NC policy.

#### **Community Character Policy**

*Neighborhood* areas are generalized on the Growth & Preservation Concept Map and are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions. The requested T4 NC policy is intended to maintain, enhance, and create mixed use urban neighborhood centers generally located at intersections and within a five-minute walk from customers. It is typically applied to concentrations of land zoned, used, or intended for mixed use. A T4 NC area's intensification should also be supported by surrounding existing or planned residential development.

Area land use is dominated by single-family residential, institutional, and open space without the concentration of mixed use or commercial property described by CCM for T4 NC policy. Additionally, surrounding existing or planned residential development is not evident within the immediate area. As such, surrounding development intensity does not support intensification via a change to T4 NC.

- Lack of a concentration of land zoned, used, or intended for mixed use, coupled with surrounding residential development – existing or planned – needed to support a neighborhood center, both discourage applying T4 NC policy at this location.



## Metro Planning Commission Meeting of 3/28/2019

### Transportation and Connectivity

In addition to zoning, use, and surrounding development intensity, T4 NC policy application should also be supported by adequate infrastructure and adequate access. Existing utilities, sidewalks, streets, and alley infrastructure are sufficient to support additional intensity. The four corners at Cleveland Street/North 6<sup>th</sup> Street provide adequate access for a typical center, along with rear access available via an existing alley. The study area is served well by existing mobility access and infrastructure. The Major and Collector Street Plan classified Cleveland Street as a four-lane Collector Arterial. Cleveland Street offers sidewalks on both sides of the road and provides a multimodal link between Dickerson Pike and Gallatin Pike. North 6<sup>th</sup> Street is a local street. Like other streets within the vicinity, North 6<sup>th</sup> Street also provides sidewalks on both sides of the road. An Ellington Parkway interchange at Cleveland Street is located approximately 500 feet east of the study area.

WeGo Route 28 provides local public transit service, with its nearest stop located 620 feet to the west at Lischey Avenue. Route 28 service operates with 30-to-50 minute frequencies on weekdays and 50 minutes on weekends. It links McFerrin Park, Cleveland Park, and Highland Heights to Music City Central. It also links to Dickerson Pike where WeGo provides higher-frequency service.

- Adequate infrastructure consisting of transportation options, connectivity, and access is in place to support a new center.

### Relationship to Surrounding Policies

T4 NE is a residential policy that supports introducing a wider variety of housing types. T4 NM is a residential policy that supports maintenance of a neighborhood's established scale and character. T4 NE is applied to the four corners at Cleveland Street/North 6<sup>th</sup> Street. T4 NE extends 300 feet north of Cleveland Street along the west side of North 6<sup>th</sup> Street and extends 200 feet north of Cleveland Street along both sides of North 5<sup>th</sup> Street. Properties fronting the east side of North 5<sup>th</sup> Street are separated from the applicant's property fronting North 6<sup>th</sup> Street by an improved alley. T4 NM is applied to parcels beginning 300 feet north of Cleveland Street along North 6<sup>th</sup> Street, which is included in the applicant's request, and beginning 200 feet north along North 5<sup>th</sup> Street.

Potential for impacts to other policy areas would be minimal for a typical application of T4 NC policy limited to properties at an intersection, such as Cleveland Street/Lischey Avenue. Potential for conflicts between mixed use areas and residential-only areas will increase as development moves away from Cleveland Street and into the neighborhood. The applicant's request would make mixed use an option up to near mid-block, thus bringing a higher probability of conflicts between mixed use and the established single-family residential.

Policy applied to Cleveland Street east of Dickerson Pike includes three T4 NC policy areas – Meridian Street, Lischey Avenue, and McFerrin Avenue. This residential corridor with centers at selected intersections is a pattern also mirrored on Douglas Avenue, a nearby collector street. Most of these existing centers have considerable room to grow. Many parcels within each remain single use. As such, it is premature to establish an additional center along Cleveland Street at this time, especially for an oversized center, as proposed. The area proposed for change is simply too large to fulfill the role intended for neighborhood centers. Coupled with the underutilization of T4 NC policy already applied nearby, the size of the area proposed for change is especially problematic.



## Metro Planning Commission Meeting of 3/28/2019

- Requested T4 NC policy is not appropriate due to the following: site is too large for application of a new neighborhood center and extends too deeply (midblock) into the neighborhood, increasing potential for conflicts with surrounding policy. Additionally, the request is premature since nearby T4 NC centers have yet to reach their potential.

### **Analysis Summary**

Amending the Community Character Policy from T4 NE and T4 NM to T4 NC is not appropriate at this time because of the opportunities described above. In summary, the area of the request is not appropriate for T4 NC, as submitted, due to the following:

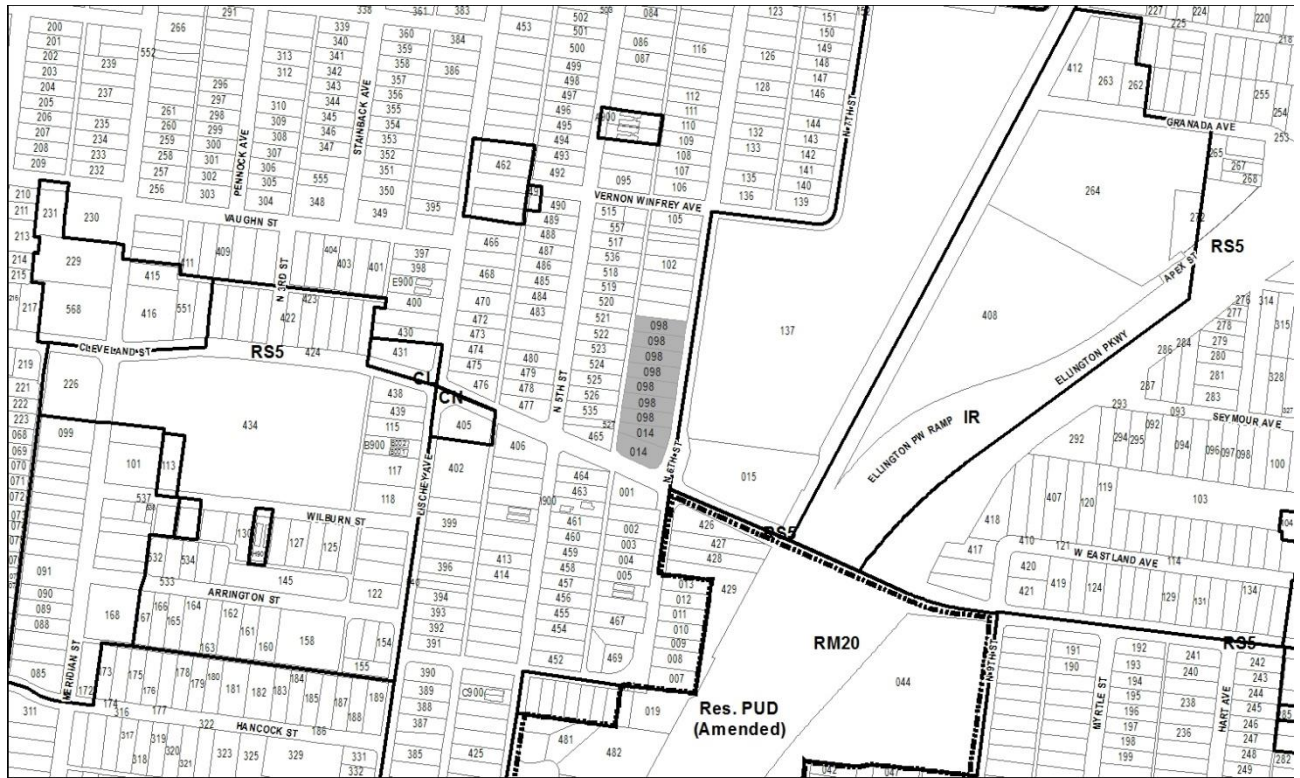
- The community expressed some willingness to accept mixed use near the intersection of Cleveland Street/North Sixth Street, but not via the approach proposed by the applicant.
- Request is premature since nearby T4 NC centers have yet to reach their potential.
- Lack of a concentration of land zoned, used, or intended for mixed use, coupled with surrounding residential development – existing or planned – needed to support a neighborhood center, both discourage applying T4 NC policy at this location.
- Request extends too deeply into an established neighborhood with a proposed scale beyond that intended for *Neighborhood* areas, making it an inappropriate area to apply T4 NC. A request for a smaller area confined to properties at the intersection would be a more appropriate application of T4 NC policy.
- Potential for conflicts between established residential areas and the requested policy.

### **STAFF RECOMMENDATION**

Staff recommends disapproval.



# Metro Planning Commission Meeting of 3/28/2019



**2019Z-004PR-001**

Various Maps; Various Parcels

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2018Z-119PR-001</b>
<b>Associated Case</b>	<b>2019CP-005-001</b>
<b>Council District</b>	05- S. Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Cleveland Street Missionary Baptist Church, applicant. Cleveland Street Missionary Baptist Church and Cleveland Park Development, LLC, owners.
<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from SP-R to MUN-A**

Zone Change

A request to rezone from Specific Plan – Residential (SP-R) to Mixed Use Neighborhood-Alternative (MUN-A) zoning on properties located at various addresses along North 6th Street, at the northeastern corner of Cleveland Street and North 6th Street (1.75 acres).

**Existing Zoning**

Specific Plan-Residential 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 detached accessory dwelling unit and all uses permitted in RS5.

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

**Existing Policy**

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

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



## Metro Planning Commission Meeting of 3/28/2019

areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

### **Proposed Policy**

T4 Urban Neighborhood Center (T4 NC) policy is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a five-minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of streets that contain commercial, mixed use, residential, and institutional land uses.

### **ANALYSIS**

The site consists of nine parcels totaling 1.75 acres, located along North 6<sup>th</sup> Street, north of Cleveland Street. The parcels are currently vacant. The neighborhood along North 6<sup>th</sup> Street consists of single-family residential uses, with one two-family use north of the site.

This site includes two different land use policies. The five parcels closest to Cleveland Street are within the T4 Urban Neighborhood Evolving (T4 NE) policy. The remaining four parcels are located within the T4 Urban Neighborhood Maintenance (T4 NM) policy. The applicant has applied for a policy amendment to amend the policy to T4 Neighborhood Center policy for all nine parcels. Staff has recommended disapproval of the policy amendment. (See associated staff report 2019CP-005-001.)

The existing T4 NE policy supports increased housing diversity and connectivity within the urban residential neighborhood. Successful infill in these areas needs to take into account considerations such as the existing developed character, such as street network and block structure. The T4 NM policy is intended to maintain the general character of developed urban residential neighborhoods and does not support non-residential zoning districts. The four parcels within the T4 NM policy are located interior to the neighborhood and are not located along a corridor.

The request of MUN-A zoning would permit a range of mixture of residential, retail, and office uses on all 9 parcels. Neither the T4 NM nor the T4 NE policies support non-residential uses. 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.

### **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 3/28/2019

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)	1.75	8.71 D	15 U	182	16	17

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.87	0.6 F	23 U	169	11	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.44	0.6 F	11,499 S.F.	131	38	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.44	0.6 F	11,499 S.F.	730	37	79

Traffic changes between maximum: **SP-R and MUN-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+848	+70	+90

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-R district: 2 Elementary 2 Middle 2 High**  
**Projected student generation proposed MUN-A district: 3 Elementary 2 Middle 2 High**

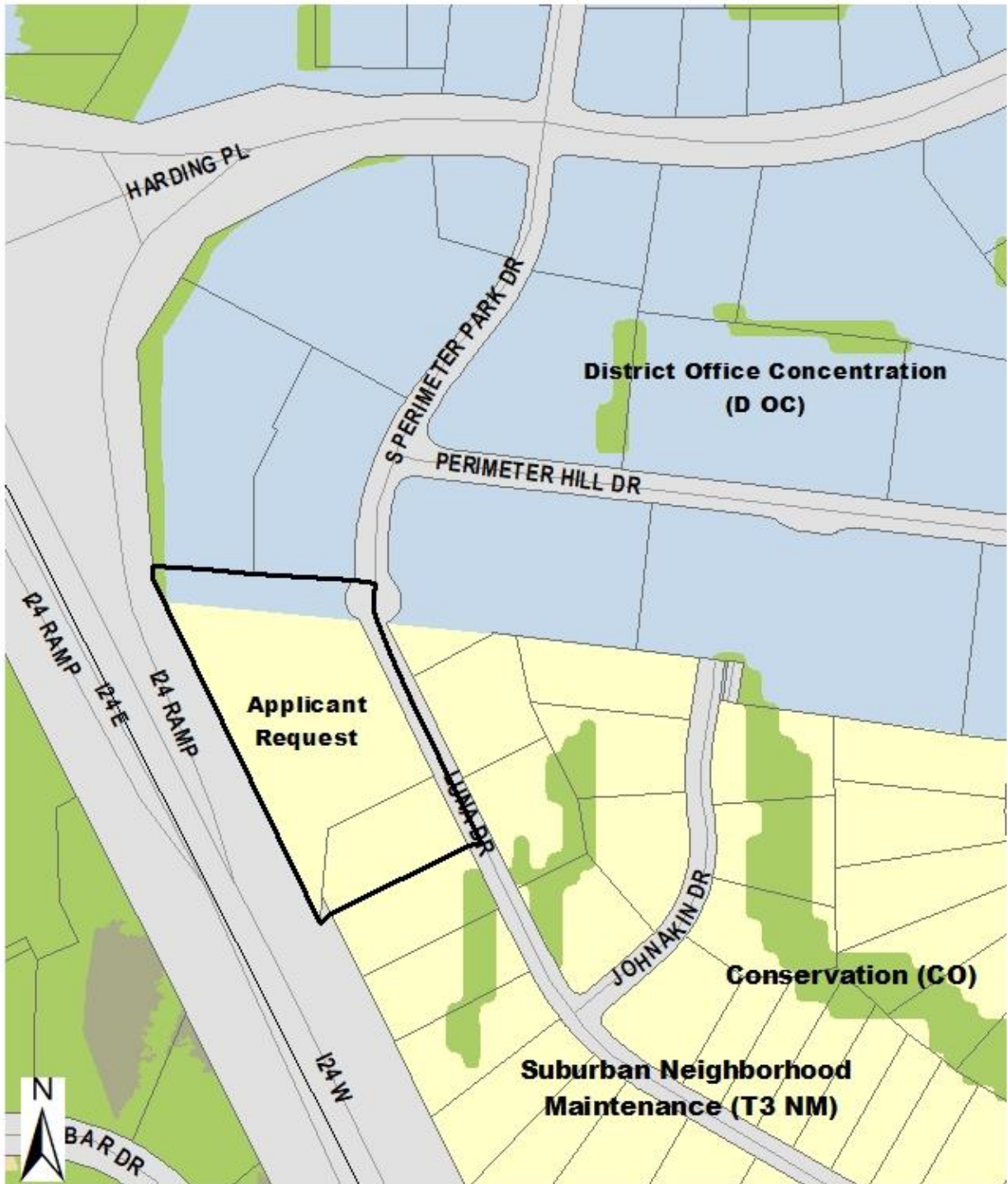
The proposed MUN-A zoning district would generate one more student than what is typically generated under the existing SP-R zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxtor Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

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



## Metro Planning Commission Meeting of 3/28/2019



**2019CP-013-001**

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN AMENDMENT**

Map 134 and 134-14, Parcel(s) 226, 007

13, Antioch – Priest Lake

28 (Tanaka Vercher)





<b>Project No.</b>	<b>Major Plan Amendment 2019CP-013-001</b>
<b>Project Name</b>	<b>Antioch-Priest Lake Community Plan Amendment</b>
<b>Associated Cases</b>	2019Z-038PR-001 and 8-68P-001
<b>Council District</b>	28 – Vercher
<b>School District</b>	6 – Bush
<b>Requested by</b>	Civil Site Design Group, applicant; 3LS Properties, Inc., owner.
<b>Staff Reviewer</b>	McCaig
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Amend Antioch–Priest Lake Community Plan to change the policy.**

Major Plan Amendment

A request to amend the Antioch–Priest Lake Community Plan by changing from T3 Suburban Neighborhood Maintenance (T3 NM) policy to District Office Concentration (D OC) policy for properties located at 301 S. Perimeter Park Drive and 347 Luna Drive, zoned CS and R10, and partially within a Planned Unit Development Overlay District (4.8 acres).

**ANTIOCH–PRIEST LAKE COMMUNITY PLAN**

**Current Policy**

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of existing 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.

**Requested Policy**

District 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.

**BACKGROUND**

The community plan amendment was requested in conjunction with zone change application 2019Z-038PR-001, a request to change from CS and R10 to OG zoning to allow an existing office building to add an additional parking area. A PUD amendment, 8-68P-001, is also part of the application. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

The plan amendment area is located in Antioch, in the southeastern quadrant of the I-24/Harding Place interchange and south of Harding Place. T3 Suburban Neighborhood Maintenance (T3 NM)



## **Metro Planning Commission Meeting of 3/28/2019**

policy is currently applied to the parcels within the rezoning request and continues south and east to cover a large area. Non-residential uses are not supported by the T3 NM policy. As a result, the applicant has proposed a policy change to D Office Concentration (D OC) policy, which supports office uses along with other complementary uses.

Two properties are the subject of this plan amendment request. The larger property is approximately four acres and contains a large office building that was constructed in the early 1980s. The property is part of an older Planned Unit Development (PUD) from the late 1960s. However, the underlying zoning has remained R10. The second property, to the south of the existing office building, is approximately one acre and did contain an older house that recently has been demolished due to its deteriorated condition.

During the application process, Planning staff applied a study area boundary limited to the applicant's two properties. This is a departure from the usual application of a larger study area boundary due to attributes of these properties. The plan amendment area is located at the seam of T3 Suburban Neighborhood Maintenance and District Office Concentration in the Transect. The adjacent properties directly to the north and northeast are guided by District Office Concentration and the properties to the east and southeast are guided by T3 Suburban Neighborhood Maintenance. Both the residential area and the office/center area were entitled by existing zoning and subdivision in the 1960s and 1970s. The properties are adjacent to Interstate 24 and its interchange with Harding Place. These properties are included in the Airport Impact Overlay and have noise associated with airplane travel at an increasingly busy airport.

### **COMMUNITY PARTICIPATION**

On March 7, 2019, the required Planning-led community meeting was held at the Perimeter Park Center at 301 S. Perimeter Park Drive to discuss the applicant's plan amendment and rezoning requests. Meeting notices were mailed to approximately 40 adjacent and nearby property owners. Six people attended the meeting, including the applicant and development team, and staff from the Planning Department. One attendee is one of the original residents of the adjacent Luna Heights subdivision development, where homes were constructed in the early 1960s prior to the development of the office park and construction of the interstate.

Planning staff spoke and answered questions regarding the plan amendment request. The applicant team answered questions regarding the rezoning proposal and construction plans. Attendees expressed support for allowing a small policy expansion. Their main concern regarding the rezoning was if any vehicular traffic from the office park would be accessing Luna Drive, which is currently a dead-end street. When the applicant team told them that no access onto Luna Drive was being requested with their construction plans, the attendees were satisfied.

### **ANALYSIS OF DISTRICT OFFICE CONCENTRATION POLICY**

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

#### **NashvilleNext Growth and Preservation Concept Map**

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



## **Metro Planning Commission Meeting of 3/28/2019**

of a large Tier Three center designated area along Harding Place and Antioch Pike, is identified as a “Transition and Infill” area. “Transition and Infill” areas encourage higher density housing that is appropriate along and around centers and corridors to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions – in building types as well as scale and form – between higher uses or major thoroughfares and lower density residential neighborhoods. They may provide housing in proximity to transit and commercial services. Infill development is encouraged immediately around activity and employment centers. In this instance, these properties are adjacent to the interstate and interchange. The application of D OC policy is appropriate due to this locational characteristic and as a continuation of the adjacent policy, while recognizing an existing office building.

### **Antioch–Priest Lake Community Plan**

Community Plans provide history and context for Nashville’s 14 Community Planning Areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time.

Antioch–Priest Lake is a suburban community that provides a mix of older and newer residential development, centers, and corridors, along with numerous recreational opportunities. The area also includes the Nashville International Airport. The community’s main roles in the region are providing housing opportunities, economic development and workforce opportunities, and natural features for recreation. The community continues to experience growth, including growing employment and retail centers along with growing populations.

An area of emphasis in the community plan is enhancing centers and corridors. The Harding Place center has been developed for decades. Its latest iteration of growth is enhancements to, and expansions of, the office buildings within this large office park. As a result, this center is providing more jobs and services for surrounding neighborhoods. The center’s location, adjacent to the interstate interchange and near the airport, makes it an attractive location for additional development.

Balancing growth with the preservation of the character of established residential areas is also important to the community. During the last community plan update, T3 NM policy was applied to the large residential area zoned R10 and followed the zoning lines. Hence, the large office building, although present, was placed in T3 NM policy due to its residential zoning.

### **Community Character Policy**

The Antioch–Priest Lake Community Character Policy Plan builds upon the Growth & Preservation Concept Map. Detailed Community Character Maps link the broad, county-wide Growth Concept Map to character policies that guide zoning and development decisions. The “Transition and Infill” areas – and transition they are trying to achieve – are explained in greater detail through Community Character Policies. D OC policy contains guidance on how to design transitions and infill development. 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.



## Metro Planning Commission Meeting of 3/28/2019

- **Applicability**

D OC policy is typically applied to areas where the primary land use is office or that are envisioned to become predominantly office. D OC policy is applied in situations where there is an area with a concentration of a singular office use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the office use. The plan amendment area contains an existing large office building and its adjacent property and is appropriate for application of D OC policy.

- **Adjacency to other Character Areas and Transitions**

Buildings at the edges of D OC areas form transitions in scale and massing where they adjoin lower intensity policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings.

Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan.

The applicant is responding to differences in topography to add additional parking spaces to the rear of the existing office building. As such, development on the adjacent one-acre lot will be approximately 35 to 55 feet below the elevation of the homes across Luna Drive and to the south. The applicant is proposing to provide a landscaped buffer surrounding the parking lot addition, along with leaving some existing mature trees, which complies with policy.

- **Streets and Connectivity**

D OC areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The district's transportation network has a high level of internal connectivity and provides opportunities for access to and from freeways, arterial-boulevards, and collector-avenue streets. The plan amendment area is connected to S. Perimeter Park Drive which accesses Harding Place, classified as a seven-lane Arterial Boulevard in the Major and Collector Street Plan (MCSP). The area also accesses Perimeter Hill Drive which connects to Antioch Pike, classified as a five-lane Arterial Boulevard in the MCSP.

Luna Drive currently does not connect with S. Perimeter Park Drive, and the applicant's expansion will not access the residential houses along Luna Drive.

An existing express bus route is located along Harding Place that connects with the Nolensville BRT Lite bus route.

Applying D OC policy to an established office building and its adjacent property in a location along an interstate corridor and with convenient access to I-24, Harding Place, and Antioch Pike is appropriate.



## **Metro Planning Commission Meeting of 3/28/2019**

Amending the Community Character Policy from T3 NM to D OC in this location is appropriate because of the:

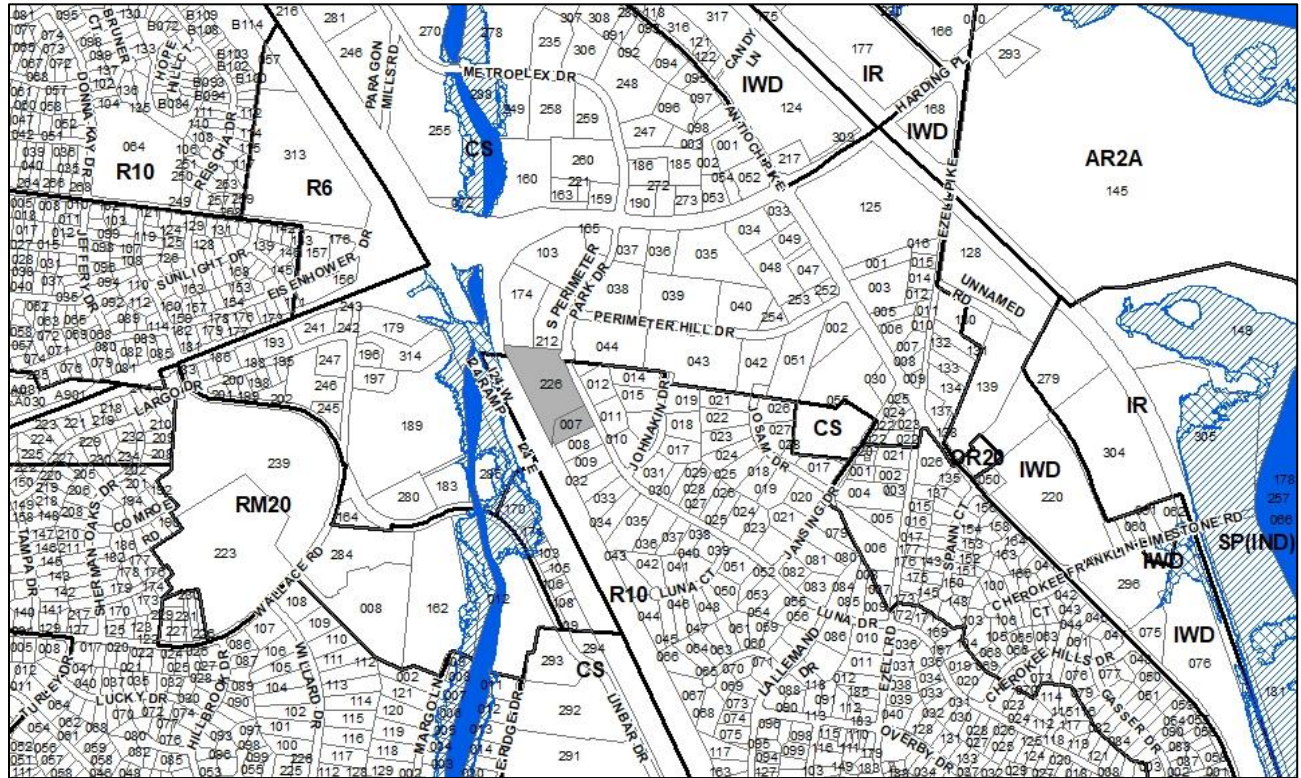
- existing office building,
- good location for office development;
- properties being located adjacent to the interstate; and
- topological differences between these properties and nearby houses.

### **STAFF RECOMMENDATION**

Staff recommends approval of District Office Concentration (D OC) policy.



# Metro Planning Commission Meeting of 3/28/2019



**2019Z-038PR-001**

Map 134, Parcel(s) 226

Map 134-14, Parcel(s) 007

12, Southeast

26 (Jeremy Elrod)



**Project No.** **Zone Change 2019Z-038PR-001**  
**Associated Cases** 2019CP-013-001 and 8-68P-001  
**Council District** 28 - Vercher  
**School District** 6 - Bush  
**Requested by** Civil Site Design Group, applicant; 3LS Properties, Inc., owner.

**Staff Reviewer** Napier  
**Staff Recommendation** *Approve if the associated plan amendment is approved.  
 Disapprove if the associated plan amendment is not approved.*

**APPLICANT REQUEST**  
**Zone change from CS and R10 to OG.**

Zone Change

A request to rezone from Commercial Service (CS) and One and Two-family Residential (R10) to Office General (OG) zoning on properties located at 347 Luna Drive and 301 S Perimeter Park Drive, at the southern terminus of S Perimeter Park Drive, and partially within a Planned Unit Development Overlay District (4.78 acres).

**Existing Zoning**

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

One and Two-family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots.

**Proposed Zoning**

Office General (OG) is intended for moderately high intensity office uses.

**ANITOC – PRIEST LAKE COMMUNITY PLAN**

**Existing Policy**

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.

**Proposed Policy**

District 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



## Metro Planning Commission Meeting of 3/28/2019

present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.

### ANALYSIS

The site is located at 347 Luna Drive and 301 S Perimeter Park Drive, at the southern terminus of S Perimeter Park Drive. The rezone request consists of two separate parcels. There is an existing office building located at 301 S Perimeter Park Drive, this structure is located within the existing PUD. There is an associated PUD amendment to expand the PUD to include both properties. The parcel located at 347 Luna Drive contains a single family dwelling. Properties to the east and south of this site are zoned R10 and contain a mixture of single and two-family dwellings. Properties north of this site are zoned Commercial Service (CS) with a Planned Unit Development Overlay (PUD).

This site is located approximately 892 feet south of Harding Place, which is identified as an Arterial Street within the Major and Collector Street Plan. Harding Place contains existing MTA transit service with transit stops located on both sides of Harding Place. The site’s location near a major arterial makes it an appropriate location for additional intensity to activate and support the nearby corridor.

The proposed Office General (OG) zoning district is consistent with the proposed District Office Concentration (D OC) policy at this location. This zoning district would provide a medium intensity office uses. The proposal achieves goals of the proposed District Office Concentration at this location through supporting an existing office uses within the PUD.

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.6	0.6 F	15,681 S.F.	996	50	108

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	4.18	4.35 D	22 U	259	21	24

\*Based on two-family lots





## Metro Planning Commission Meeting of 3/28/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	4.78	1.5 F	312,325 S.F.	3203	321	336

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1948	+250	+204

### **METRO SCHOOL BOARD REPORT**

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

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

**Projected student generation proposed OG district: 0 Elementary 0 Middle 0 High**

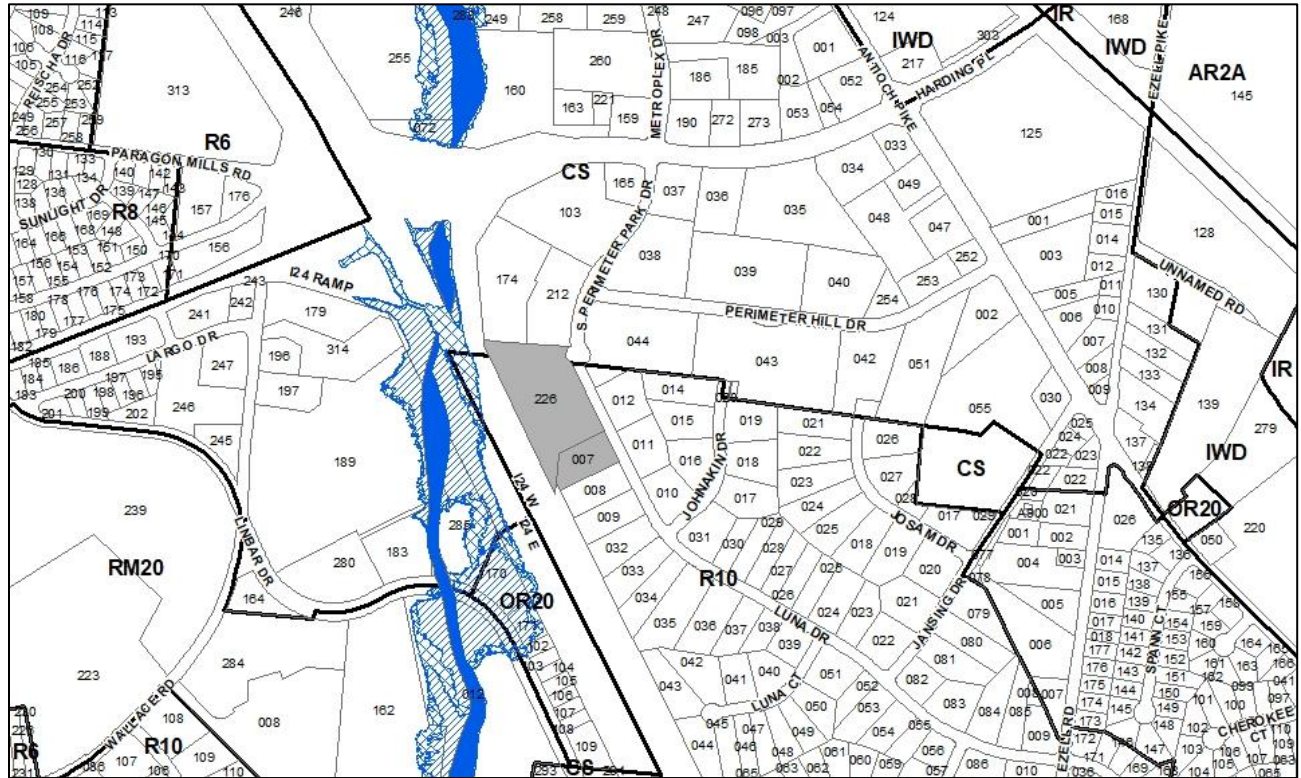
The proposed Office General zoning would not generate any additional students beyond the existing R10 and CS zoning districts. Students would attend J.E. Moss Elementary School, Apollo Middle School, and Antioch High School. J. E. Moss Elementary School has been identified as over capacity by the Metro School Board. However no additional students are anticipated with this request. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

Staff recommends approval if the associated plan amendment is approved and disapproval if the associated plan amendment is not approved.



# Metro Planning Commission Meeting of 3/28/2019



**8-68P-001**

**HARDING PLACE CENTER PUD (AMENDMENT)**

Map 062, Parcel(s) 167

14, Donelson – Hermitage – Old Hickory

15 (Syracuse)



**Project No.** **Planned Unit Development 8-68P-001**  
**Project Name** **Harding Place Center PUD (Amendment)**  
**Associated Cases** 2019CP-013-001 and 2019Z-038PR-001  
**Council District** 28 – Vercher  
**School District** 6 – Bush  
**Requested by** Civil Site Design Group, applicant; 3LS Properties, Inc, owner.

**Staff Reviewer** Napier  
**Staff Recommendation** *Approve with conditions and disapprove without all conditions subject to approval of the associated zone change. If the associated zone change is not approved, staff recommends disapproval.*

**APPLICANT REQUEST**

**Amend a PUD.**

Amend PUD

A request to amend a Planned Unit Development (PUD) on properties located at 301 S Perimeter Park Drive and 347 Luna Drive, approximately 380 feet north of Johnakin Drive (4.78 acres), zoned Commercial Service (CS) and One and Two-family Residential (R10), to add parcel 007.

**Existing Zoning**

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

One and Two-family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots.

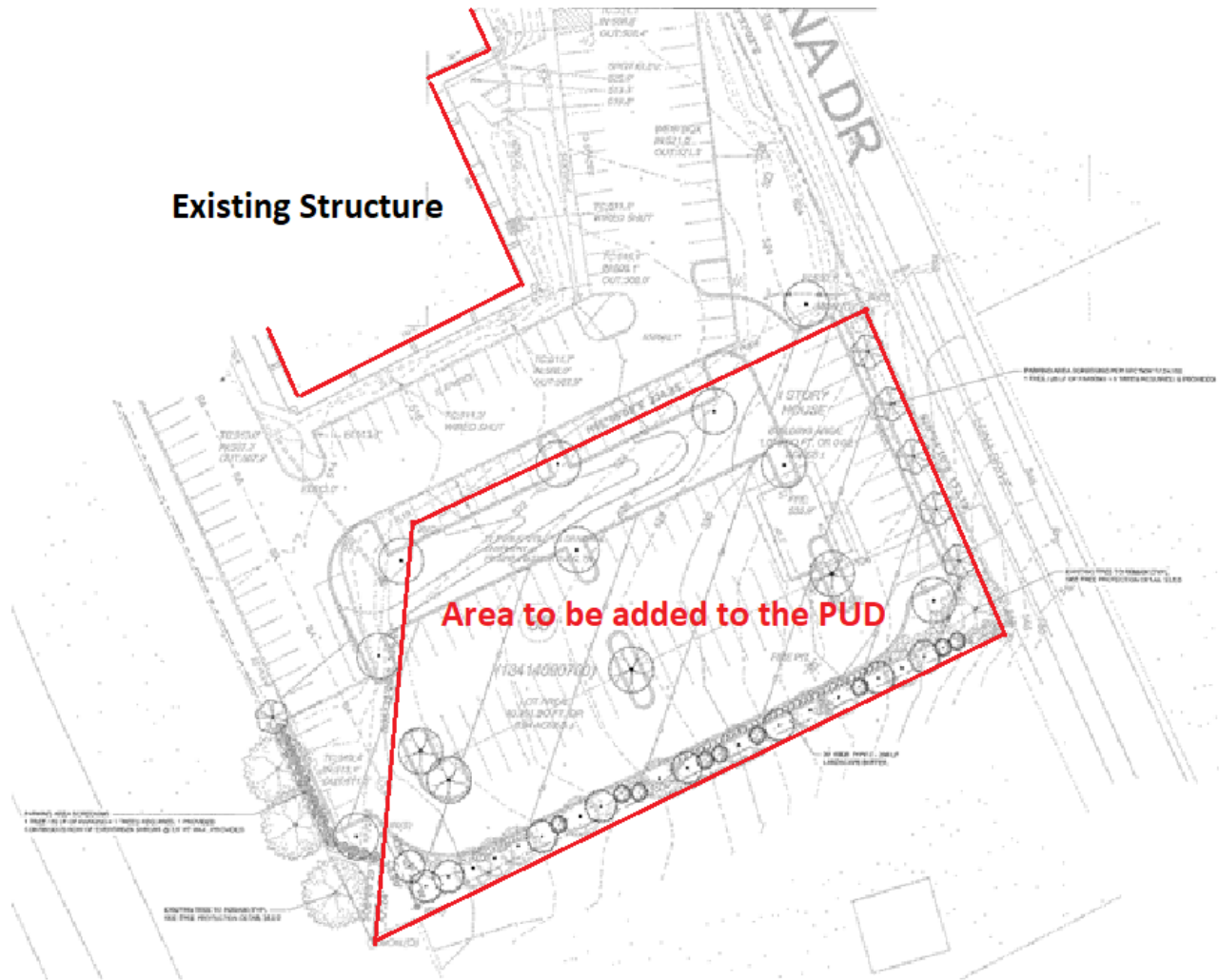
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

**ANITOCH – PRIEST LAKE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 3/28/2019



**Proposed Site Plan**



## Metro Planning Commission Meeting of 3/28/2019

pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

### **HISTORY**

The PUD was originally approved in 1968 for various commercial and office uses, as well as hotels and restaurants. The PUD underwent many revisions and was most recently revised in 2015 to permit two hotels. The zoning code requires an amendment to a PUD when the boundary of the PUD is expanded beyond the area last approved by Metro Council and when the base zoning is changed.

### **PLAN DETAILS**

The site is located at 301 S Perimeter Park Drive and 347 Luna Drive, approximately 380 feet north of Johnakin Drive. The PUD amendment area totals 4.78 acres and includes all of 347 Luna Drive (parcel 007), which is currently developed with a single family dwelling. There is an existing office building located at 301 S Perimeter Park Drive. Properties to the east and south of this site are zoned R10 and contain a mixture of single and two-family dwellings. Properties north of this site are zoned Commercial Service (CS) with a Planned Unit Development Overlay (PUD). The Vehicular access to the site is provided via a single point of access to S Perimeter Park Drive.

#### Site Plan

The site plan includes the existing office building and the expansion of the existing surface parking lot. The plan provides a total of 96 parking spaces, consistent with the requirements of the Metro Zoning Ordinance. A 20 foot wide C level landscape buffer is provided along the southeast property line. Perimeter landscaping is provided along the frontage of Luna Drive consistent with the perimeter landscape screening requirements of the Metro Code. The parking lot will be accessed through an internal connection. No additional connection to Luan Drive or S Perimeter Park Drive is proposed.

Section 17.40.120.F requires Metro Council approval of an amendment when a Planned Unit Development boundary is expanded.

#### F. Changes to a Planned Unit Development District.

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



## Metro Planning Commission Meeting of 3/28/2019

September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or

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

### **ANALYSIS**

When the use proposed within a PUD amendment is inconsistent with the base zoning the property must be rezoned. In this instance the amendment to the PUD would expand a surface parking lot into residentially zoned area. The associated rezoning cases, changes the zoning to a district that permits parking.

The proposed PUD amendment is consistent with the proposed District Office Concentration (DOC) policy at this location as it allows for additional parking capacity for the existing office. The existing office structure will remain. The site plan provides appropriate landscape buffers and perimeter screening for the proposed surface parking lot. The proposed parking lot will have a minimal impact on the surrounding neighborhood and is an appropriate use along the edge of the proposed PUD.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

N/A

### **WATER SERVICES RECOMMENDATION**

**Approve**

### **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.
- Identify location of solid waste and recycling dumpsters. ~ existing dumpster pad being removed.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Submit TIS if Luna Drive is proposed to connect to S Perimeter Drive.



## **Metro Planning Commission Meeting of 3/28/2019**

### **STAFF RECOMMENDATION**

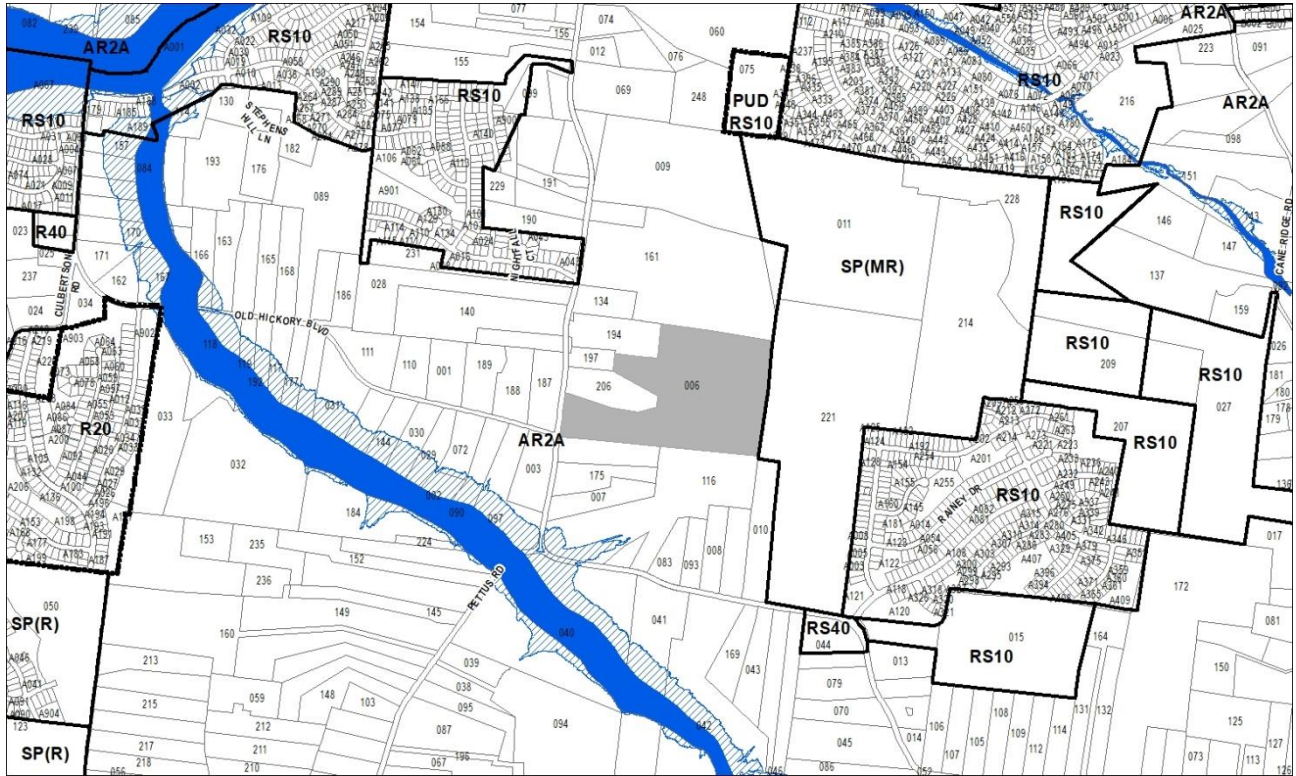
Staff recommends approval with conditions and disapproval without all conditions, subject to approval of the associated zone change. If the associated zone change is not approved, staff recommends disapproval.

### **CONDITIONS**

1. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final PUD.
2. Comply with all conditions of Public Works.
3. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
4. 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.
5. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
6. Prior to any additional development applications for this property, and prior to or with final PUD plan application, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



# Metro Planning Commission Meeting of 3/28/2019



**2019SP-020-001**

**PETTUS ROAD SP**

Map 182, Parcel(s) 006

12, Southeast

31 (Fabian Bedne)





<b>Project No.</b>	<b>Specific Plan 2019SP-020-001</b>
<b>Project Name</b>	<b>Pettus Road SP</b>
<b>Council District</b>	31 - Bedne
<b>School District</b>	6 - Bush
<b>Requested by</b>	Tifinie Capehart Consulting, applicant; Province Builders, LLC., owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the April 11, 2019, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Rezone to SP to permit 143 multi-family residential units.**

Preliminary SP

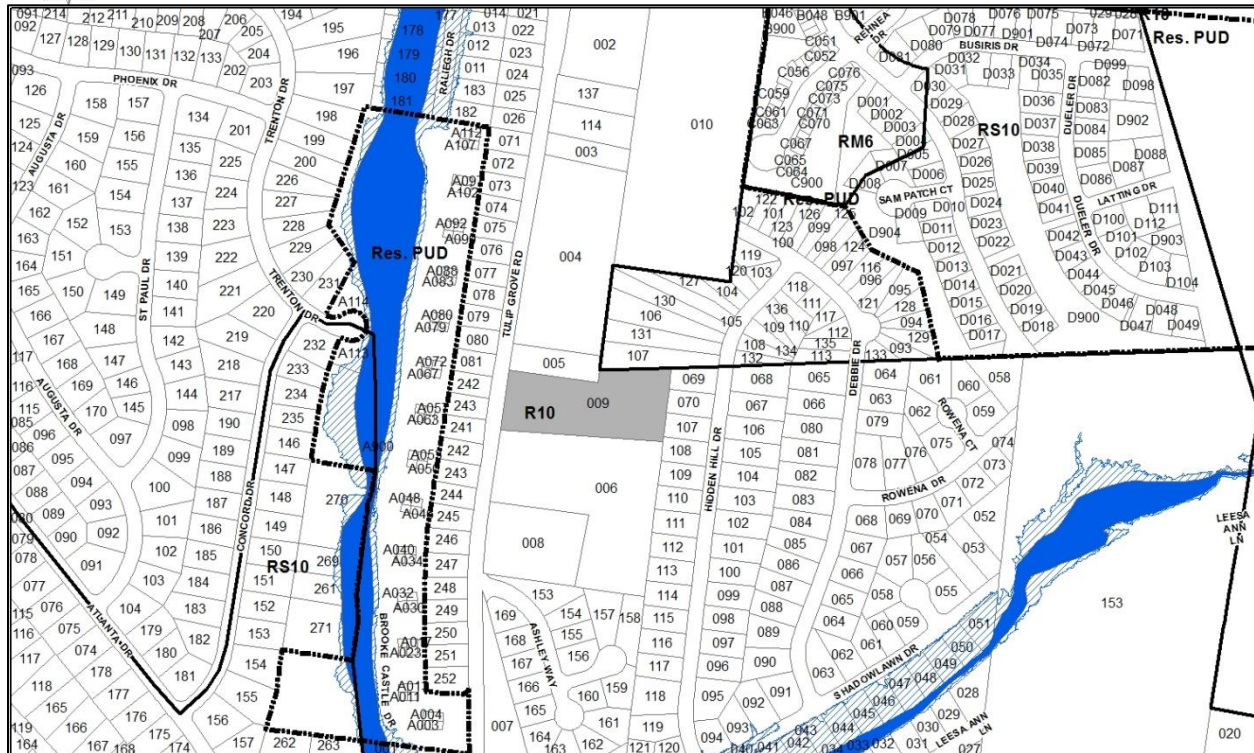
A request to rezone from Agricultural/Residential (AR2A) to Specific Plan-Residential (SP-R) zoning for property located at Pettus Road (unnumbered), at the northeastern corner of Old Hickory Boulevard and Pettus Road, (38.49 acres), to permit 143 multi-family residential units.

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 3/28/2019



**2018S-054-001**  
**BRICE PROPERTY SUBDIVISION**  
Map 076, Parcel(s) 009  
14, Donelson-Hermitage-Old Hickory  
11 (Larry Hagar)



<b>Project No.</b>	<b>Final Plat 2018S-054-001</b>
<b>Project Name</b>	<b>Brice Property Subdivision</b>
<b>Council District</b>	11- Hagar
<b>School District</b>	4- Shepherd
<b>Requested by</b>	Clint Elliott Survey, applicant; Ronal Brice, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

Final plat approval to create three lots.

Final Plat

A request for final plat approval to create three lots on property located at 575 Tulip Grove Road, approximately 485 feet north of Ashley Way, zoned One and Two-Family Residential (R10) (2.78 acres).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.35 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 10 lots with 2 duplex lots for a total of 12 residential units. Application of the Subdivision Regulations may result in fewer lots.*

**Community Character Manual Policy**

The property is within the Conservation and T3 Suburban Neighborhood Evolving (T3 NE) policy areas. 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 site is located at 575 Tulip Grove Road, approximately 485 feet north of Ashley Way. The proposal is to create three lots. The proposed lots have the following area and frontage:

Proposed Lots:

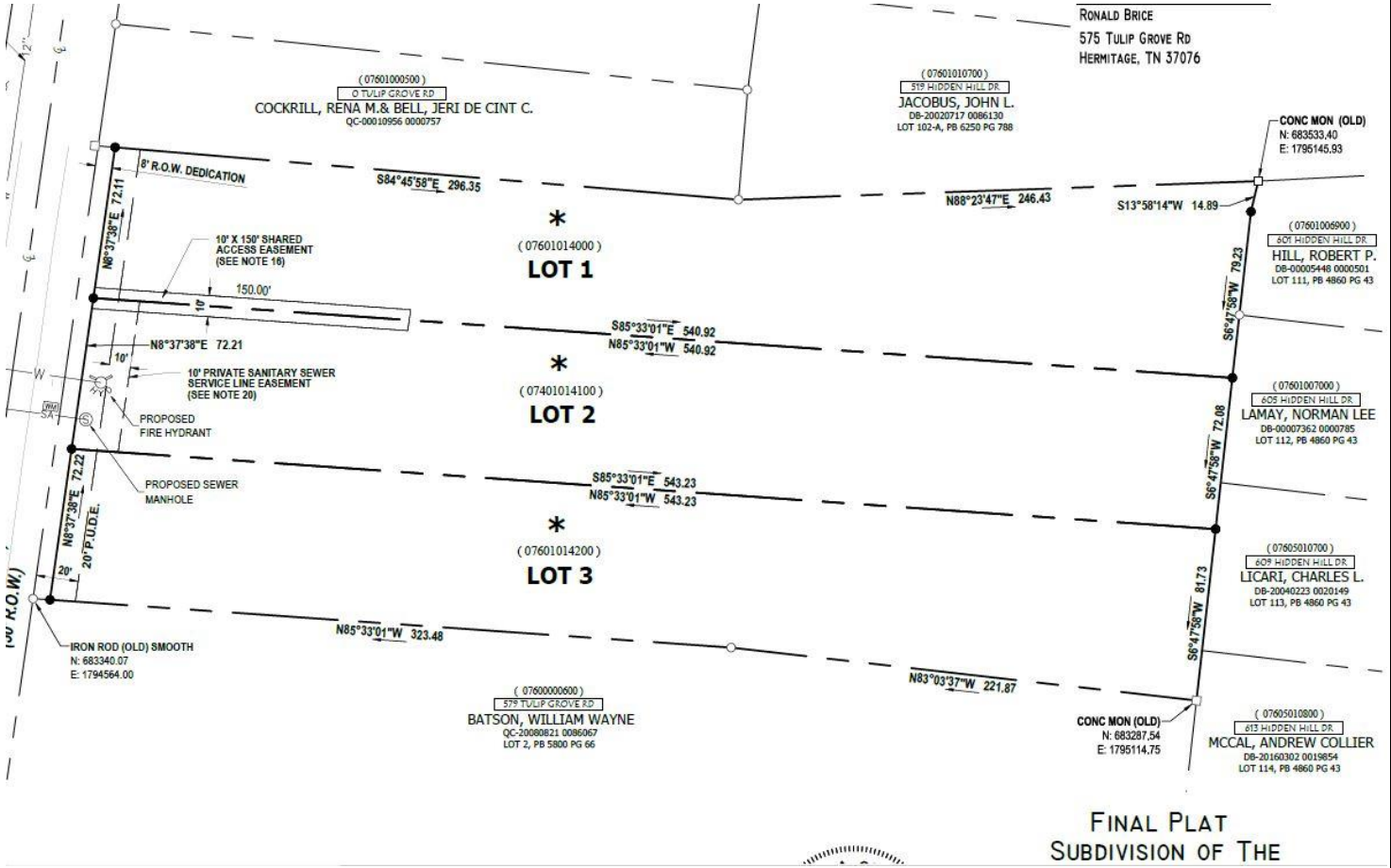
- Lot 1: 40,369 square feet (0.926 acres) and 72 feet of frontage along Tulip Grove Road
- Lot 2: 39,042 square feet (0.896 acres) and 72 feet of frontage along Tulip Grove Road
- Lot 3: 40,278 square feet (0.925 acres) and 72 feet of frontage along Tulip Grove Road

**Analysis**

Section 3-5.3 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Evolving policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:



# Metro Planning Commission Meeting of 3/28/2019



FINAL PLAT  
SUBDIVISION OF THE

Proposed Final Plat



## **Metro Planning Commission Meeting of 3/28/2019**

### Zoning Code

Each proposed lot meets the minimum standards of the One and Two-Family Residential (R10) zoning district.

### Street Frontage

Each proposed lot has frontage on a public street.

### Agency Review

All review agencies have recommended approval.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approval is contingent on construction and completion of Metro Project #'s 18-SL-229 and 18-WL-178. Should the applicant choose to record the plat before completion of these projects, than bonds must be posted with Metro Planning before the plat is recorded.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

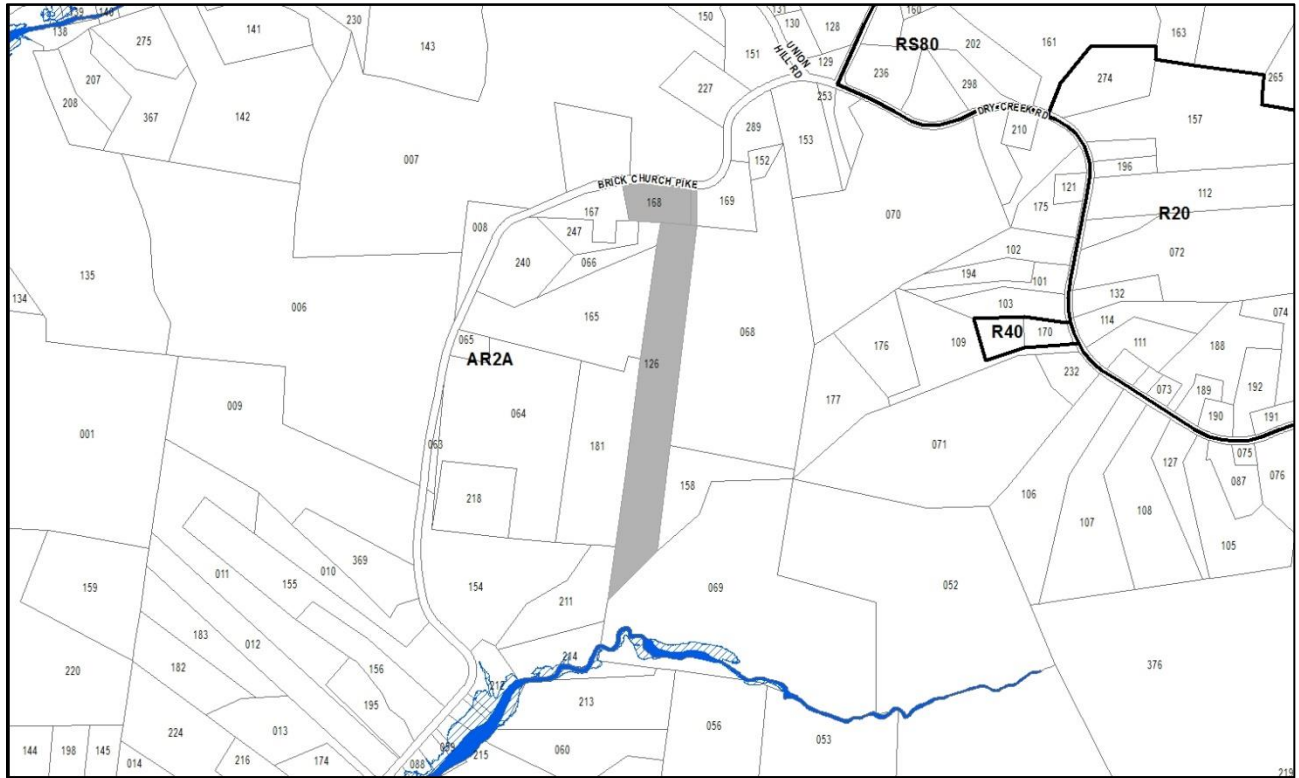
Staff recommends approval with conditions as this request meets the Subdivision Regulations.

### **CONDITIONS**

1. The final plat cannot be recorded until the associated bond is complete.



## Metro Planning Commission Meeting of 3/28/2019



**2019S-040-001**

**DRAKE MORRIS PROPERTY**

Map 024, Parcel(s) 126, 168

02, Parkwood-Union Hill

03 (Brenda Haywood)



**Project No.** Final Plat 2019S-040-001  
**Project Name** Drake Morris Property  
**Council District** 03 – Haywood  
**School District** 3 - Speering  
**Requested by** Bruce Rainey & Associates, applicant; Farris Wayne Drake, et ux and James V. Morris, et ux, owners.

**Staff Reviewer** Dunnivant  
**Staff Recommendation** *Approve including approval of variances to the Rural Subdivision Regulations for lot size, lot area and lot frontage.*

**APPLICANT REQUEST**

**Final plat approval to create 2 lots.**

Final Plat

A request for final plat approval to create two lots at properties 5023 and 5081 Brick Church Pike, approximately 840 feet southeast of Union Hill Road, zoned Agricultural/Residential (AR2a) (16.13 acres).

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 8 lots for these properties based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

**Community Character Manual Policy**

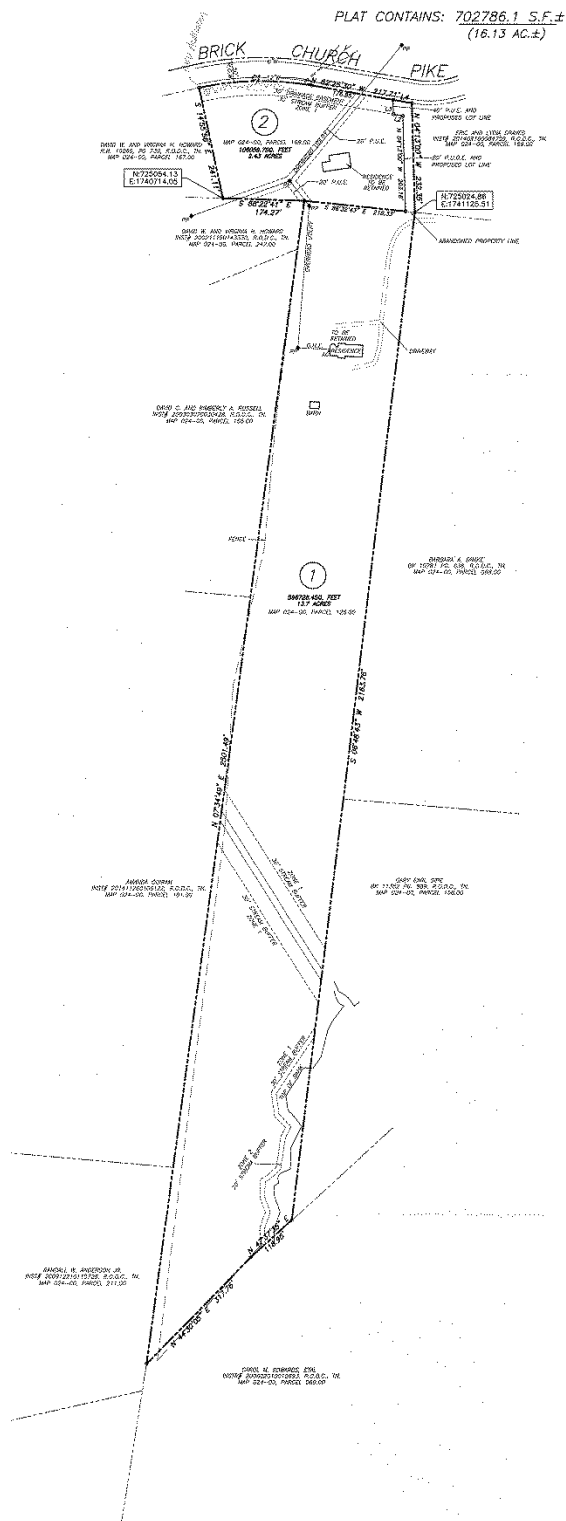
The property is within the T2 Rural Maintenance (T2 RM) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T2 RM, the Rural Subdivision Regulations found in Chapter 4 are utilized.

**PLAN DETAILS**

This request is to shift a lot line between two lots on properties located at 5023 and 5081 Brick Church Pike. Currently there are two lots, Lot 2 located along Brick Church Pike and Lot 1 located behind it without road frontage. The plat proposes to relocate the eastern lot line of Lot 2 approximately 40 feet to the west at the street narrowing to 20 feet to the west and add this strip to Lot 1, creating access from Lot 1 to Brick Church Pike.



# Metro Planning Commission Meeting of 3/28/2019



Proposed Plat





## Metro Planning Commission Meeting of 3/28/2019

### ANALYSIS

Chapter 4 of the Subdivision Regulations, Rural Character Subdivisions, regulates the subdivision of land in T2 Rural Maintenance policies, with the intent of ensuring that new development is in harmony with the established rural character of these areas

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

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

#### Lot Depth along existing public streets

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

Lot 1, with a depth of 2,501 feet, meets the requirement. Lot 2, with a depth of 241 feet, does not meet the minimum depth requirement.

#### Lot size along existing public streets

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

Based on the surrounding lots, as defined by the Subdivision Regulations, the minimum required lot size is 3.9 acres. Lot 1 is 13.7 acres and meets this requirement. Lot 2 is 2.43 acres and does not meet this requirement.

#### Lot frontage abutting existing public streets

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

Based on the surrounding lots, as defined by the Subdivision Regulations, the minimum lot width is 254 feet. Lot 1, with a frontage of 40 feet, does not meet the requirement. Lot 2, with a frontage of 242 feet, does not meet the requirement.

#### Street Lights

Not applicable to this application.



## Metro Planning Commission Meeting of 3/28/2019

### Cluster lot option

Not applicable to this application.

### **VARIANCE REQUESTS**

The applicant requests the following variances from the Rural Subdivision Regulations:

Lot depth for Lot 2

Lot size for Lot 2

Lot frontage for Lot 1 and Lot 2

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

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

### Variance Request #1

The first variance request is from Section 4-2.5.a.1(b), Lot Depth. This variance request pertains to Lot 2 as Lot 1 meets the minimum lot depth requirement.

### Variance Request #2

The second variance request is from Section 4-2.5.a.1(c), Lot Size. This variance request pertains to Lot 2 as Lot 1 meets the minimum lot size requirement.

### Variance Request #3

The final variance request is from Section 4-2.5.a.1(d), Lot Frontage. This variance request pertains to both lots.

### Variance Analysis

Although both properties are located in T2 Rural Maintenance and Conservation policy areas, both properties are already platted and developed. The character of the street will remain unchanged by this lot line shift. For these reasons, staff recommends variances from Sections 4-2.5.a.1 (a-d).



## **Metro Planning Commission Meeting of 3/28/2019**

### **FIRE MARSHAL 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**

- Any new driveway connection will require a permit from the Department of Public Works, and provide adequate site distance per AASHTO.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

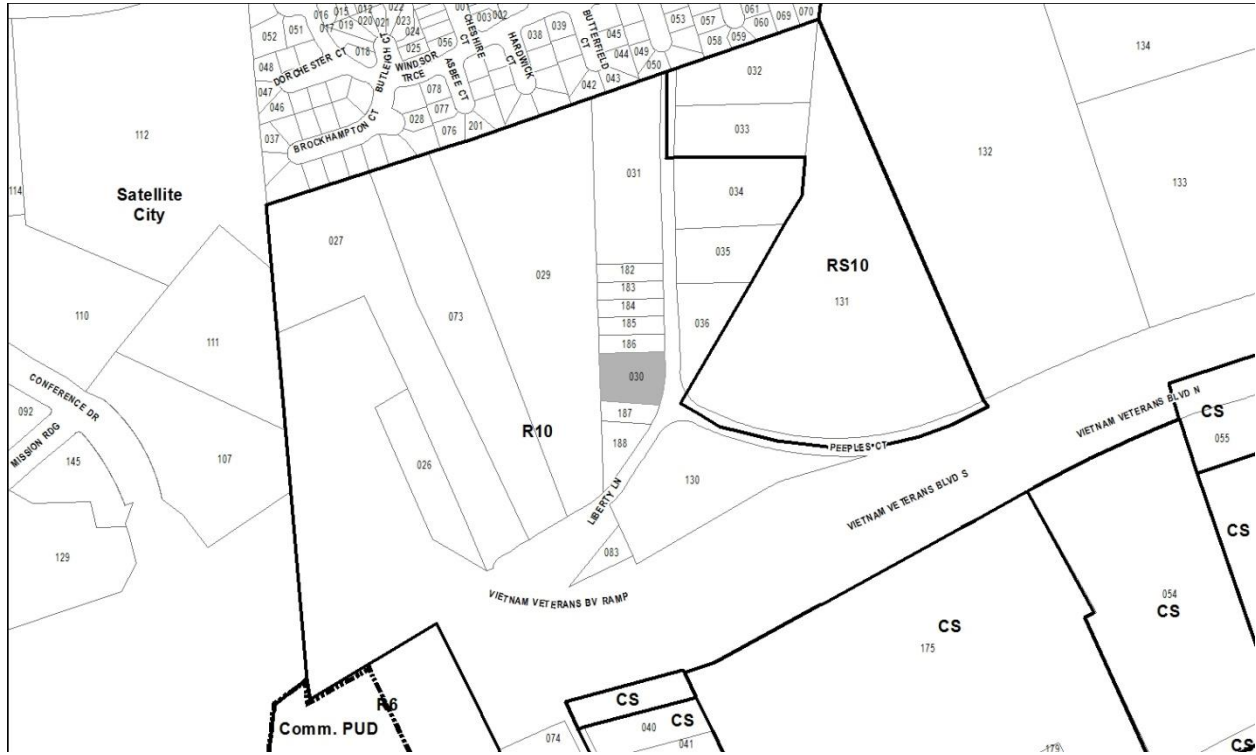
- Approved for water only. Individual metered water service lines are required for each parcel. Refer to State Health for information related to onsite septic systems.

### **STAFF RECOMMENDATION**

Staff recommends approval including approval of variances to the Rural Subdivision Regulations.



# Metro Planning Commission Meeting of 3/28/2019



**2019S-041-001**  
RESUBDIVISION OF LOT 6 PEEPLES ESTATE  
Map 026, Parcel(s) 030  
04, Madison  
10 (Doug Pardue)



<b>Project No.</b>	<b>Final Plat 2019S-041-001</b>
<b>Project Name</b>	<b>Resubdivision of Lot 6 Peeples Estate</b>
<b>Council District</b>	10 – Pardue
<b>School District</b>	3 – Speering
<b>Requested by</b>	Crenshaw Land Surveying, applicant Stewart Curtis, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</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 231 Liberty Lane, at the northwestern corner of Peeples Court and Liberty Lane, zoned One and Two-Family Residential (R10) (0.83 acres).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 units, based on the acreage only. However, the lots proposed within this subdivision were recently platted; all proposed lots will be limited to one single-family dwelling.*

**Community Character Manual Policy**

The property is within the District Employment Center (D EC) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For D EC, the conventional regulations found in Chapter 3 are utilized.

**PLAN DETAILS**

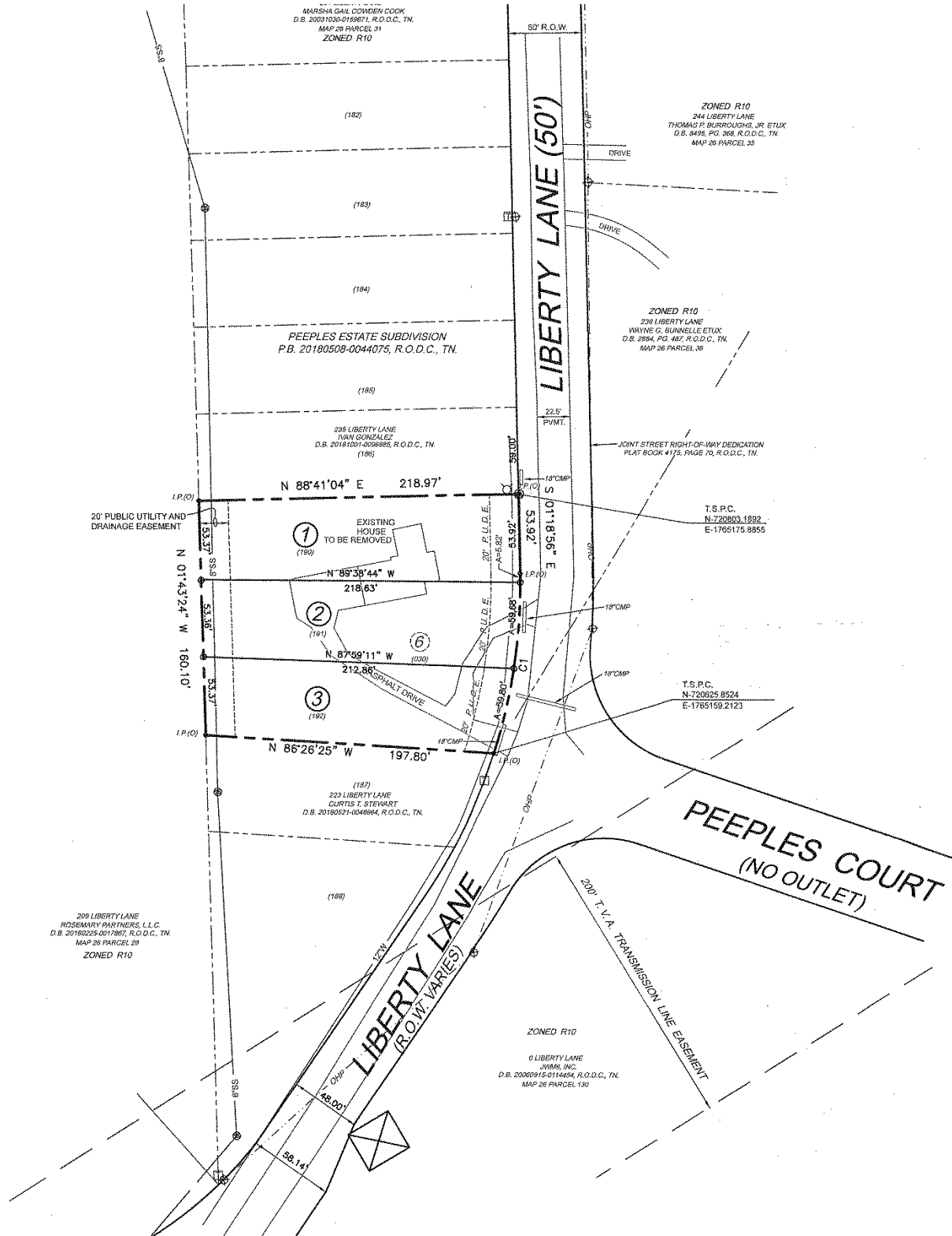
This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. This request is for final plat approval to create three lots on approximately 0.83 acres at the northwestern corner of Peeples Court and Liberty Lane. The lots range in size from approximately 11,539 square feet to 12,372 square feet. An existing single-family structure spans lot 1 and lot 2, the plat indicates the structure will be removed. All of the proposed lots will have over 50 feet of frontage on Liberty Lane, a local street.

**ANALYSIS**

The subdivision is reviewed against the standards of Chapter 3 as indicated below.



# Metro Planning Commission Meeting of 3/28/2019



**Proposed Subdivision**



## Metro Planning Commission Meeting of 3/28/2019

### Zoning Code

Proposed lots meet the minimum standards of the R10 zoning district.

### Street Frontage

Proposed lots have frontage on a public street.

### Agency Review

All review agencies have not recommended approval.

### **FIRE MARSHAL RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

Approve

### **PUBLIC WORKS RECOMMENDATION**

Approve

### **TRAFFIC AND PARKING RECOMMENDATION**

Approve

### **METRO WATER SERVICES RECOMMENDATION**

Approve

- Approved for sanitary sewer only.

### **MADISON SUBURBAN UTILITY DISTRICT**

Approve with conditions

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

### **STAFF RECOMMENDATION**

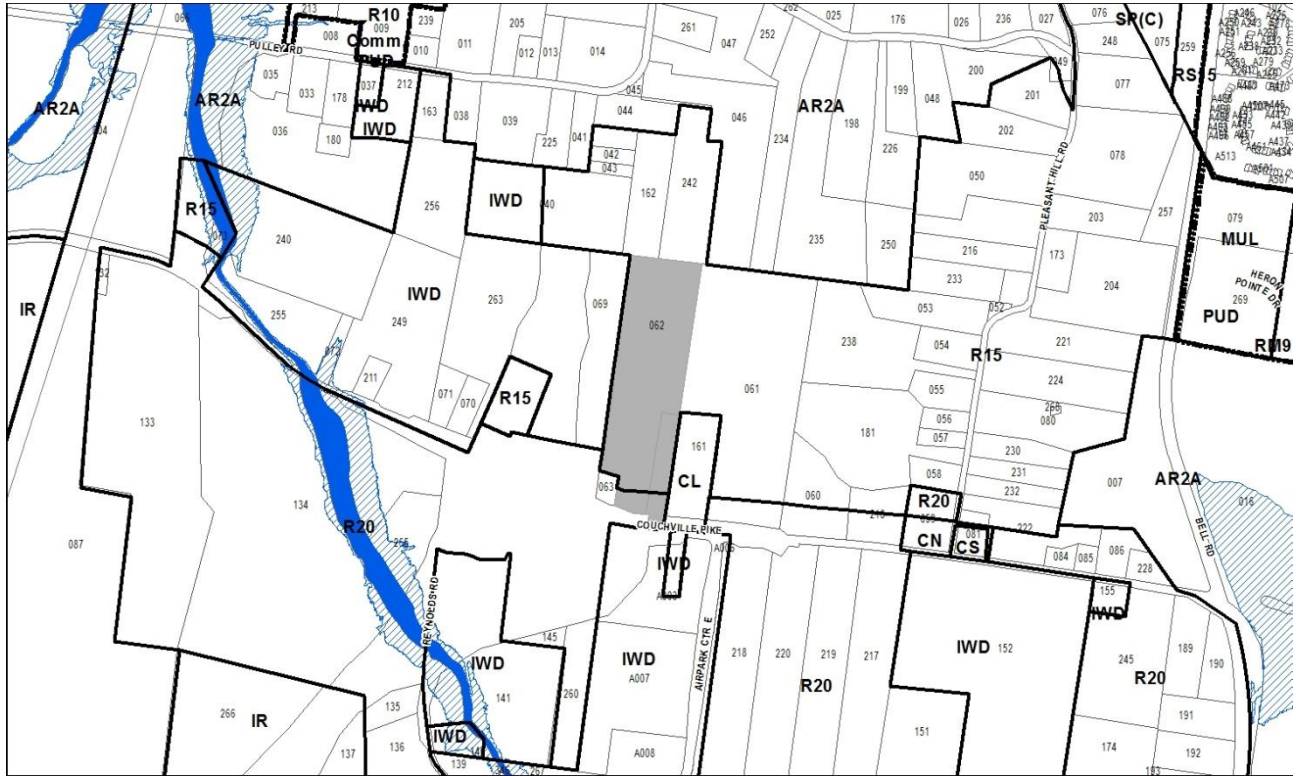
Staff recommends approval with conditions.

### **CONDITIONS**

1. A copy of an approved demolition permit must be submitted to the Planning staff before the plat will be recorded.
2. The 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.



# Metro Planning Commission Meeting of 3/28/2019



**2019S-045-001**

**COUCHVILLE PIKE**

Map 121, Parcel(s) 062, 062.01

14, Donelson – Hermitage – Old Hickory

29 (Bob Mendes)





<b>Project No.</b>	<b>Concept Plan 2019S-045-001</b>
<b>Project Name</b>	<b>Couchville Pike</b>
<b>Council District</b>	29 – Mendes
<b>School District</b>	7 – Pinkston
<b>Requested by</b>	Dale and Associates, applicant; Bluetown Development, LLC., owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Concept plan approval to create 41 residential lots.**

Concept Plan

A request for concept plan approval to create 41 residential lots on property located at 2546 and 2550 Couchville Pike, approximately 300 feet west of Airpark Center East, zoned One and Two-Family Residential (R15) and (R20) (16.86 acres).

**Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. Approximately 15.68 acres is zoned R15. *R15 would permit a maximum of 45 lots with 11 duplex lots for a total of 56 residential units.*

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. Approximately 1.18 acres is zoned R20. R20 would permit a maximum of two duplex lots for a total of four residential units.

**Community Character Manual Policy**

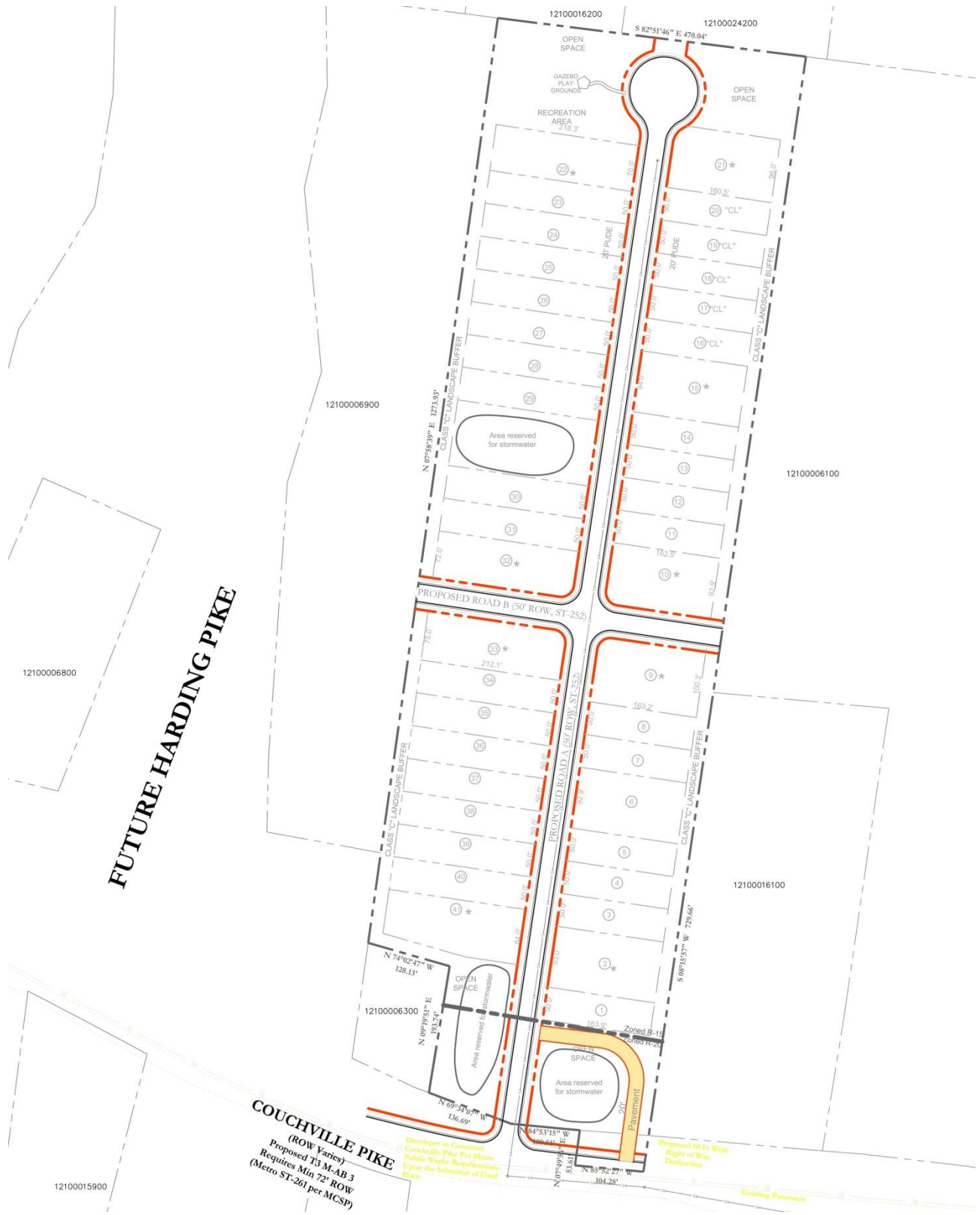
The site is within the District Employment Center (D EC) and the Conservation (CO) policies. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For D EC and CO, the conventional regulations found in Chapter 3 are utilized.

**PLAN DETAILS**

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. The site is approximately 17 acres in size, and is located on the north side of Couchville Pike east of Bell Road near the intersection of Couchville Pike and Airpark Center East. Adjacent zoning districts include IWD, CL, R15 and R20. The property is split zoned with approximately one acre in the R20 zoning district located along Couchville Pike and approximately 15 acres in the R15 zoning district. There is a home currently located on the site close to Couchville Pike, but the majority of the site is vacant. The site is hilly and consists of mostly open field, but there are pockets of tree canopy primarily located at the north end of the site.



# Metro Planning Commission Meeting of 3/28/2019



**Proposed Concept Plan**

**COUCHVILLE PIKE**  
 (ROW Varies)  
 Proposed T3 M-AB 3  
 Requires Min 72' ROW  
 (Metro ST-261 per MCSP)

Developer to determine  
 Considerable Plus For Metro  
 Public Works Requirements  
 Upon the Submission of Final  
 Plans

Proposed 50' to 55' Wide  
 Right of Way  
 Indication

Existing Pavement



## Metro Planning Commission Meeting of 3/28/2019

### Site Plan

The plan proposes 41 residential cluster lots with 32 single-family lots and nine two-family lots for a total of 50 residential units. As proposed, the density is approximately 2.9 dwelling units per acre. All lots are located in the R15 zoning district. Lots range in size from 8,040 square feet to 16,232 square feet. All duplex lots meet the minimum lot size for the base zoning district (15,000 square feet). The nine two-family lots are located on the larger lots. Five lots along the eastern site boundary are designated as critical due to slopes.

Primary access is proposed from Couchville Pike, and includes a secondary emergency access point from Couchville Pike. The plan provides for three future street connections to adjacent undeveloped properties to the north, east and west. All new streets are local and provide a four foot wide planting strip and five foot wide sidewalk. The plan calls for a six foot wide planting strip and eight foot wide sidewalk along Couchville Pike. The plan also calls for right-of-way dedication along Couchville Pike.

Approximately 3.6 acres (21%) is designated as open space. Approximately 1.85 acres is identified for active open space. Recreation facilities within the 1.85 acres include a gazebo and playground. The remainder of the open space area is reserved for stormwater facilities and buffer yards. Buffer yards are located behind all lots that are less than 15,000 square feet in size.

### **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 permit creative design necessary to meet the premise of the cluster lot option, residential lots are allowed to contain less land area than what is normally required by the base zoning district when certain standards are met. The minimum lot area within a cluster lot subdivision may be reduced down to a minimum of two smaller base zone districts. The cluster lot option does not allow more density than what would be allowed under the existing R15 and R20 zoning districts. The proposed plan reduces the minimum lot area by two zone districts to 8,000 square feet (R8).

In cluster lot subdivisions, a minimum of 15 percent of the development must be open space. Of the approximately 17 acres, 3.6 acres will remain as open space, or 21% of the total area. Recreational facilities are required within a portion of the open space, and this proposal includes a gazebo and playground. As proposed, the plan meets all requirements of the Subdivision Regulations and the Zoning Code for the cluster lot option. In addition to meeting all requirements of the Subdivision Regulations and the Zoning Code for the cluster lot option, the plan provides for future street connectivity and is consistent with the Major and Collector Street Plan (MCSP).

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**



## Metro Planning Commission Meeting of 3/28/2019

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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

- Project access shall include one entering lane and two exiting lanes, striped as separate left and right turn lanes for exiting motorists. Each of these turn lanes should include at least 50 feet of storage.
- Adequate right-of-way shall be reserved in order to allow a dedicated turn lane should it be needed in the future as well as facilitate the ultimate cross-section identified by the Metro Planning and Public Works Departments.
- Provide adequate sight distance at access. Minimum stopping sight distance is 305 feet and minimum intersection sight distance is 445 feet.
- Currently, Couchville Pike includes approximately 20-21 feet of pavement and no shoulders. Developer shall widen Couchville Pike along frontage as required by MPW roads section.
- It is important to note that the Tennessee Department of Transportation (TDOT) plans to construct a new north-south roadway known as “SR-255 Harding Place Extension west of the proposed project site. This new roadway would include an interchange at Couchville Pike and a reconstruction of the northernmost portion of Reynolds Road so that it will intersect Couchville Pike opposite the western boundary of the proposed project site.
- Because the project site includes limited frontage on Couchville Pike, there are few optimal locations to construct the project access. To date, the realignment of Reynolds Road has not been designed, and so the proposed project access should be constructed in the optimal location relative to topography, sight distance, and stormwater management.
- Secondary emergency access drive shall be gated and constructed with curb.
- Identify Harding place extension ROW on site plan.

### **WATER SERVICES**

**Approve with conditions**

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

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

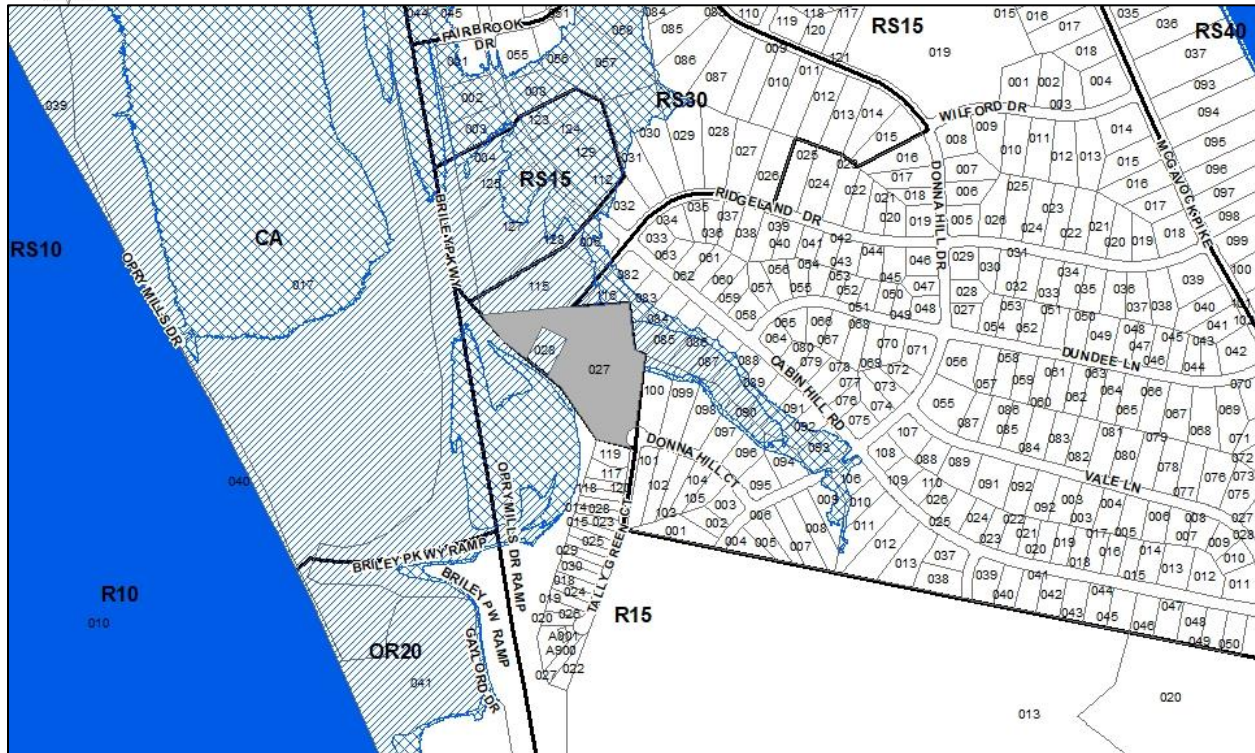
1. Homes on lots designated as critical shall meet the hillside development standards specified in Section 17.28.030 of the Zoning Code.
2. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval 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.
3. Comply with all conditions and requirements of Metro agencies.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/28/2019



**2019S-047-001**  
2306 DONNA HILL COURT  
Map 073, Parcel(s) 027  
14, Donelson-Hermitage-Old Hickory  
15 (Jeff Syracuse)



<b>Project No.</b>	<b>Final Plat 2019S-047-001</b>
<b>Project Name</b>	<b>2306 Donna Hill Court</b>
<b>Council District</b>	15- Syracuse
<b>School District</b>	4- Shepherd
<b>Requested by</b>	Beau Agee, applicant; Sarah Prouty, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Defer to the April 25, 2019 Planning Commission meeting.</i>

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**APPLICANT REQUEST**

Final plat approval to create two lots.

Final Plat

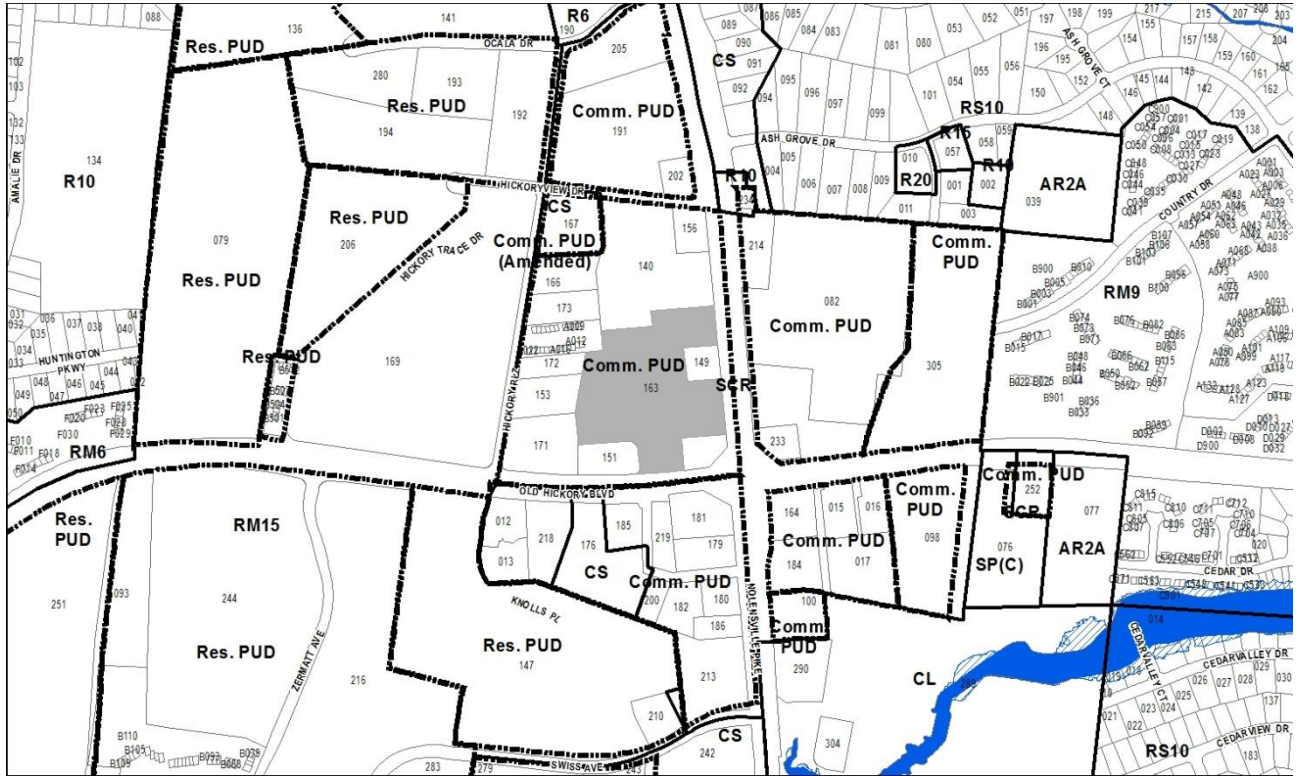
A request for final plat approval to create two lots on property located at 2306 Donna Hill Court, west of the terminus of Donna Hill Court, zoned Single-Family Residential (RS30) (5.49 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 25, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 3/28/2019



**192-69P-004**

**HICKORY PLAZA PUD (REVISION AND FINAL)**

Map 161, Parcel(s) 163

12, Southeast

27 (Davette Blalock)





<b>Project No.</b>	<b>Planned Unit Development 192-69P-004</b>
<b>Project Name</b>	<b>Hickory Plaza PUD (Revision and Final)</b>
<b>Council District</b>	27 - Blalock
<b>School District</b>	2 – Elrod
<b>Requested by</b>	Goodwyn Mills Cawood, applicant; Hickory Station, LLC, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise a portion of the Planned Unit Development and for final site plan to permit a restaurant and retail building.**

Revise PUD

A request to revise the preliminary plan and for final site plan approval for a portion of the Hickory Plaza Planned Unit Development Overlay District (PUD) for property located at 5753 Nolensville Pike, approximately 450 feet south of Hickory View Drive, zoned Shopping Center Regional (SCR) (7.92 acres), to permit a 4,800 square foot restaurant and retail building.

**Existing Zoning**

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

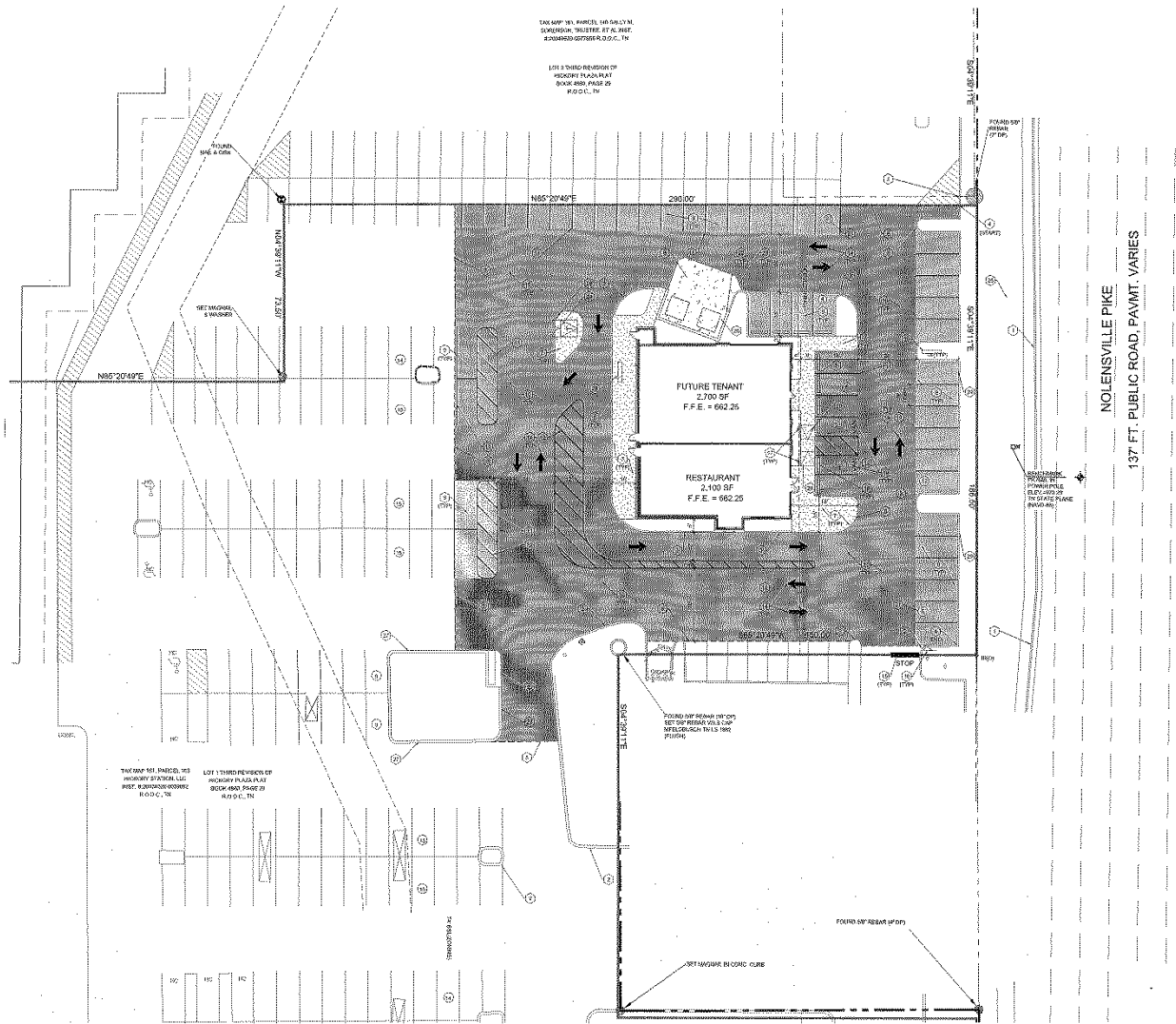
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provisions of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provisions of essential utilities and streets.

History

This PUD was originally approved in 1969 and includes 7.92 acres. The 1969 Metro Council plan was approved for 258,500 square feet of retail, financial, and multifamily uses. To date a total of 236,992 square feet of the approved 258,500 square feet within the PUD have been built. The PUD contains a total of 21,508 square feet of unbuilt square footage. The revision to the preliminary and final site plan proposes a total of 4,800 square feet restaurant and general retail uses. The square footage requested within this revision would result in 16,708 of unbuilt square footage remaining.



# Metro Planning Commission Meeting of 3/28/2019



**Proposed Site Plan**



## Metro Planning Commission Meeting of 3/28/2019

### PLAN DETAILS

The site is located along Hickory Plaza, north of Old Hickory Boulevard and is approximately 7.92 acres in size. Metro Council approved the original PUD in 1969, and it has since received numerous revisions. The PUD contains various uses ranging from residential, warehouse, and general retail. This portion of the PUD currently permits commercial uses. The site currently contains surface parking spaces for the existing commercial uses on site.

#### Site Plan

The plan proposes a 4,800 square foot restaurant and retail building. The addition will be located on a new parcel which is proposed to front Nolensville Pike. Parking will be provided in the form of surface parking spaces. A total of 380 spaces are required for all uses within the PUD, and 402 spaces will be provided with the improvement of this site. The site is accessed through the existing internal drive ways; no additional point of access is proposed to Nolensville Pike.

### ANALYSIS

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

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
  2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
    - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
    - b. The boundary of the planned unit development overlay district is not expanded;
    - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
    - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
    - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
    - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;



## Metro Planning Commission Meeting of 3/28/2019

- g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the



## **Metro Planning Commission Meeting of 3/28/2019**

preliminary development plan or final development plan or building permit, as applicable.  
Final design may vary based on field conditions.

- If sidewalks are required then they should be shown on the plans per the MCSP and MPW standards and specifications. Sidewalks are to be located within ROW.

### **TRAFFIC & PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.

### **STAFF RECOMMENDATION**

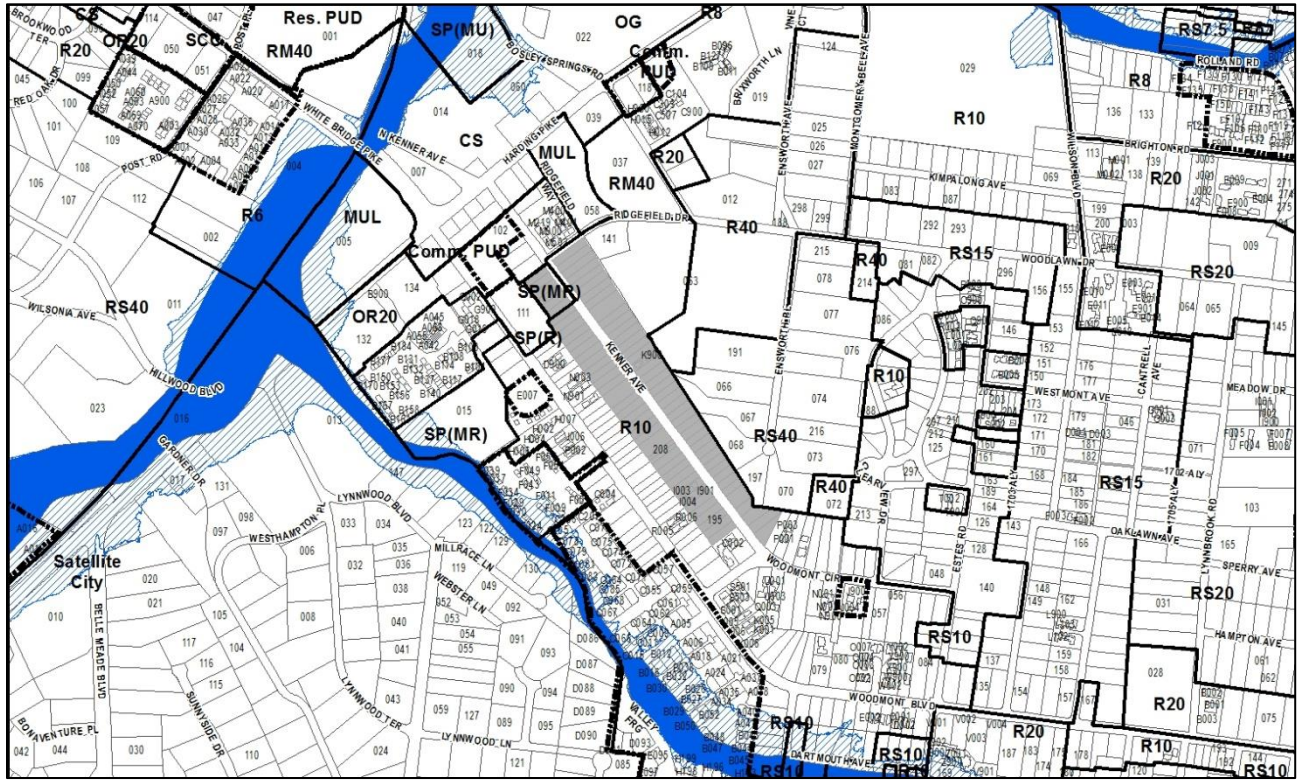
Staff recommends approval with conditions.

### **CONDITIONS**

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
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 preliminary PUD plan.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



# Metro Planning Commission Meeting of 3/28/2019



## 2019NHC-001-001 KENNER MANOR NEIGHBORHOOD CONSERVATION ZONING OVERLAY DISTRICT

Various Maps, Various Parcels  
10, Green Hills-Midtown  
24 (Kathleen Murphy)



<b>Project No.</b>	<b>Neighborhood Conservation Overlay 2019NHC-001-001</b>
<b>Project Name</b>	<b>Kenner Manor Neighborhood Conservation Zoning Overlay District</b>
<b>Council Bill</b>	BL2019-1535
<b>Council District</b>	24 – Murphy
<b>School District</b>	8 – Pupo-Walker
<b>Requested by</b>	Councilmember Kathleen Murphy, applicant; various owners.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Apply Neighborhood Conservation Zoning Overlay.**

Neighborhood Conservation Zoning Overlay

A request to apply a Neighborhood Conservation Zoning Overlay District to various properties along Kenner Avenue, zoned One and Two-Family Residential (R10) and Specific Plan (SP) (approximately 18.74 acres).

**Existing Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.35 dwelling units per acre including 25 percent duplex lots.

Specific Plan-Mixed Residential (SP-MR)– 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 a mixture of housing types.

**Proposed Overlay**

Neighborhood Conservation Zoning Overlay Districts (NCZO) are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development.

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 3/28/2019

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.

### REQUEST DETAILS

The properties to be included in the proposed Kenner Manor Neighborhood Conservation Zoning Overlay are generally located along both sides of Kenner Avenue south of Ridgefield Drive and north of Woodmont Circle. The area consists of primarily one and two-family residential uses located in the T3 Suburban Neighborhood Maintenance and T4 Urban Neighborhood Maintenance policy areas.

The following background information from the Metro Historical Commission staff was available in the staff report to the MHZC. This information refers to the application for the Kenner Manor Neighborhood Conservation Overlay.

#### *Metro Historic Zoning Commission staff recommendation*

Applicable Ordinance: Article III. Historic Overlay Districts, 17.36.120 Historic districts defined.

A. Historic Preservation and Neighborhood Conservation Districts. These districts are defined as geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development, and that meet one or more of the following criteria:

1. The district is associated with an event that has made a significant contribution to local, state or national history; or
2. It includes structures associated with the lives of persons significant in local, state or national history; or
3. It contains structures or groups of structures that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. It has yielded or may be likely to yield archaeological information important in history or prehistory; or
5. It is listed or is eligible for listing in the National Register of Historic Places.

#### **Background:**

Conversations about a potential neighborhood conservation zoning overlay between neighborhood leaders and staff of the MHZC began when the neighborhood began the process of listing the neighborhood in the National Register of Historic Places.

A series of informational meeting meetings were held in private homes on November 19, November 20, and November 21 in 2017. Three more community meetings were held on May 14, 2018, September 12, 2018 and January 8, 2019 each at West End Middle School.





## Metro Planning Commission Meeting of 3/28/2019

History Inc. conducted the architectural resource study as a part of the National Register nomination. The National Park Service listed the district in the National Register of Historic Places on March 22, 2016. Sixty-seven percent of the lots contain a principal building that is contributing to the historic character of the district. The rest are either vacant or non-contributing.

### **Analysis and Findings:**

The neighborhood meets criterion 5 of section 17.36.120 of the ordinance since it is listed in the National Register of Historic Places. The National Park Service found the district eligible for the National Register of Historic Places under Criterion A of the National Register's criteria in the area of community planning and development, and Criterion C for architecture. Kenner Manor is significant in the early suburbanization of Nashville, Tennessee, as large land estates were subdivided into smaller tracts in the early-twentieth century. The Kenner Manor Historic District is representative of the transition between streetcar suburbs and early automobile suburbs, as a strictly grid-patterned layout evolved to more curvilinear streets and larger lot sizes. The range of architectural styles and forms employed within Kenner Manor represents the predominate trends in the early- to mid-twentieth century, featuring the Craftsman, Colonial Revival, Tudor Revival, and English Cottage Revival styles. Most common house forms in the neighborhood include Bungalow, Minimal Traditional, and Ranch houses. Kenner Manor retains a strong integrity of location, design, setting, materials, feeling, and association. The period of significance begins in 1914, when the Kenner Manor Land Company was formed and the neighborhood was platted, until 1960, the end of the main period of development.

A short history, taken from the National Register nomination, is in the attached design guidelines. Photographs, representative of the neighborhood can also be found in the attached design guidelines.

### **Recommendation:**

Staff suggests that the Commission recommend approval of the Kenner Manor Neighborhood Conservation Zoning Overlay, finding the area to meet criteria 5 of section 17.36.120.

Staff recommends that adoption of the draft design guidelines proposed for the new district finding that they are consistent with the Secretary of Interior's Standards.

### **METRO HISTORIC ZONING COMMISSION RECOMMENDATION**

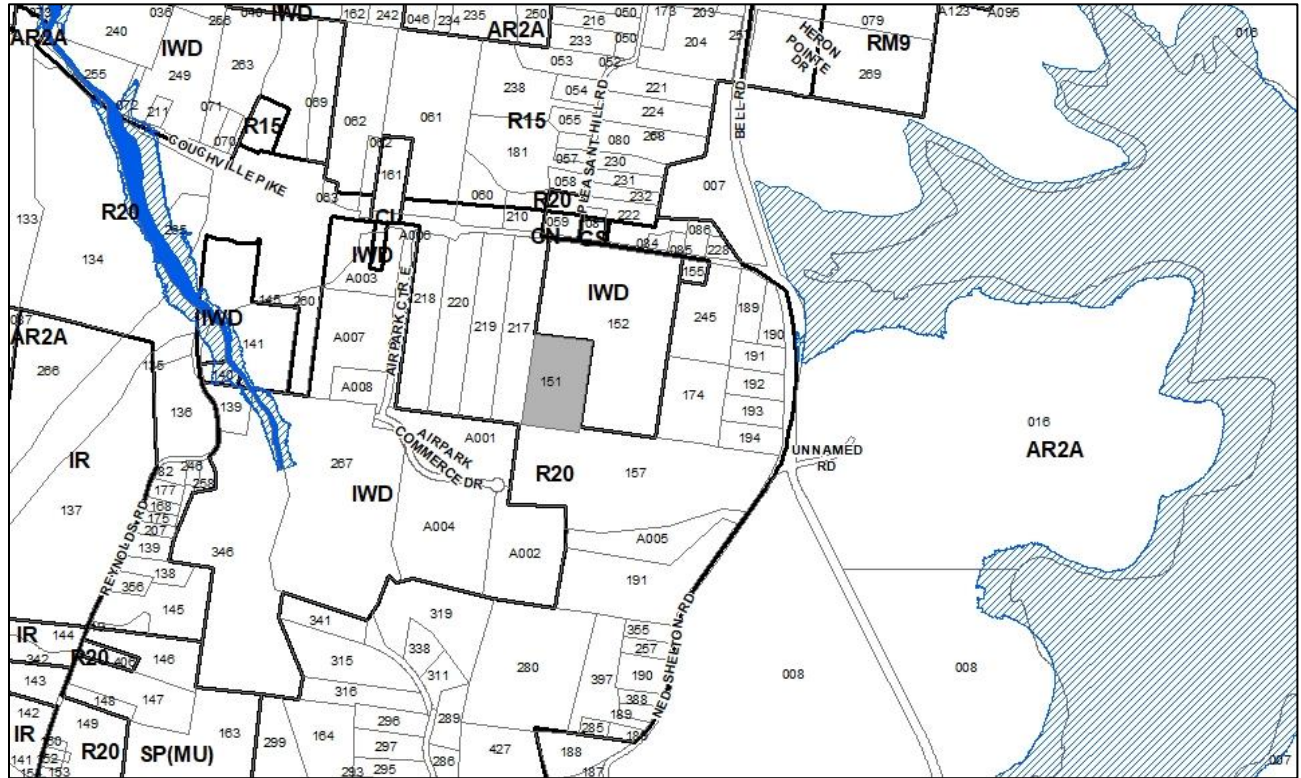
On February 20, 2019, the Metropolitan Historic Zoning Commission voted to recommend approval to Metro Council of the proposed overlay finding that the project meets criteria 5 of section 17.36.120.

### **STAFF RECOMMENDATION**

Staff recommends approval of the proposed Kenner Manor Neighborhood Conservation Zoning Overlay as it will aid implementation of the design principles provided for each land use policy within the proposed boundary of the NCZO.



# Metro Planning Commission Meeting of 3/28/2019



**2019Z-036PR-001**

Map 121, Parcel(s) 151  
13, Antioch – Priest Lake  
29 (Bob Mendes)



<b>Project No.</b>	<b>Zone Change 2019Z-036PR-001</b>
<b>Council District</b>	29- Mendes
<b>School District</b>	7- Pinkston
<b>Requested by</b>	Hamilton Creek Development Company, LLC, applicant; John Ditto, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from R20 to IWD.**

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) zoning on property located at 2735 Couchville Pike, approximately 820 feet west of the intersection of Bell Road and Couchville Pike (2.00 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

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

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



## Metro Planning Commission Meeting of 3/28/2019

### ANALYSIS

The site is landlocked, and is located south of Couchville Pike. The site is vacant with the exception of a communications tower. The site contains some pockets of steep slopes, and there are no other known environmentally sensitive features. The zoning to the north, east and south is IWD. The Planning Commission recommended approval of IWD for the adjacent property to the south at the October 25, 2018, Planning Commission meeting. Council approved that zone change on February 22<sup>nd</sup> of this year.

The IWD zoning district is consistent with the D EC policy. The policy supports light industrial uses in appropriate locations. The property is mostly surrounded by IWD, and IWD zoning is appropriate at this location. District Employment Center policy is intended for non-retail uses that create economic activity and jobs. The proposed zone change would allow various uses pertaining to wholesaling, warehousing and bulk distribution uses, which are appropriate in the D EC policy. The current zoning of the property is inconsistent with the policy, and the IWD zoning district brings the property into conformance with the policy.

### FIRE MARSHAL RECOMMENDATION

#### Approved with conditions

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

### TRAFFIC & PARKING RECOMMENDATION

#### Approved with conditions

- Traffic study may be required at time of development.

#### Maximum Uses in Existing Zoning District: R20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	2.0	2.17 D	6 U	67	9	6

\*Based on two-family lots

#### Maximum Uses in Proposed 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)	2.0	0.8 F	69,696 S.F.	156	34	37

#### Traffic changes between maximum: R20 and IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+89	+25	+31

### STAFF RECOMMENDATION

Staff recommends approval.



**SEE NEXT PAGE**





**Project No.**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2019Z-040PR-001**  
02- Hastings  
1- Gentry  
Clint Elliott Survey, applicant; Choice City Homes, LLC, owners.

**Staff Reviewer**  
**Staff Recommendation**

Burse  
*Disapprove as submitted. Approve RM20-A.*

**APPLICANT REQUEST**

**Zone change from R8 to MUG-A.**

Zone Change

A request to rezone from One and Two-Family (R8) to Mixed Use General-Alternative (MUG-A) zoning for properties located at 1012 and 1014 West Trinity Lane, approximately 350 feet west of Old Buena Vista Road (1.96 acres).

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.44 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 10 lots with 2 duplex lots for a total of 12 units. Application of the Subdivision Regulations may result in fewer lots.*

**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.

**BORDEAUX-WHITES CREEK-HAYNES TRINITY**

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

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 3/28/2019

### ANALYSIS

The 1.96 acre site is located along West Trinity Lane approximately 350 feet west of Old Buena Vista Road. Existing conditions consist of two parcels, each with a single-family house. West Trinity Lane is identified as an Arterial Boulevard on the Major and Collector Street Plan. The Major and Collector Street Plan identifies a future east-west collector street on an abutting parcel to the south that would intersect with Youngs Lane to the east. Surrounding land uses consist of single-family residential with some two-family residential and large vacant parcels. The site is located in a larger area of One and Two-Family Residential (R8) zoning. Zoning districts near the site include One and Two-Family Residential (R8), Multi-Family Residential-Alternative (RM20-A), Mixed Use Limited-Alternative (MUL-A), Mixed Use Limited (MUL) and Commercial Limited (CL).

T4 Urban Residential Corridor policy is intended to support predominantly residential uses. The requested MUG-A zoning district permits commercial uses, which are not consistent with the T4 Urban Residential Corridor policy. The proposed rezoning is not consistent with the T4 Urban Residential Corridor policy area as it could introduce commercial uses into a policy area that is intended to maintain, enhance and create urban residential corridors that support predominantly residential land uses. Staff recommends disapproval of the requested zoning and approval of Multi-Family Residential-Alternative (RM20-A). RM20-A is consistent with the T4 RC policy and meets the goals of providing additional residential intensity along the corridor. The bulk standards and placement requirements of RM20-A will frame the corridor, providing for a more pedestrian friendly streetscape.

### 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: **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: **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)	0.98	3.0 F	128 U	927	61	74





## Metro Planning Commission Meeting of 3/28/2019

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.49	3.0 F	64,033 S.F.	689	87	75

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)	0.49	3.0 F	64,033 S.F.	4440	184	391

Traffic changes between maximum: R8 and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+5908	+318	+526

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed MUG-A district: 42 Elementary 40 Middle 37 High**

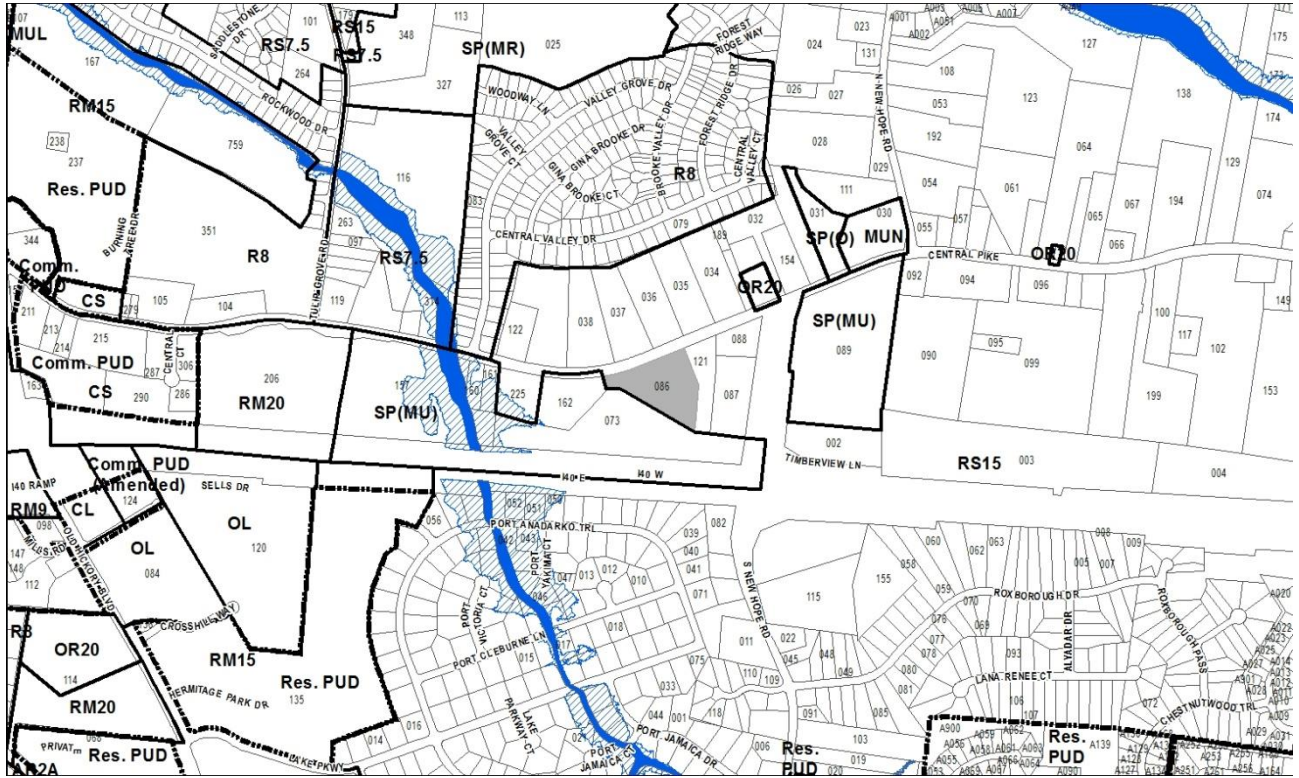
The proposed MUG-A zoning is expected to generate 116 more students than the existing R8 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends disapproval as the request is not consistent with the T4 Urban Residential Corridor policy of the Bordeaux-Whites Creek-Haynes Trinity Community Plan. Staff recommends approval of RM20-A.



# Metro Planning Commission Meeting of 3/28/2019



**2019Z-041PR-001**

Map 087, Parcel(s) 086

14, Donelson-Hermitage-Old Hickory

12 (Steve Glover)



<b>Project No.</b>	<b>Zone Change 2019Z-041PR-001</b>
<b>Council Bill No.</b>	BL2019-1539
<b>Council District</b>	12 – Glover
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Dale and Associates, applicant; Bettie Winton, owner.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Rezone from R10 to CS.**

Zone Change

A request to rezone from Single-Family Residential (RS15) to Mixed Use Limited – Alternative (MUL-A) zoning for property located at 4170 Central Pike, approximately 540 feet southeast of South New Hope Road (4.13 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 of 10 units.

**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.

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

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

**ANALYSIS**

The property is located along Central Pike, approximately 500 feet north of Interstate 40 in Hermitage. The site is surrounded by RS15 zoning to the north and east, and SP zoning to the south and west. The current land use on the site is residential.. The surrounding land use is predominantly residential to the north; there is a church to the east, and an office building to the west

This property is located in the T3 Suburban Community Center (T3 CC) policy. This policy supports intense mixed use areas that are compatible with the general character of suburban



## Metro Planning Commission Meeting of 3/28/2019

neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. The T3 Suburban Community Center policy spans a large area between Royal Parkway to the north and Interstate 40 to the south. This large area provides a suitable environment for an intense mixture of uses and services that will be supported by the surrounding commercial and residential uses.

The proposed MUL-A zoning brings the property closer to the goals of the policy by allowing a mixture of residential, retail, restaurant, and office uses. The mixture of uses create more walkable neighborhoods through the use of appropriate building placement and bulk standards. Applying the MUL-A zoning district at this location is consistent with the adjacent zoning and consistent with the land use and development pattern in the neighborhood, which is supported by the policy.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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

#### Maximum Uses in Existing Zoning District: **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)	4.13	2.9 D	11 U	137	13	13

#### 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)	2.13	1.0 F	93 U	663	45	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
Office (710)	1.0	1.0 F	43,560 S.F.	474	68	52

#### 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
Shopping Center (820)	1.0	1.0 F	43,560 S.F.	3417	174	294



## Metro Planning Commission Meeting of 3/28/2019

Traffic changes between maximum: RS15 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+4417	+274	+389

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS15 district: 2 Elementary 1 Middle 1 High**

**Projected student generation proposed MUL-A district: 14 Elementary 10 Middle 9 High**

The proposed MUL-A zoning district would generate 29 more students than what is typically generated under the existing RS15 zoning district. Students would attend Dodson Elementary School, DuPont Tyler Middle School, and McGavock High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 3/28/2019



**2019Z-042PR-001**

Map 081-15, Parcel(s) 314

08, North Nashville

21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2019Z-042-001</b>
<b>Council District</b>	21 - Kindall
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Artmas L. Worthy, applicant and owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Disapprove as submitted. Approve R6-A.</i>

**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential – Alternative (RM20-A) zoning for property located at 1736 Knowles Street, at the northeast corner of Dr. D.B. Todd Jr. Boulevard and Knowles Street (0.19 acres).

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of one single-family residential lot.*

**Proposed Zoning**

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 4 units.*

**NORTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

This site is located at 1736 Knowles Street, at the northeast corner of Dr. D.B. Todd Jr. Boulevard and Knowles Street. This site is currently vacant and contains 0.19 acres. The current land use pattern within the neighborhood consists of single-family homes with some two-family homes located within the surrounding blocks. Dr. D.B. Todd Jr. Boulevard is classified as an arterial street within the Major and Collector Street Plan. The site is located within the interior of a T4 NM policy area with an established character.



## Metro Planning Commission Meeting of 3/28/2019

When changes occur within a maintenance land use policy area efforts should be made to retain the existing character of the neighborhood. The requested zoning, which is the most intense multi-family zoning district supported by the T4 NM policy, would permit a maximum of 4 dwelling units on the site. The requested zoning would introduce a level of intensity which is not reflected within the surrounding neighborhood. While some multi-family uses exist within the area, the development of a single parcel at the proposed intensity of the RM20-A zoning district would be inconsistent with the residential use pattern surrounding the site.

While some additional intensity may be appropriate for this site given its location on an arterial street and proximity to more intense development, the requested RM20-A zoning will not maintain a consistent level of residential intensity which currently exists within the multi-family SP's to the north and south of the site. The SP located to the north of this site contains 3 dwelling units on 0.29 acres, this level of intensity is consistent with the RM9-A zone district. The SP to the south contains 4 dwellings units on 0.34 acres, this level of intensity is consistent with the RM15 zone district. Each of the nearby SP sites contains a lower level of intensity on a larger lot than when compared to the size of this site and the requested zoning. Therefore the requested zone change represents an inconsistent residential character when compared to the existing neighborhood pattern and intensity.

The most intense multi-family zone district staff would support in this location is R6-A given the policy, location and context. The requested zoning for this site is inconsistent with the goals of the policy given the site's location and context; therefore, staff recommends disapproval of the requested RM20-A and approval of R6-A.

### FIRE MARSHAL

#### 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)	0.19	8.71 D	1 U	16	6	2

Maximum Uses in Proposed Zoning District: **RM20-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)	0.19		4 U	30	2	3





## Metro Planning Commission Meeting of 3/28/2019

Traffic changes between maximum: RS5 and RM20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	+14	-4	+1

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed RM20-A district: 1 Elementary 1 Middle 0 High**

The proposed RM20-A zoning would generate two more students than what is typically generated under the existing RS5 zoning district. Students would attend Churchwell Elementary, John Early Middle School, and Pearl-Cohn High School. All 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 disapproval of RM20-A and approval of R6-A, as R6-A is consistent with the T4 Neighborhood Maintenance policy at this location.



# Metro Planning Commission Meeting of 3/28/2019



**2019Z-043PR-001**

Map 060-13, Parcel(s) 021,023

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Zone Change 2019Z-043PR-001</b>
<b>Council District</b>	02 – Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Michael King, applicant and owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**  
**Zone change from R8 to IWD**

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Industrial Warehousing/Distribution (IWD) zoning for properties located at Haynie Avenue (unnumbered), approximately 535 feet west of Brick Church Pike (0.28 acres).

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 1 duplex for a total of 2 units. The Codes Department provides a final determination on duplex eligibility*

**Proposed Zoning**

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

**BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN**

District Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

**ANALYSIS**

The vacant site is located on the north side of Haynie Avenue, west of Brick Church Pike. The site is located mid-block on Haynie Avenue, which terminates approximately 700 feet to the west. Haynie Avenue is characterized by primarily vacant land uses, with scattered residential and industrial uses. Adjacent properties to the north, east, and west, are located in the IWD zoning district, as well as surrounding properties on the south side of Haynie Avenue and along both sides of Brick Church Pike. Many of the IWD-zoned properties contain larger parcels that have developed with industrial land uses, including mixed business parks.



## Metro Planning Commission Meeting of 3/28/2019

The site is located within a much larger area of D IN policy that spans the majority of the length of the Brick Church Pike corridor, south of Interstate 24. The proposed IWD zoning would permit compatible light-industrial and non-industrial uses in an area dominated by industrially supported activities, consistent with policy guidance.

In general, permanent residential activities are not found in D IN areas. Rezoning the site from a residential zoning district to an industrial zoning district is consistent with policy guidance and with the surrounding developed character. In addition, the site is centrally located within a larger Industrial policy area that is separated from the surrounding community, rather than located at the edge of a lower-intensity policy area, where transitions may be appropriate.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- TIS may be required at the time of redevelopment.

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)	0.28	5.44 D	2 U	29	7	3

\*Based on two-family lots

Maximum Uses in Proposed 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)	0.28	0.8 F	9,757 S.F.	61	27	29

Traffic changes between maximum: **R8 and IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+32	+20	+26

### STAFF RECOMMENDATION

Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 3/28/2019



**2019Z-044PR-001**

Map 071-15, Parcel(s) 254

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2019Z-044PR-001</b>
<b>Council District</b>	05- S. Davis
<b>School District</b>	5- Buggs
<b>Requested by</b>	Michael P. Williamson applicant and owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to MUG-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use General – Alternative (MUG-A) zoning for property located at 1315 Lischey Avenue, approximately 375 feet southeast of Marie Street (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 two residential units.*

**Proposed Zoning**

Mixed Use General-Alternative (MUG-A) is intended for a moderately high intensity mixture of residential, retail, and office uses.

**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.

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 NM, did not change with adoption of the Highland Heights plan.

This site is within the R1 sub-district of the Building Regulating Plan. The intent of the R1 sub-district is to maintain the existing low-to-moderate density, predominately single-family residential development pattern.



## Metro Planning Commission Meeting of 3/28/2019

### ANALYSIS

The proposed MUG-A zoning district is inconsistent with the T4 NM policy and the Highland Heights Study supplemental policy. Both policies are residential and do not support nonresidential uses. MUG-A permits residential as well as nonresidential uses, which is inconsistent with the residential policies. Also, the scale/intensity of development permitted under MUG-A is not appropriate at this location. The R1 sub-district of the Building Regulating Plan for the supplemental policy is intended to maintain the existing low-to-moderate density, predominately single-family residential development pattern, and the R1 sub-district supports only the House (1 unit) and Detached Accessory Dwelling Unit (DADU) building types. The proposed MUG-A zoning district permits a level of intensity that is not consistent with the T4 NM policy and a variety of building forms that are not supported by the supplemental policy.

The only zoning supported by the policies in this location, other than the existing RS5 zoning, would be a Specific Plan that permits only a single-family residence and a DADU. Absent that type of Specific Plan, the existing RS5 zoning is most appropriate. As the requested MUG-A zoning is not consistent with either the T4 NM policy or the supplemental policies of the Highland Heights Study, staff recommends disapproval.

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.37	8.71 D	2 U	42	7	4

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)	0.17	3.0 F	22 U	126	12	16

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)	0.10	3.0 F	13,068 S.F.	148	39	17





## Metro Planning Commission Meeting of 3/28/2019

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.10	3.0 F	13,068 S.F.	830	42	90

Traffic changes between maximum: RS5 and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1062	+86	+119

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed MUG-A district: 6 Elementary 4 Middle 4 High**

The proposed MUG-A zoning would generate 14 more students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends disapproval. The proposed MUG-A zoning district is not consistent with the T4 NM policy or the supplemental policies of the Highland Heights Study.