

Metropolitan Planning Commission



Staff Reports

April 11, 2019



Metro Planning Commission Meeting of 4/11/19

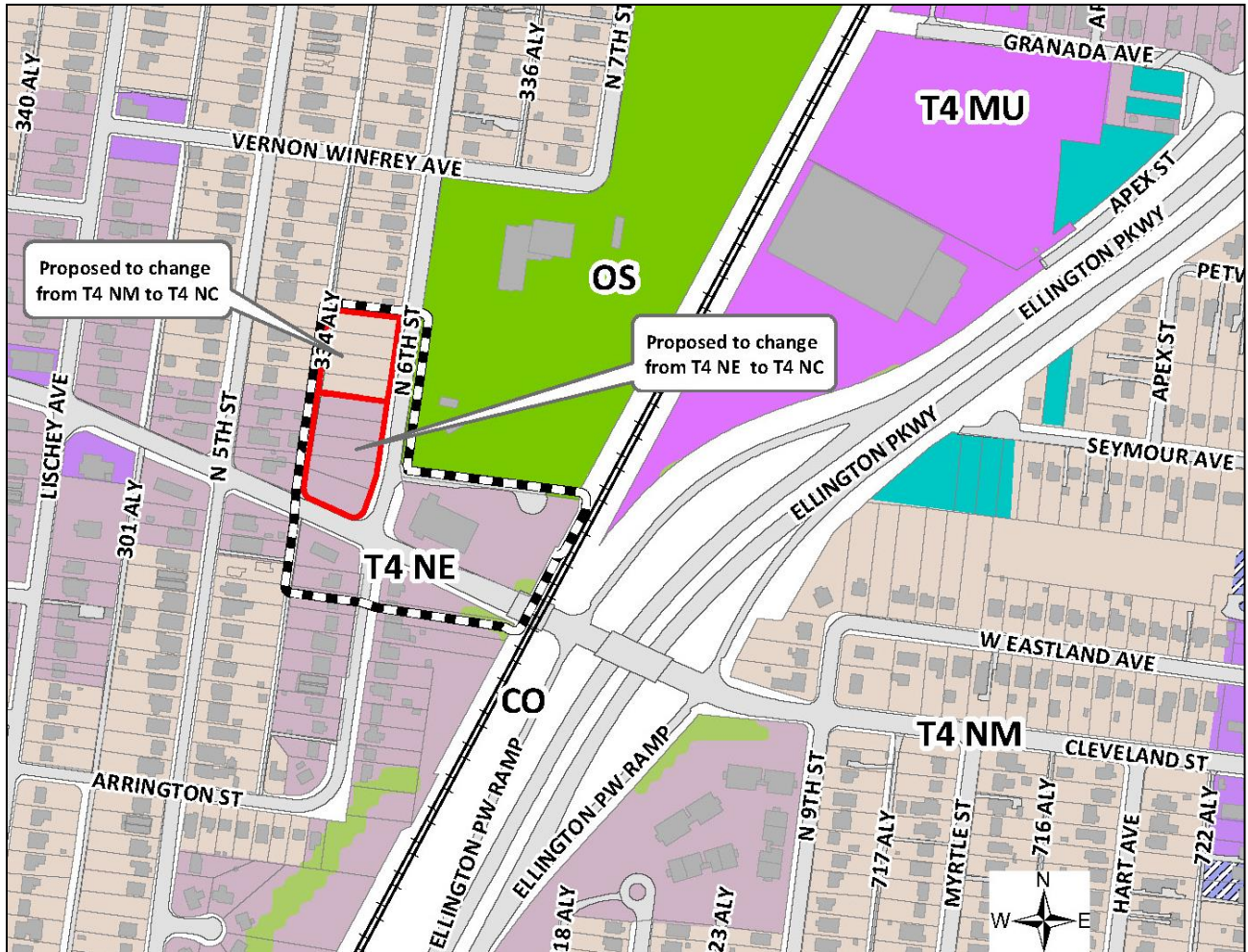
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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Metro Planning Commission Meeting of 4/11/19



2019CP-005-001

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Various Maps; Various Parcels

26, Southeast

05 (Davis)



Project No.	Major Plan Amendment 2019CP-005-001
Project Name	East Nashville Community Plan Amendment
Associated Case	2019Z-004PR-001
Council District	05 – Davis
School District	5 – Buggs
Requested by	Cleveland Park Development, LLC, applicant; various owners.

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

Staff Reviewer Sewell
Staff Recommendation *Disapprove.*

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 6th 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.



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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 6th 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 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 6th 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 5th 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 6th 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:



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- 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;
- 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.



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- 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.

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 6th 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 6th Street is a local street. Like other streets within the vicinity, North 6th 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 6th Street. T4 NE extends 300 feet north of Cleveland Street along the west side of North 6th Street and extends 200 feet north of Cleveland Street along both sides of North 5th Street. Properties fronting the east side of North 5th Street are separated from the applicant's property fronting North 6th Street by an improved alley. T4 NM is applied to parcels beginning 300 feet north of Cleveland Street along North 6th Street, which is included in the applicant's request, and beginning 200 feet north along North 5th 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.



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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.

- 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:

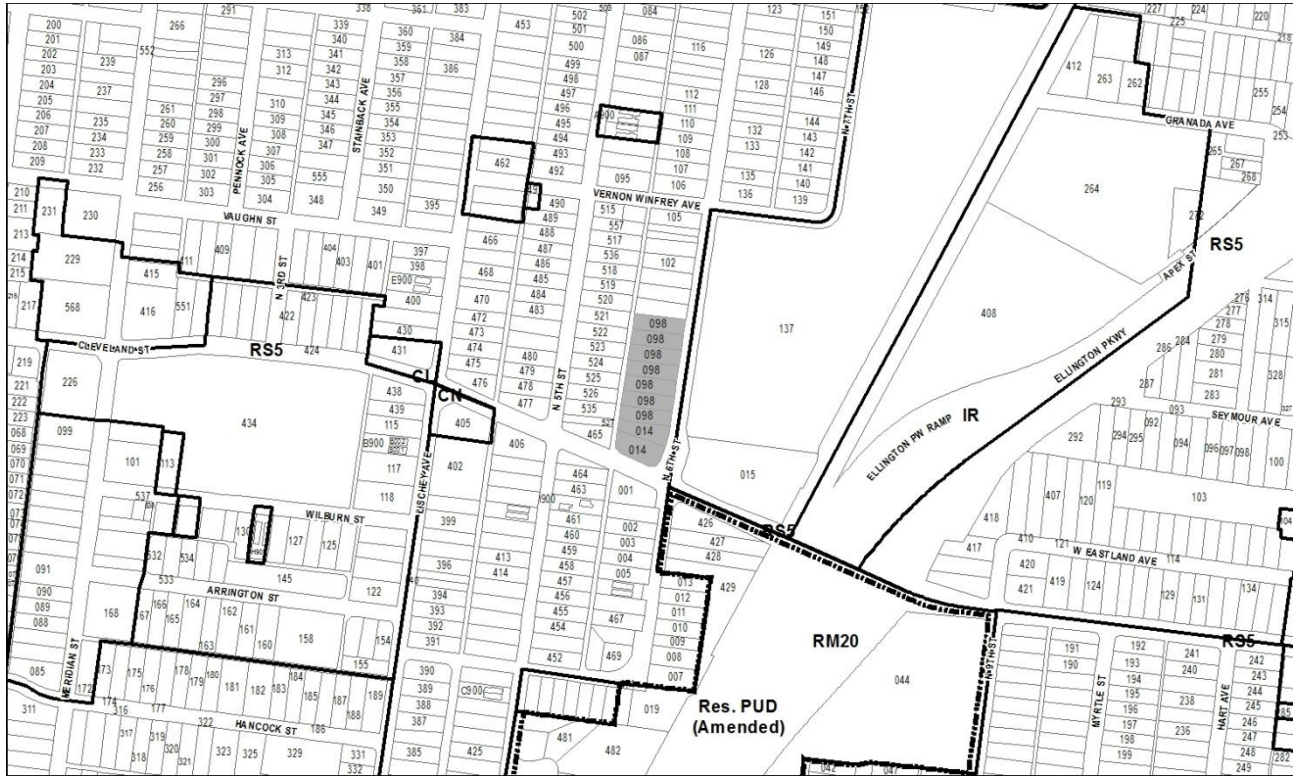
- The community expressed some willingness to accept mixed use near the intersection of Cleveland Street/North Sixth Street, but not via the approach proposed by the applicant.
- Request is premature since nearby T4 NC centers have yet to reach their potential.
- Lack of a concentration of land zoned, 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.



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2019Z-004PR-001

Various Maps; Various Parcels

05, East Nashville

05 (Scott Davis)



Project No. **Zone Change 2019Z-004PR-001**
Associated Case 2019CP-005-001
Council District 05- S. Davis
School District 5 – Buggs
Requested by Cleveland Street Missionary Baptist Church, applicant.
 Cleveland Street Missionary Baptist Church and Cleveland
 Park Development, LLC, owners.

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

Staff Reviewer Birkeland
Staff Recommendation *Disapprove.*

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



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spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

Proposed Policy

T4 Urban 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 6th Street, north of Cleveland Street. The parcels are currently vacant. The neighborhood along North 6th 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.



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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

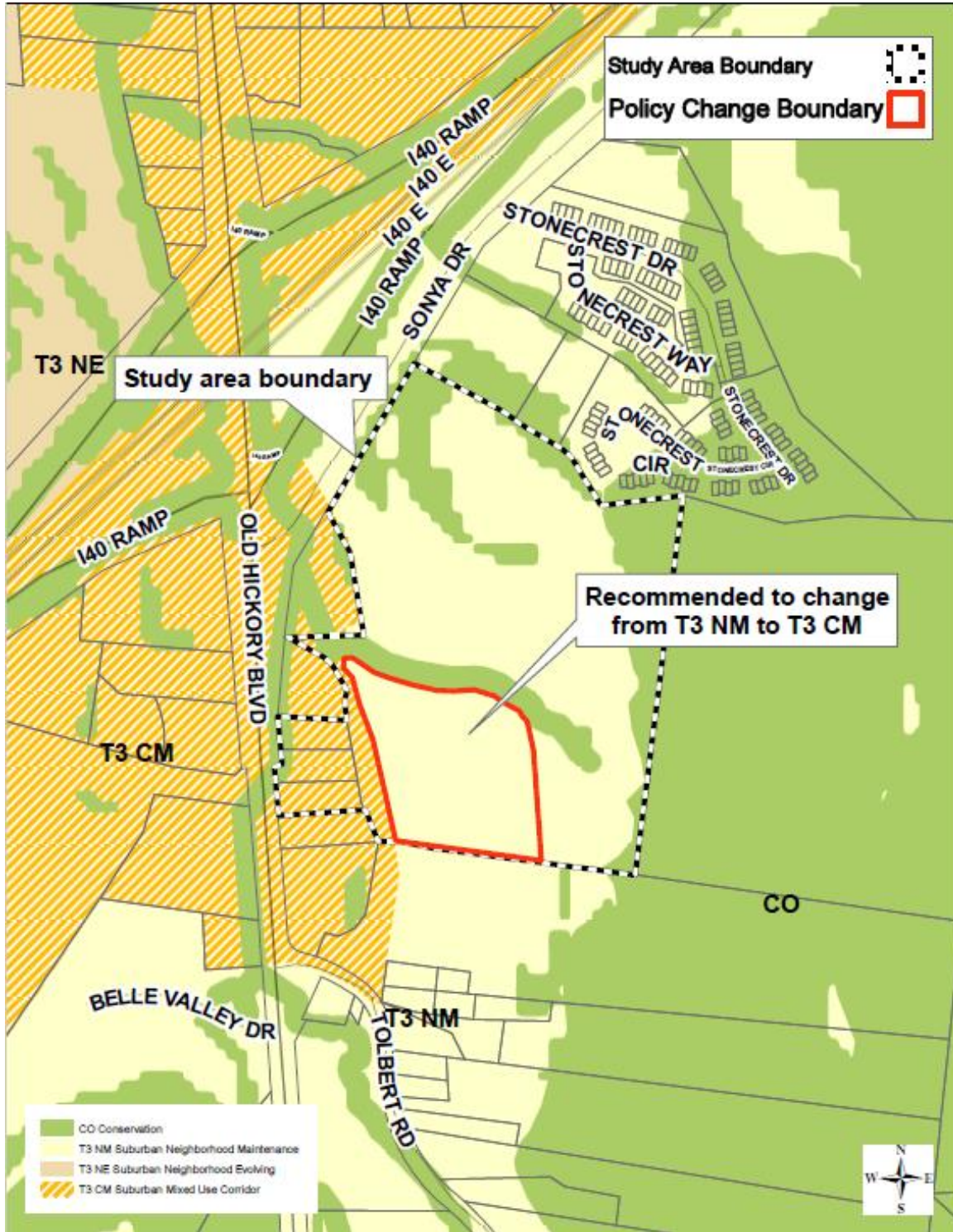
The proposed MUN-A zoning district would generate one more student than what is typically generated under the existing SP-R zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxtor Middle School, and Maplewood High School. All three schools have been identified as having additional 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.



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2019CP-006-002
BELLEVUE COMMUNITY PLAN AMENDMENT
 Map 114, Part of Parcel(s) 208
 06, Bellevue
 22 (Sheri Weiner)



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

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

Staff Reviewer Grider
Staff Recommendation Approve.

APPLICANT REQUEST
Amend Bellevue Community Plan to change the policy.

Major Plan Amendment

A request to amend the Bellevue Community Plan by changing from T3 Suburban Neighborhood Maintenance (T3 NM) to T3 Suburban Mixed Use Corridor (T3 CM) on a portion of property located at 7315 Sonya Drive, approximately 630 feet north of Belle Valley Drive, zoned One and Two-Family Residential (R20), approximately 6 acres.

BELLEVUE 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 are served by moderate levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned transit.

Proposed Policy

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

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2019SP-007-001, a request to change the zoning from Commercial Limited (CL), Commercial Service (CS), and One and Two-Family Residential (R20) to Specific Plan – Mixed Use (SP-MU) zoning to permit up to 94 multi-family residential units, a 170 bed hotel and 18,000 square feet of



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commercial or office, for property located at 616, 618, and 620 Old Hickory Boulevard and 7315 Sonya Drive. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

The plan amendment area is located just south of the I40 and Old Hickory Boulevard interchange in the eastern portion of Bellevue. T3 Suburban Neighborhood Maintenance (T3 NM) policy is currently applied to the plan amendment area and continues to the north and south. To the west is a large area of Conservation (CO) policy indicating steep slopes and problem soils. Commercial uses are not supported by the existing T3 NM policy. As a result, the applicant proposed a policy change to extend the T3 Suburban Mixed Use Corridor (T3 CM) policy that exists along Old Hickory Boulevard and I40, which supports a mix of uses.

During the application process Planning Staff applied a study area boundary that encompassed all the parcels that are included in the rezoning request in order to study a wider area and evaluate the appropriateness of applying a mixed use policy to the entirety of all parcels. Through the community input process, staff reduced the boundary of the policy change to only the portion of the parcel within the SP rezoning request that includes a mix of uses. The community input is explained in greater detail in the Community Participation section of this report.

COMMUNITY PARTICIPATION

On February 4, 2019, the required Planning-led community meeting was held at the Bellevue Library, located at 720 Baugh Road, to discuss the applicant's plan amendment and zoning requests. Approximately 20 people attended, including Councilmember Sheri Weiner, the applicant and development team, and staff from the Planning Department. A number of those present had attended a previous community meeting held by the applicant.

Planning staff spoke and answered questions regarding the plan amendment request. Attendees generally expressed support for extending the T3 CM policy at this location, in order to expand the land area available for a mix of uses. However, they wished to limit the extent of the change to encompass only the portion of the property within the Specific Plan rezoning request that proposes a mix of uses. Planning Staff revised the boundary of the policy change area to reflect community input.

The applicant presented the plans for the Specific Plan rezoning. Issues discussed with regard to the rezoning centered on the proposed development intensity, types of uses, and the condition and capacity of Sonya Drive to handle traffic to the development. Other topics discussed included traffic and access from Old Hickory Boulevard, building materials, and surrounding development.

ANALYSIS

The plan amendment area is located directly north of a self-service storage facility, south of two existing multi-family developments and a church, and west of commercial uses on Old Hickory Boulevard including two gas stations, a strip mall, and fast food restaurant. To the east is a large area of steep slopes. A stream buffer runs just north of the plan amendment area.

The proposed amendment area is a suitable location for T3 CM policy for the following reasons:



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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, and it encourages infill development along transit and multimodal corridors. The Tier Two center located around Old Hickory Boulevard and I40 is adjacent to the plan amendment area which is identified as "Transition and Infill" on the Concept Map. "Transition and Infill" areas allow for strategic infill that supports transit lines and activity centers such as this Tier Two center and the High Capacity Transit corridor designated along Old Hickory Boulevard. These areas may have moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions – in building types as well as scale and form – between higher uses in the center or major thoroughfares, such as Old Hickory Boulevard, and lower density residential neighborhoods. They provide a diversity of housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs.

The application of T3 CM policy to allow a denser mix of housing and commercial development, encouraging infill development, is appropriate at this location, adjacent to a Tier Two Center and High Capacity Transit corridor.

Bellevue Community Plan

Community Plans provide history and context for Nashville's 14 Community Planning Areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. The Bellevue Community Plan uses Community Character Policies that are tailored to the rural and suburban character of Bellevue. The Community Plan emphasizes enhancing centers and corridors to provide more services and options and strategically locating additional housing options, such as on a prominent corridor to support businesses and transit. The transition between these higher-intensity areas and the surrounding neighborhoods is anticipated to be addressed through well-designed land use transitions sensitive to adjacent residential areas.

Because T3 CM areas are intended to be mixed use corridors prioritizing higher-intensity mixed use at intersections and creating buildings that are compatible with the general character of suburban neighborhoods, applying this policy to the subject property offers the opportunity to promote the Bellevue Community Plan's goal of enhancing centers and corridors with sensitivity to adjacent residential areas. Applying T3 CM policy, with its focus on enhancing suburban mixed use corridors, is appropriate at this location and works toward an appropriate transition from the corridor to the neighborhood.

Community Character Policy

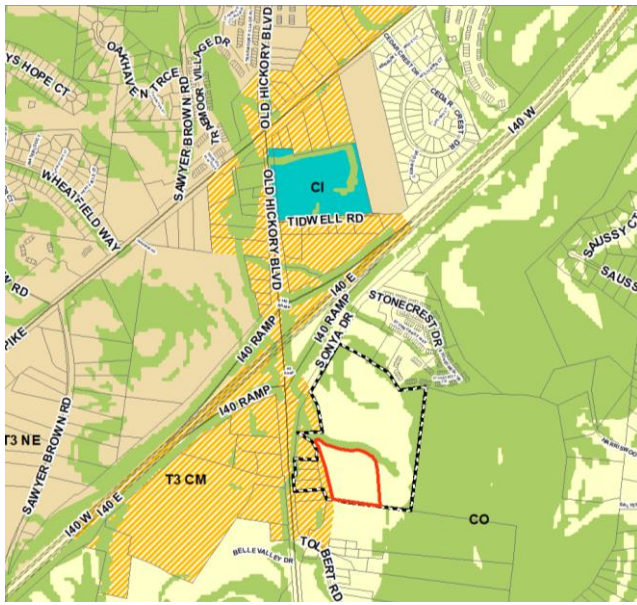
The Bellevue Community Character Policy Plan builds upon the Growth & Preservation Concept Map. Detailed Community Character Maps link the broad, county-wide Growth Concept Map to character policies that guide zoning and development decisions. The "Transition and Infill" areas – and the housing choice and transition they are trying to achieve – are explained in greater detail through Community Character Policies. The Community Character Policy of T3 CM is intended to enhance suburban mixed use corridors with a diverse mix of higher density residential and mixed use development along the corridor.



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- **Applicability**

T3 CM policy is typically applied to prominent suburban arterial-boulevard and collector-avenue corridors with adequate transportation capacity. This policy is applied where there is an expressed interest in evolving to a balanced mixture of residential and commercial land uses along the corridor. The T3 CM policy application in this area applies to both the Old Hickory Boulevard corridor and the I40 corridor. The result is a deep application of this policy to the northeast and southwest of the plan amendment area (see exhibit below). This request will extend the T3 CM policy to a similar depth that matches the existing condition in the surrounding area. Suburban commercial corridor development is often comprised of larger lots with surface parking that require additional lot depth for viable development. As this center and corridor continues to grow additional depth is required to be added to the lots that were originally platted for residential development on Old Hickory Boulevard.



- **Transitioning**

T3 CM policy contains guidance for transitioning in intensity and use with buildings at the edges to form transitions in scale and massing where they adjoin lower-intensity policy areas. The plan amendment area is adjacent to T3 NM policy, a lower-intensity residential policy. The guidance in the T3 CM policy encourages the appropriate transition in density and intensity between these two policy areas and contains guidance on how to design transitions and infill development.

- **Streets and Connectivity**

T3 CM areas have moderate to high levels of connectivity and complete street networks with sidewalks, and existing or planned transit. The plan amendment area is located on Sonya Drive, adjacent to the interchange with I40 and Old Hickory Boulevard. Old Hickory Boulevard is classified as a five-lane Scenic Arterial Boulevard in the Major and Collector Street Plan (MCSP). Sonya Drive is a two-lane local street that carries primarily residential traffic for the multifamily developments and is a dead end street. There is existing bus service with stops located on Old Hickory Boulevard. Allowing a mix of uses, supported by



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T3 CM policy, in locations with convenient access to a multimodal networks adjacent to a primary corridor and an interstate interchange with bus service is appropriate.

ANALYSIS SUMMARY

Amending the Community Character Policy from T3 NM to T3 CM is appropriate for the following reasons:

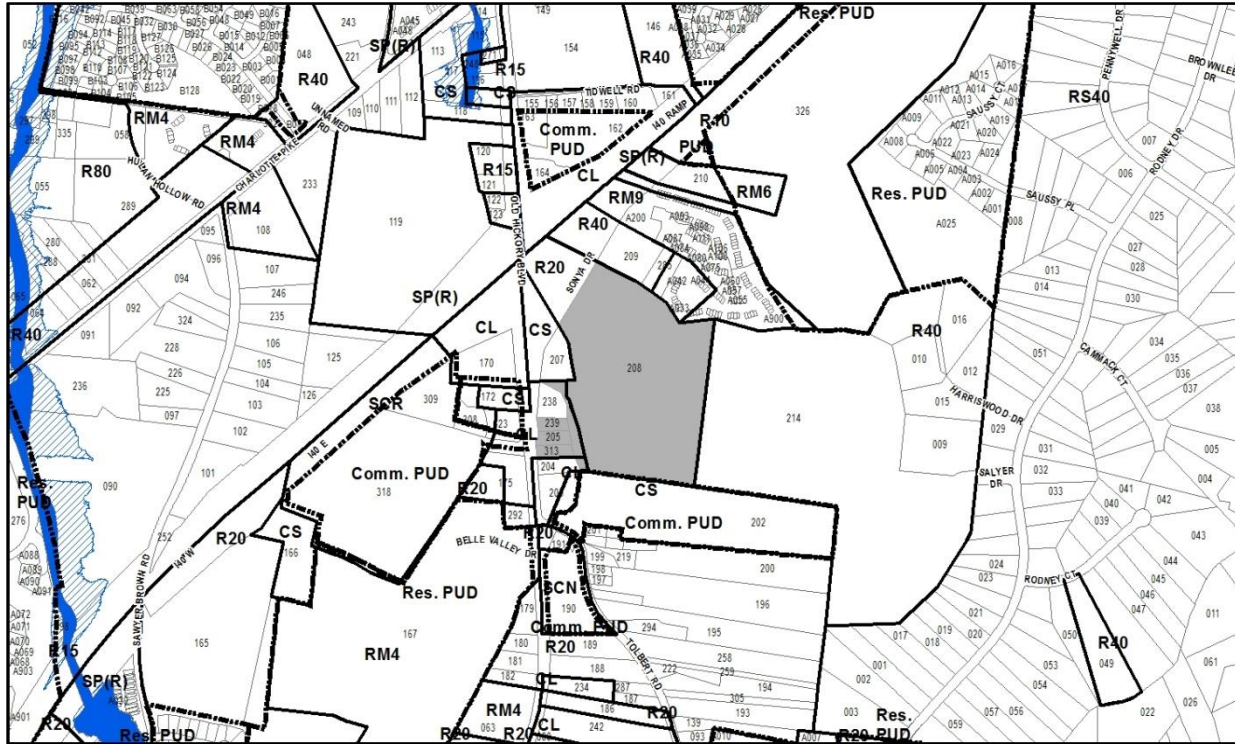
- To encourage strategic infill development to support the Tier Two Center and high capacity transit corridor.
- To promote the Bellevue Community Plan's goal of enhancing centers and corridors with sensitivity to adjacent residential areas.
- To extend the T3 CM policy to a similar depth matching the existing condition in the surrounding area.
- To allow a mix of uses in a location with convenient access to multimodal networks adjacent to an arterial boulevard and interstate interchange.

STAFF RECOMMENDATION

Staff recommends approval of T3 Suburban Mixed Use Corridor (T3 CM) policy for the policy change area only.



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2019SP-007-001

SONYA DRIVE MIXED USE SP

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

06, Bellevue

22 (Sheri Weiner)



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

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

Staff Reviewer Burse
Staff Recommendation *Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends disapproval.*

APPLICANT REQUEST

Rezone to SP to permit a mixed use development.

Preliminary SP

A request to rezone from Commercial Limited (CL), Commercial Service (CS) and One and Two-Family Residential (R20) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 616, 618, and 620 Old Hickory Boulevard and 7315 Sonya Drive, approximately 400 feet north of Tolbert Road (29.6 acres), to permit 94 multi-family residential units, a 170-bed hotel and 18,000 square feet of non-residential uses.

Existing Zoning

One and Two-Family Residential (R20) zoning requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.17 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 47 lots and 11 duplex lots for a total of 58 residential units. Application of the Subdivision Regulations may result in fewer lots.*

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

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



Metro Planning Commission Meeting of 4/11/19



Proposed Site Plan



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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.

BELLEVUE 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.

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

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

Proposed Policy (Note: A portion of the site is proposed to change from T3 NM to T3 CM. See associated Case 2019CP-006-002 for details. The remainder of the T3 NM policy and all of the Conservation policy is proposed to remain.)

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.

PLAN DETAILS

The 29.6 acre site is located near the intersection of Old Hickory Boulevard and Sonya Drive in the Bellevue Community Plan Area. This is a request for up to 94 multi-family residential units, a 170-bed hotel, and up to 18,000 square-feet of non-residential uses. The plan consists of three phases. Phase 1 includes a maximum of 94 attached townhomes. Phase 2 is the 170-bed hotel use. Phase 3 consists of up to 18,000 square feet of non-residential uses.



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Proposed attached townhomes are located in the northeastern portion of the site, north of an existing stream buffer area. Units orient to open space and private drives. Each townhome has a maximum height of three stories. The proposed hotel use is located in the central portion of the site, south of an existing stream buffer area. The remaining non-residential uses are located along the western site boundary, north and south of an existing stream buffer area. Site access is from a private drive that will also serve as an access easement that will connect to Sonya Drive and Old Hickory Boulevard. The private drive provides a sidewalk from Sonya Drive to Old Hickory Boulevard. This plan provides stormwater mitigation consistent with local regulations. The plan provides sidewalk improvements along the site frontage of Old Hickory Boulevard.

ANALYSIS

Uses near the site consist of single-family residential to the east, multi-family residential to the north along Sonya Drive and commercial uses to the west along Old Hickory Boulevard. Nearby zoning districts include One and Two-Family Residential (R10 and R40), Commercial Limited (CL), Commercial Service (CS) and Multi-Family Residential (RM9). Existing site conditions consist of a single-family residential house, commercial uses and vacant land. The Conservation (CO) policy applicable to this site identifies an area of steep slopes located along the north and east site boundaries and a stream in the central portion of the site. The proposal orients development away from these environmentally sensitive areas.

The plan proposes a mixture of uses within an existing suburban development pattern. This plan provides multi-family residential housing in the form of townhomes that help to retain the character of the neighborhood along Sonya Drive. Private walkways within the residential portion of the site will connect site users to existing transit service along Old Hickory Boulevard. Proposed non-residential uses will provide sites users in the residential portion of the site with access to nearby services. The non-residential uses are located near an existing transit stop and walkways that will provide pedestrian connectivity to new sidewalks along Old Hickory Boulevard, a prominent arterial-boulevard per the Major and Collector Street Plan.

This proposal is consistent with the T3 Suburban Neighborhood Maintenance and T3 Suburban Mixed Use Corridor policy areas at this location as it provides for development that maintains the existing character of the neighborhood in the northern portion of the site, a mixture of uses near a prominent corridor and access to existing transit through pedestrian connectivity for site users. This proposal provides for an appropriate transition between less intense uses in the form of residential development located along Sonya Drive and more intense non-residential uses located along Old Hickory Boulevard. This is accomplished through the proposed 94 attached townhomes being located closer to Sonya Drive and the proposed non-residential uses being located closer to Old Hickory Boulevard.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES

N/A

- Harpeth Valley Utility District.



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HARPETH VALLEY UTILITY DISTRICT

Approve

STORMWATER

Approve

PUBLIC WORKS

Approve with conditions

- Final construction plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Comply with conditions of MPW traffic engineer. Additional comments possible after submission of requested sight analysis (Sonya Drive Access) and/or revised TIS.
- Final design and layout of the sidewalk infrastructure with this project is to be coordinated with MPW and MPC prior to submission of the Final SP.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with findings of TIS dated March 2019, developer shall construct the following roadway improvements.

- The ring road between Sonya Drive and Old Hickory Blvd. shall be constructed with the development of 94th townhome or a revised TIS will be required to determine when ring road shall be constructed with each phase of SP development.
- Developer shall conduct signal warrant analysis at access 1 and OHB after completion of the ring road and with completion of each phase of SP development or with 50%, 75% and 100% of trips of the mixed use SP project construction.
- Install one right-turn lane with a minimum of 50 feet of storage on the northbound approach of Old Hickory Boulevard at Site Access 1.
- Restripe two-way left-turn lane to include one left-turn lane with a minimum of 125 feet of storage on the southbound approach of Old Hickory Boulevard at Site Access 1 opposite previous Sam's retail access.
- Install one left-turn lane with approximately 100 feet of storage on the westbound approach of Site Access 1 at Old Hickory Boulevard and install pavement markings accordingly.
- Install one exiting lane at Site Access 2, but allocate space to install a right-turn lane with 50 feet of storage if future volumes require one.
- Install pedestrian crosswalk across Site Access 1 on the east leg of the proposed intersection of Old Hickory Boulevard and Site Access 1/Retail Access.
- Remove existing right-turn "ONLY" pavement marking and install shared through/right turn pavement marking on the eastbound approach of Retail Access at Old Hickory Boulevard.
- Design all internal streets and intersections according to standards found in A Policy on Geometric Design of Highways and Streets, AASHTO, 2011. Construct public roads if required by MPW.
- Ensure site accesses have adequate sight distance for exiting vehicles according to standards found in A Policy on Geometric Design of Highways and Streets, AASHTO, 2011.
- Site Access 1 requires a minimum of 445 feet to the north and 385 feet to the south. Site Access 2 requires a minimum of 335 feet to the east and 295 feet to the west.



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- Ensure apartment complex has proper accessibility, including post office box and a denial lane for the apartment gate, if a gate is proposed with the final site development plan.
- Ensure sufficient parking spaces available per Metro Nashville Code of Ordinances.
- Install sidewalk along the project frontage on Old Hickory Boulevard.
- Include loading area on site for taxis and other guests at proposed hotel.
- Ensure adequate connectivity included for pedestrians among land uses.
- If a signal is installed by developer, it is recommended that pedestrian facilities be installed at that intersection and that it be coordinated with the signal at Sonya Drive.. Developer shall submit signal plans to MPW traffic engineer for approval. A signal coordination study on OHB may be required.

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)	3.0	0.6 F	78,408 S.F.	5096	157	454

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)	0.8	0.6 F	20,908 S.F.	2075	155	171

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
Multi-Family Residential (220)	21.93	2.17 D	58 U	398	29	37

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	29.6		94 U	670	45	56

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)			170 Beds	1493	80	102



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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)			18,000 S.F.	1143	58	124

Traffic changes between maximum: CL, CS, R20 and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-4263	-158	-380

METRO SCHOOL BOARD REPORT

Projected student generation existing R20 district: 4 Elementary 3 Middle 3 High
Projected student generation existing CS district: 0 Elementary 0 Middle 0 High
Projected student generation existing CL district: 0 Elementary 0 Middle 0 High
Projected student generation proposed SP-MU district: 6 Elementary 5 Middle 4 High

The proposed SP-MU zoning is expected to generate five more students than the existing R20 zoning district. Students would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood High School. There is no capacity for middle school students within the cluster. However, there is capacity within the cluster for elementary school students and high school students. H.G. Hill Middle School has been identified as not having additional capacity. Bellevue Middle School, the only other middle school within the same cluster, has been identified as over capacity. The fiscal liability for five middle school students is \$185,000. This data is for informational purposes only and is not a condition of approval. 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 if the associated plan amendment is approved. If the associated plan amendment is not approved then staff recommends disapproval.

CONDITIONS

- Permitted uses shall be limited as follows:
 - Phase 1 - maximum of 94 multi-family residential units
 - Phase 2 - a 170 bed hotel
 - Phase 3 – up to 18,000 square feet of non-residential uses as indicated on the plan.
- Sidewalks with a minimum width of 6 feet and a planting strip with a minimum width of 6 feet shall be installed along site frontage along Old Hickory Boulevard as indicated on the plan.
- Comply with all conditions and recommendations of Metro agencies.
- 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 zoning district for non-residential uses in Phase 2 and Phase 3 and the RM15 zoning district for residential uses in Phase 1 as of the date of the applicable request or application.



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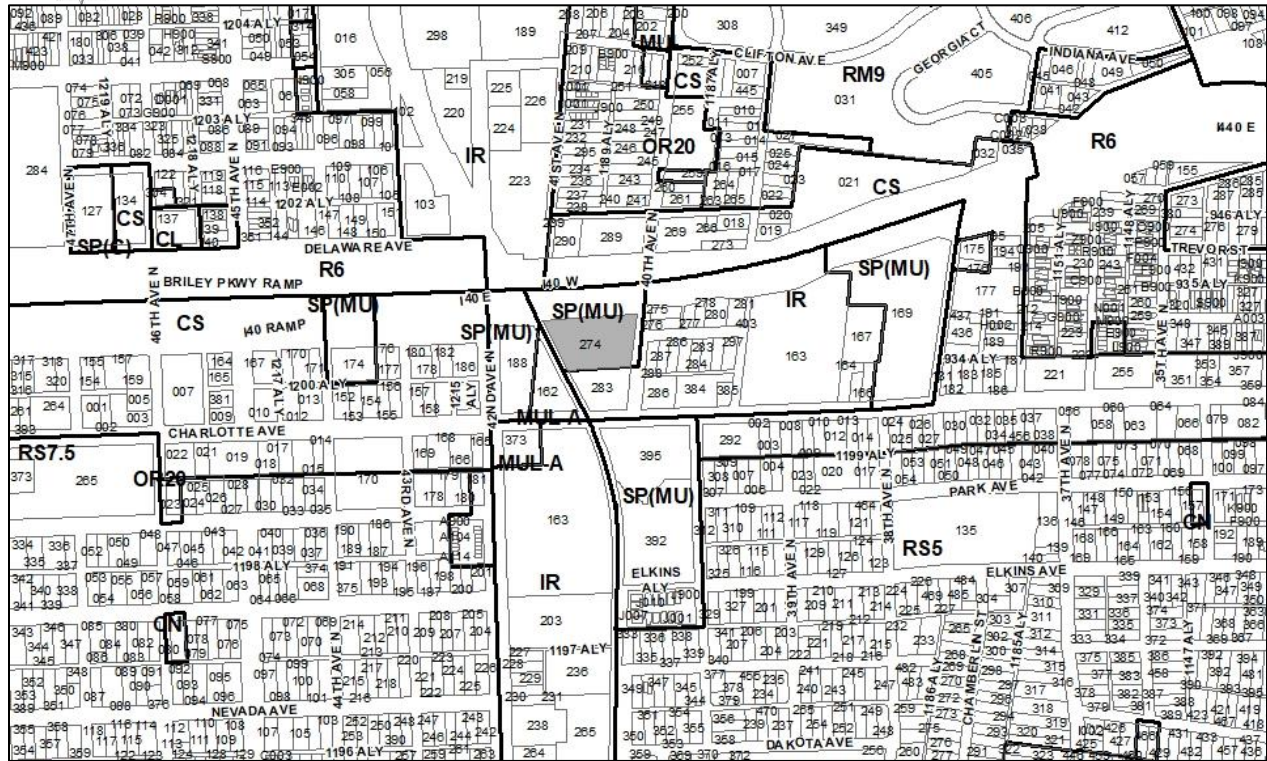
5. The final site plan shall label all internal driveways as “Private Driveways/Public Access Easement”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building.



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Metro Planning Commission Meeting of 4/11/19



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



Project No. Specific Plan 2018SP-029-002
Project Name 405 40th Avenue North SP (Amendment)
Council District 24- Murphy
School District 5- Buggs
Requested by Dewey Engineering, applicant; 405 Charlotte Development Partners, owners.

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 April 25, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Amend an existing SP to permit a commercial development.

Preliminary SP (Amendment)

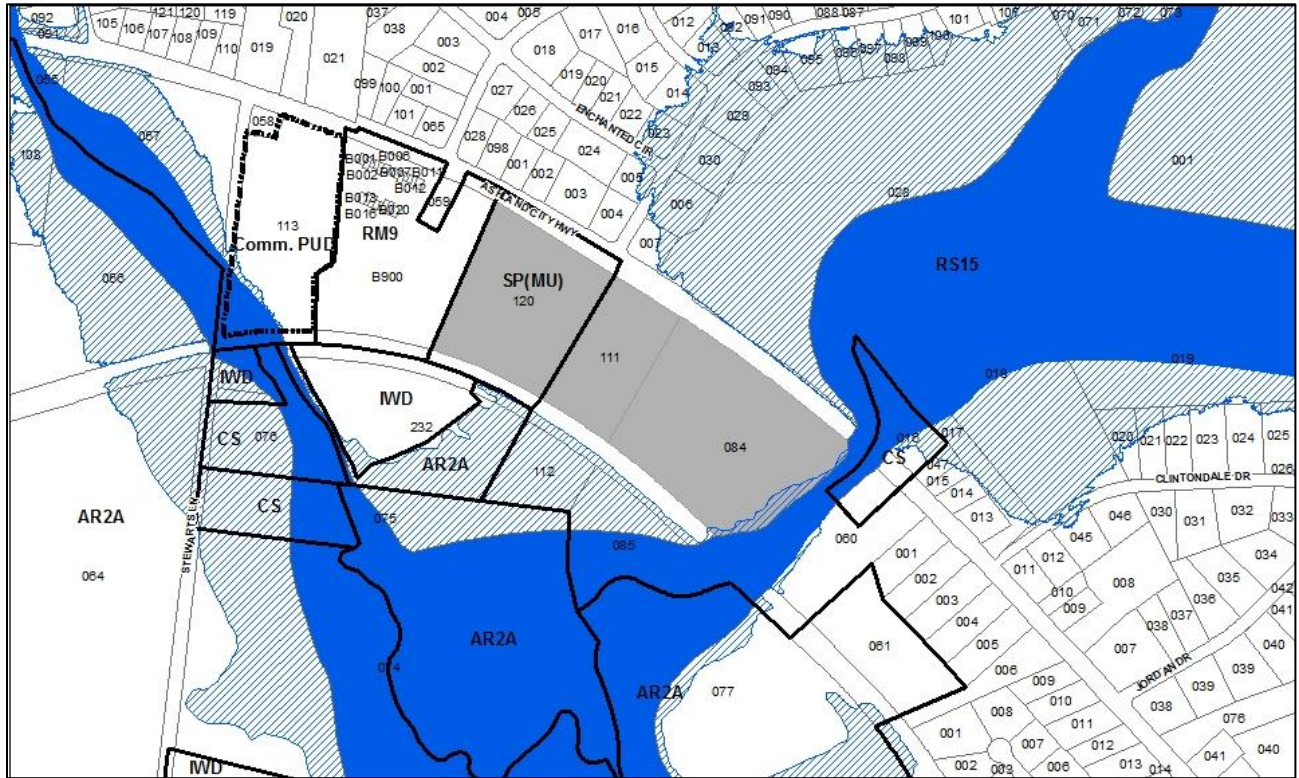
A request to amend a Specific Plan-Mixed Use (SP-MU) zoning district on property located at 405 40th Avenue North, approximately 190 feet north of Charlotte Avenue (1.92 acres), to permit a mixed use development.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 4/11/19



2018SP-057-001

EATON CREEK COMMONS

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

03, Bordeaux-Whites Creek-Haynes Trinity

01 (Jonathan Hall)



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

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

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

APPLICANT REQUEST

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

Preliminary SP

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

Existing Zoning

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

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

Proposed Zoning

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

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 4/11/19

CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

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

PLAN DETAILS

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

Site Plan

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

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

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



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ANALYSIS

As proposed the plan is consistent with the CO and the T3 NE policies. While the proposal deviates from the mostly single-family development pattern in the immediate area, the T3 NE policy recognizes that the development pattern within the T3 NE policy will change over time. The plan provides an additional housing option in the area which is an important goal of the T3 NE policy. Ashland City Highway is a busy arterial and additional density along major arterials is appropriate at these type locations. The plan improves pedestrian connectivity by providing an internal sidewalk network, as well as sidewalks along Ashland City Highway consistent with the Major and Collector Street Plan. The plan also provides language regarding future greenway location and the possibility of making a greenway connection to Mullins Park. The development footprint preserves the area within the CO policy which recognizes the 100 year floodplain associated with Whites Creek.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 4/11/19

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	16.2	2.9 D	46 U	509	38	49

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	7.14		1 U	16	6	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			2,000 S.F.	127	7	14

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (220)	23.34		100 U	814	54	66

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

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

METRO SCHOOL BOARD REPORT

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

The proposed SP-R zoning district would generate 19 additional students than what is typically generated under the existing SP-MU and RS15 zoning districts. Students would attend Cumberland Elementary, Joelton Middle School, and Whites Creek High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

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



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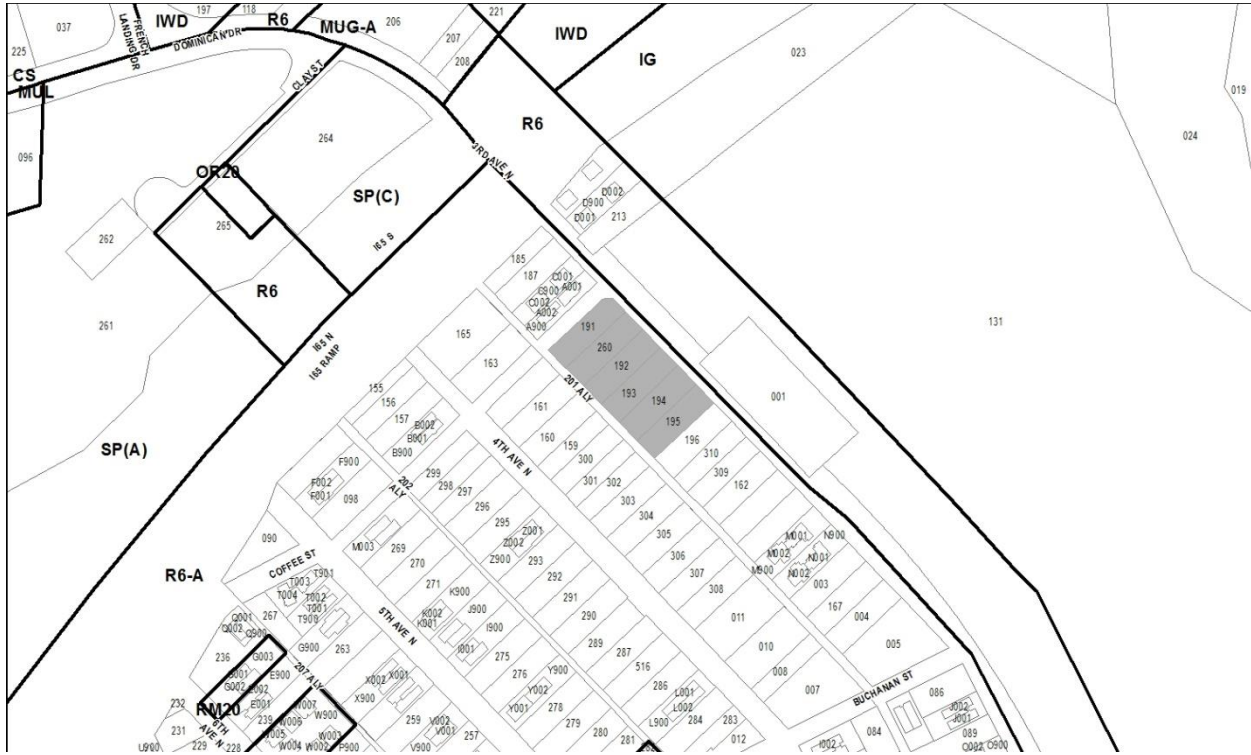
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS3.75 zoning district.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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Metro Planning Commission Meeting of 4/11/19



2019SP-006-001

3RD AVENUE NORTH SP

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

08, North Nashville

19 (Freddie O'Connell)



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

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

Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the April 25, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 25 multi-family residential units.

Preliminary SP

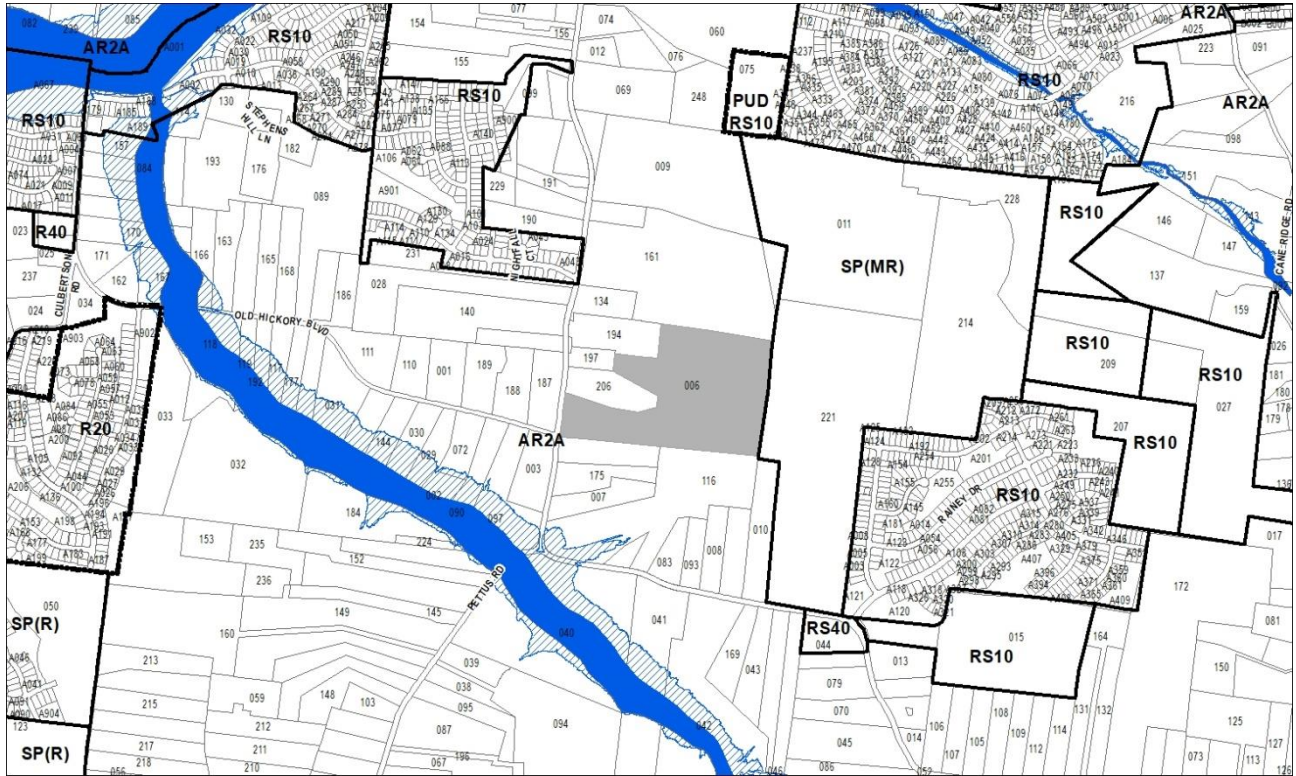
A request to rezone from One and Two-Family Residential – Alternative (R6-A) to Specific Plan - Residential (SP-R) zoning on properties located at 1825, 1827, 1829, 1831, 1833, and 1835 3rd Avenue North, at the southeast corner of Coffee Street and 3rd Avenue North (1.18 acres) to permit 25 multi-family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

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 4/11/19



2019SP-020-001
PETTUS ROAD SP
Map 182, Parcel(s) 006
12, Southeast
31 (Fabian Bedne)



Project No. Specific Plan 2019SP-020-001
Project Name Pettus Road SP
Council District 31 - Bedne
School District 6 - Bush
Requested by Tifinie Capehart Consulting, applicant; Province Builders, LLC., owners.

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

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

APPLICANT REQUEST

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

Preliminary SP

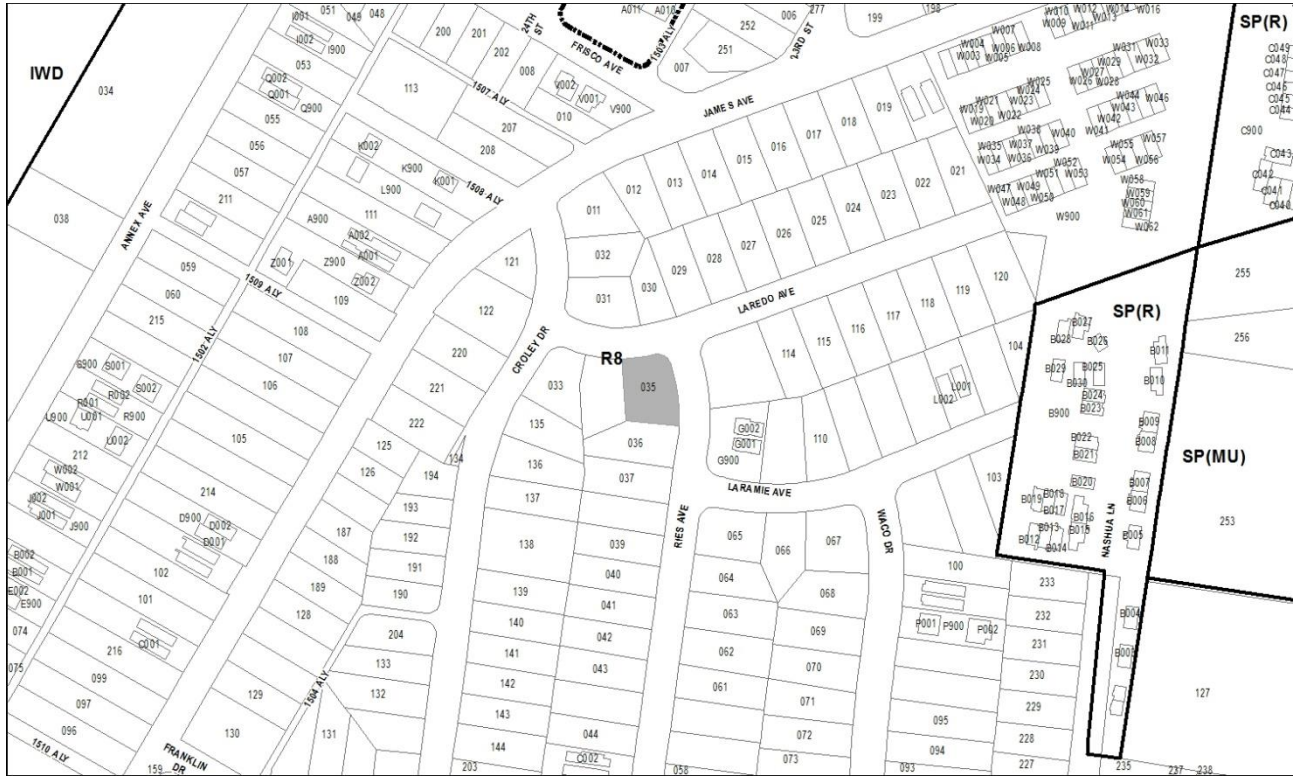
A request to rezone from Agricultural/Residential (AR2A) to Specific Plan-Residential (SP-R) zoning for property located at Pettus Road (unnumbered), at the northeastern corner of Old Hickory Boulevard and Pettus Road, (38.49 acres), to permit 143 multi-family residential units.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 4/11/19



2018S-210-001

MOSSWOOD LOT 57 SUBDIVISION AMENDMENT

Map 091-05, Parcel(s) 035

07, West Nashville

20 (Mary Carolyn Roberts)



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

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

Staff Reviewer Napier
Staff Recommendation *Defer Indefinitely.*

APPLICANT REQUEST

Amend subdivision plat to amend the platted setbacks.

Subdivision Amendment

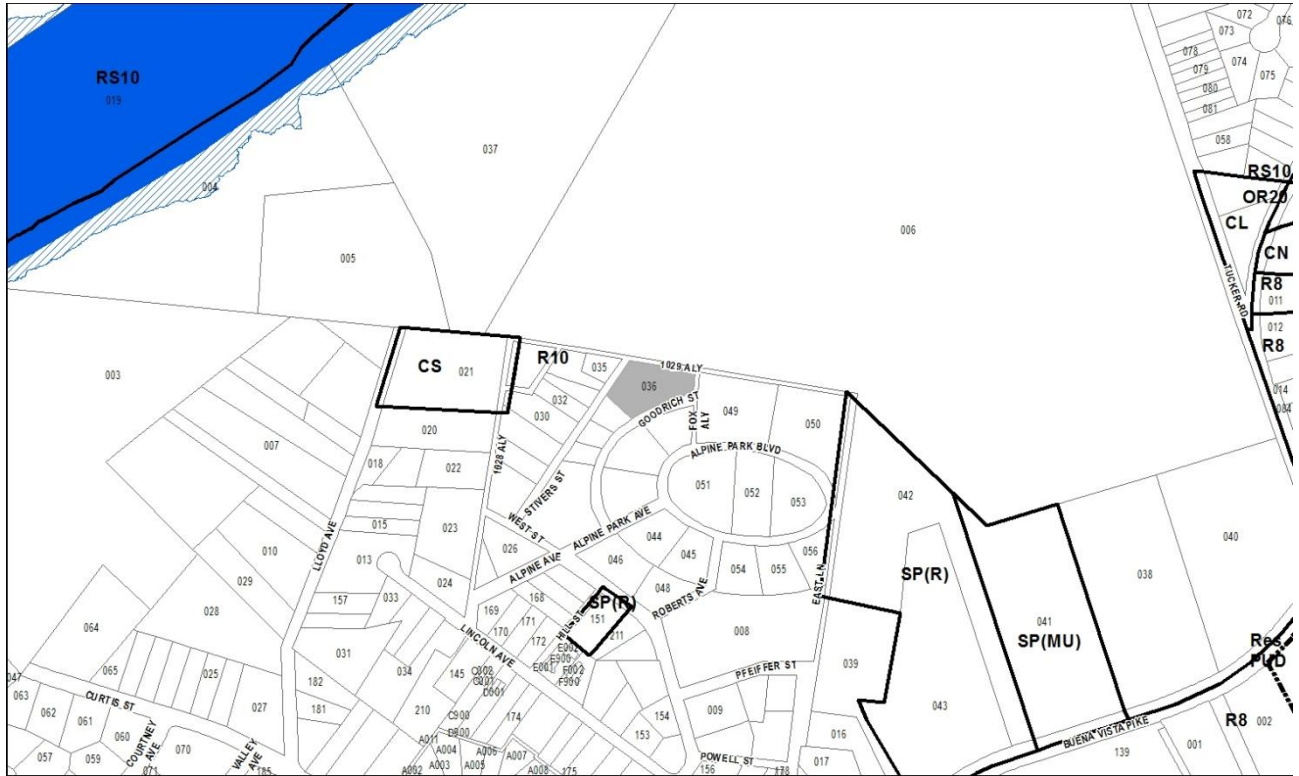
A request to amend the previously platted setbacks on property located at 715 Ries Avenue, at the southwest corner of Laredo Avenue and Ries Avenue, zoned One and Two-Family Residential (R8) (0.21 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 4/11/19



2019S-032-001

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

Map 070-05, Parcel(s) 036

03, Bordeaux - Whites Creek - Haynes Trinity

02 (DeCosta Hastings)



Project No. Final Plat 2019S-032-001
Project Name Re subdivision of Part of Lot 10 on the Plan of Alpine Terrace Subdivision
Council District 02 - Hastings
School District 1 - Gentry
Requested by Clint Elliott Surveying, applicant; C & H Properties, LLC., owner.

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

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

APPLICANT REQUEST

Request for final plat approval to create three lots.

Final Plat

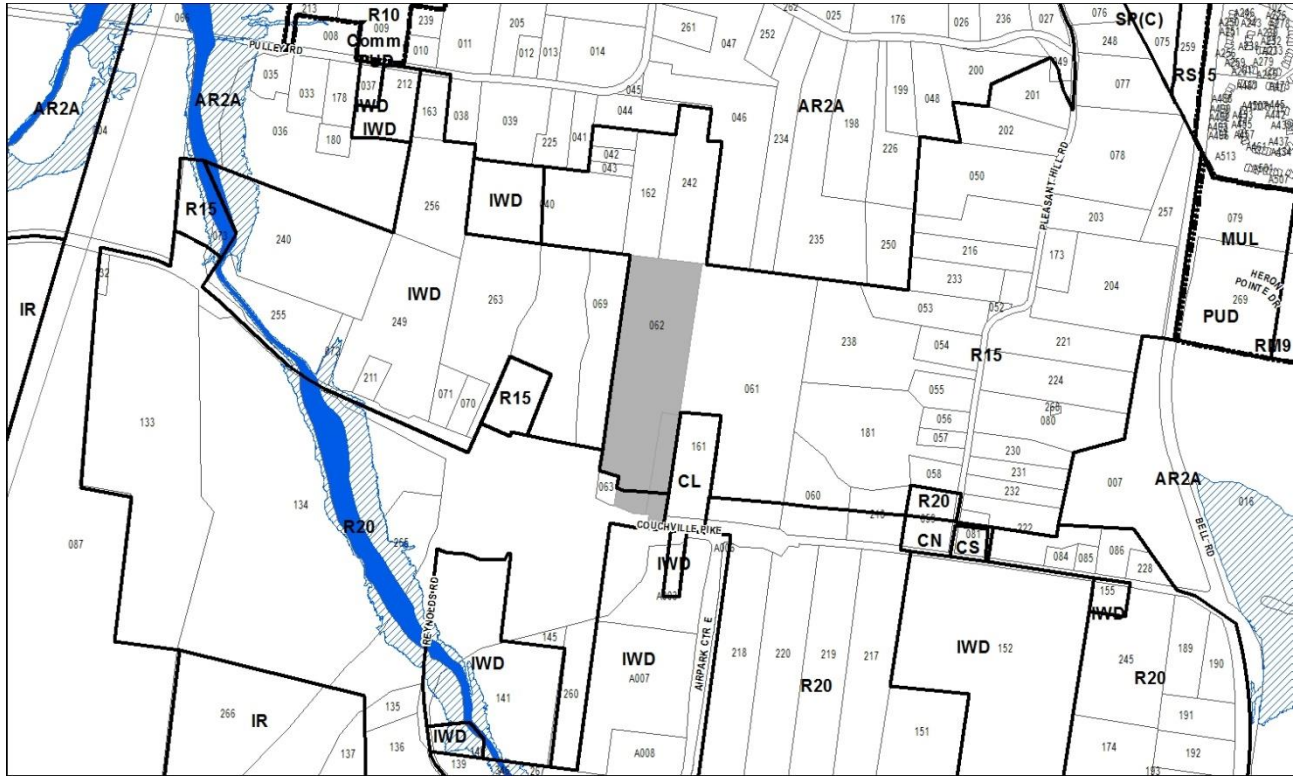
A request for final plat approval to create three lots on property located at 2420 Stivers Street, at the eastern terminus of Stivers Street, zoned One and Two-Family Residential (R10) (0.87 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 4/11/19



2019S-045-001

COUCHVILLE PIKE

Map 121, Parcel(s) 062, 062.01

14, Donelson – Hermitage-Old Hickory

29 (Delishia Porterfield)



Project No. Concept Plan 2019S-045-001
Project Name Couchville Pike
Council District 29 – Porterfield
School District 7 – Pinkston
Requested by Dale and Associates, applicant; Bluetown Development, LLC., owner.

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

Staff Reviewer Swaggart
Staff Recommendation Approve with conditions.

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



Metro Planning Commission Meeting of 4/11/19

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.

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).



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FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with 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.



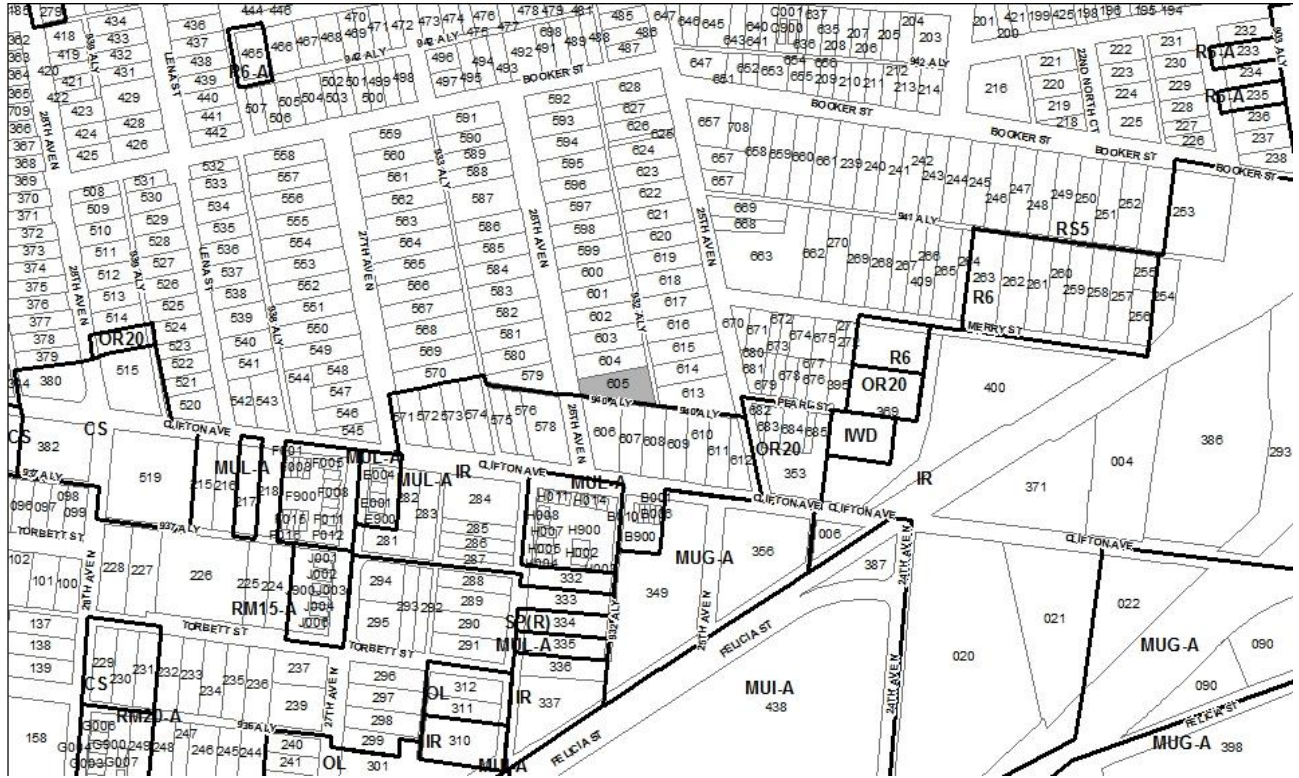
Metro Planning Commission Meeting of 4/11/19

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.



Metro Planning Commission Meeting of 4/11/19



2018Z-068PR-001

Map 092-06, Parcel(s) 605

08, North Nashville

21 (Ed Kindall)



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

Deferrals This item was deferred at the December 13, 2018, January 24, 2019, February 28, 2019, and March 14, 2019, Planning Commission meetings. The public hearing was held and remains open.

Staff Reviewer Shepard
Staff Recommendation *Approve.*

APPLICANT REQUEST
Zone change from RS5 to RM15-A.

Zone Change
 A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential – Alternative (RM15-A) zoning on property located at 706 26th Avenue North, approximately 175 feet north of Clifton Avenue (0.22 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 unit.*

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

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



Metro Planning Commission Meeting of 4/11/19

BACKGROUND

This rezoning request was considered by the Planning Commission at its December 13, 2018, meeting. The public hearing was held. The Planning Commission voted to defer the item to allow time for the applicant to hold a community meeting and to reopen the public hearing.

The previously requested zoning for this case was RM20-A. Staff recommended disapproval as submitted as the intensity allowed within the RM20-A zone district would not meet the goals of the T4 Urban Neighborhood Evolving policy in this location. The applicant has amended the requested zoning to the RM15-A zone district.

ANALYSIS

The 0.22-acre site is located on the east side of 26th Avenue North, approximately 160 feet north of Clifton Avenue. Alley #940 runs east-west along the southern property line, separating the site from properties oriented to Clifton Avenue to the south. Alley #932 runs north-south along the eastern property line at the rear of the site. Both alleys have substandard right-of-way, and neither is currently constructed to a Metro Public Works standard. The site contains an existing single-family residential use, and is located at the southern edge of a residential neighborhood with a consistent pattern of lots and blocks. The residential neighborhood contains a large number of vacant parcels. The developed parcels primarily contain single-family residential uses with scattered two-family and multi-family residential.

Properties immediately south of the site are oriented to Clifton Avenue, which is identified as a collector on the Major and Collector Street Plan (MCSP). Properties along Clifton are primarily zoned Industrial Restrictive (IR) and Mixed Use Limited – Alternative (MUL-A) and contain a mix of vacant parcels, single and multi-family residential, commercial, institutional and parking uses. The Planning Commission has recently considered several requests to rezone property from IR to MUL-A along Clifton Avenue between Lena Street and 26th Avenue North.

The site is located at the southern edge of an area of T4 NE policy which is intended to support the creation and enhancement of urban residential neighborhoods that contain a diversity of housing types and are well connected, with a complete, urban street network. The policy supports a range of residential development, including single-family, two-family, and multi-family residential, depending on location and context. The site is adjacent to an area of T4 Urban Mixed Use Corridor (T4 CM) policy, applied to properties along Clifton Avenue, which supports higher intensity mixed use development.

The site's proximity to the Clifton Avenue corridor and more intense T4 CM policy makes it an appropriate location for additional intensity to provide a transition to the neighborhood to the north. Multi-Family Residential – Alternative (RM15-A) falls toward the middle of the range of intensity supported by the T4 NE policy, and would provide opportunities to increase diversity of housing at a level of intensity appropriate given the limited parcel frontage and constrained site configuration.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



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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)	0.22	8.71 D	1 U	16	6	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.22		3 U	22	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 2 U	+6	-4	0

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM15-A district: 0 Elementary 0 Middle 0 High

The proposed RM15-A zoning district will not generate any additional students beyond what would be generated under the existing RS5 zoning. Students would attend Park Avenue Enhanced Option Elementary School, McKissack 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 approval.



Metro Planning Commission Meeting of 4/11/19



2019Z-044PR-001

Map 071-15, Parcel(s) 254

05, East Nashville

05 (Scott Davis)



Project No. **Zone Change 2019Z-044PR-001**
Council District 05- S. Davis
School District 5- Buggs
Requested by Michael P. Williamson applicant and owner.

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

Staff Reviewer Swaggart
Staff Recommendation *Disapprove.*

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.



Metro Planning Commission Meeting of 4/11/19

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.

ANALYSIS

The proposed MUG-A zoning district is not consistent 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



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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.



Project No.	Specific Plan 2009SP-021-004
Project Name	The Ruby SP (Amendment)
Council District	18 - Burkley
School District	8 – Pupo-Walker
Requested by	Dragon Park, LLC
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST
Amend an SP.

SP Amendment

A request to amend an existing Specific Plan for property located at 2411 Blakemore Avenue, approximately 280 feet west of 24th Avenue South, zoned Specific Plan-Commercial (SP-C) (0.2 acres), to add general office to the permitted uses.

Existing Zoning

Specific Plan-Commercial (SP-C) 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 commercial uses.

GREEN HILLS - MIDTOWN COMMUNITY PLAN

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

PLAN DETAILS

The existing SP for this property, approved by Metro Council on November 17, 2009, permits an existing religious institution to be used as an events hall or multi-family residential. The SP was later amended in 2013 to construct a roof over an outdoor terrace and to modify conditions in the original SP approval pertaining to outdoor music, hours of operation, the allowance of outdoor events, and notice requirements to Metro Nashville Public Schools and Metro Parks and Recreation regarding event dates. This amendment is proposed to add general office as an allowable use. No changes are otherwise proposed for the SP.

ANALYSIS

This property is located along Blakemore Avenue, approximately 280 feet west of 24th Avenue South. The site is surrounded by ORI zoning to the north and RM40 zoning on all other sides. The surrounding land use is Metro Government park space to the south and east, a parking garage to the north, and community use to the west.



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Current RM40 and event hall uses

RM40 zoning allows up to 8 residential units on the 0.2 acre property. Current accepted uses: Single-family, Two-family, Multi-family residential, Monastery or Convent, Orphanage, Assisted-care living, Hospice, Nursing home, Residence for handicapped, Greenway, Park.

Expand current uses

Office - Low intensity office with small employee and visitor requirements.

Current dimensional and site limitations

All uses are subject to the following limitations.

- Maintain dimensional limitations of current zoning
 - A. FAR, Max - None
 - B. ISR - 0.75
 - C. Height - 65' (*vs. about 30 ft. at apex today*)
 - D. Slope of Height Control Plane - 2:1
 - E. Max. Stories - 3 (*1 today, yielding 15,681 sf vs about 2,700 sf today*)
 - F. Maximum Lot Coverage - 60% (*5,227 sf vs. about 2,700 sf today*)
 - G. Setback, front - 40' (*currently 60'*)
 - H. Setback, rear - 20'
 - I. Setback, side - 0'
- Sound amplification not permitted in the back of the building facing the playground.
- No direct lighting into park, though down lighting of driveway allowed.
- Hours of Operations (other than residential use): 6 am - 1 am
- Parking. Needs must be met onsite, at neighboring school's with use permits, in on street parking, or in privately contracted lots.

Site Plan



Metro Planning Commission Meeting of 4/11/19

The Open Space policy specifies that in the rare occasion that buildings are permitted, the design and placement of these building is to be in keeping with the overall design and function of the OS area they are located within. The few buildings that do exist within this policy should avoid competing with or diminishing the surrounding natural environment.

The proposed SP amendment to add office use as a permitted use within an existing building is consistent with the policy given that the site is located along an arterial-boulevard, it is a small site relative to the surrounding park and community space, and the current building design is consistent with the surrounding buildings in material, style, and form.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

STORMWATER RECOMMENDATION

Approved

WATER SERVICE RECOMMENATION

Approved

PUBLIC WORKS RECOMMENDATION

Approved

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide parking per metro code.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.2	40 D	8 U	59	4	5

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)	0.1		4 U	30	2	3

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)	0.1		4,356 S.F.	51	31	6



Metro Planning Commission Meeting of 4/11/19

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+22	+29	+4

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

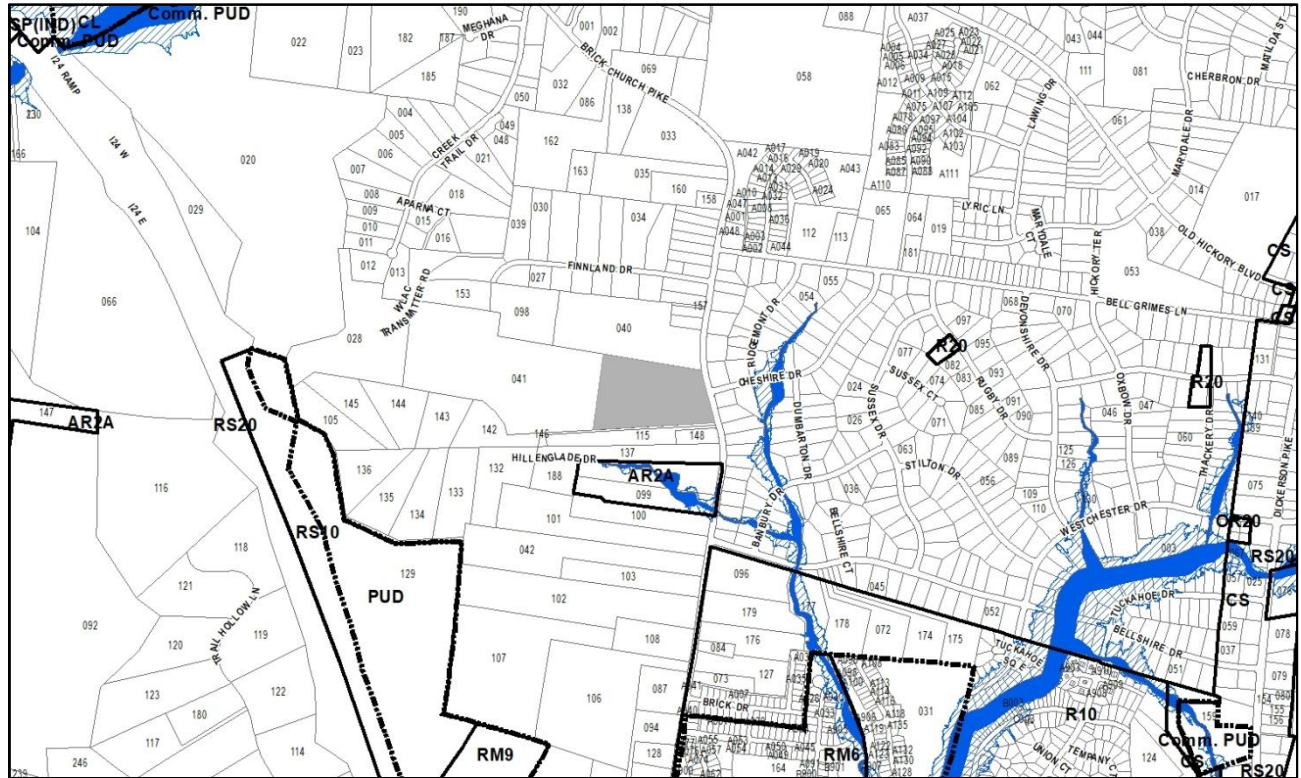
1. Permitted land uses shall be limited to all uses permitted by BL2013-492 and general office.
2. All conditions of BL2013-492 remain applicable.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40 zoning district as of the date of the applicable request or application.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/11/19



2017SP-092-001

THE VILLAGES AT HODGES HILL SP

Map 041, P/O Parcel(s) 041

02, Parkwood-Union Hill

03 (Brenda Haywood)



Project No. Specific Plan 2017SP-092-001
Project Name The Villages at Hodges Hill SP
Council District 03 – Haywood
School District 1 - Gentry
Requested by Dale & Associates, applicant; Jeffrey Bullock, owner.

Staff Reviewer Rickoff
Staff Recommendation *Defer to the April 25, 2019, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.*

APPLICANT REQUEST

Preliminary SP to permit up to 71 residential units, comprised of 55 single-family lots and 16 multi-family units.

Preliminary SP

A request to rezone from Single-Family Residential (RS20) to Specific Plan – Mixed Residential (SP-MR) zoning on a portion of property located at 4000 Brick Church Pike, at the corner of Brick Church Pike and Hillenglade Drive, to permit up to 71 residential units, comprised of 55 single-family lots and 16 multi-family units (14.8 acres).

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 27 units on the 14.8 acre-site, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

Proposed Zoning

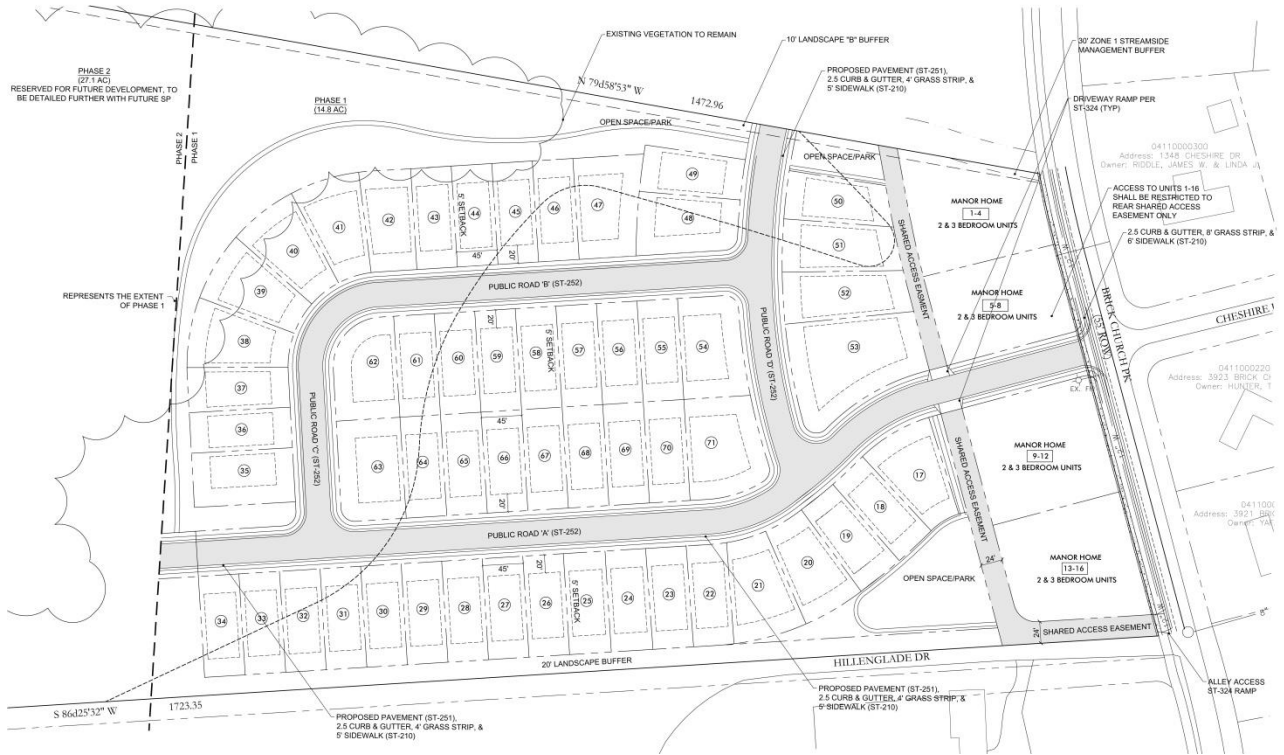
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing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

SITE CONTEXT AND PLAN DETAILS

The proposed SP is located on a portion of property (14.8 of 41.87 acres), located on the west side of Brick Church Pike, south of Old Hickory Boulevard. The front of the existing 41.87-acre property is relatively flat and open, transitioning to areas containing heavy vegetation, steeper slopes, a stream, and problem soils towards the western property line, away from Brick Church Pike. The 14.8 acres proposed for development are located at the front of the property, which contains less existing vegetation than the remainder of the property. The site formerly contained a building that was recently demolished. This request is to rezone the 14.8-acre site to an SP; the existing RS20 zoning on the remainder of the site will remain in place.



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Proposed Site Plan



Metro Planning Commission Meeting of 4/11/19

Surrounding land uses include primarily single-family and vacant properties, with scattered multi-family and two-family uses that are generally concentrated to the south, on the east side of Brick Church Pike.

Site Plan

The site plan proposes 71 total residential units, comprised of 55 single-family lots and 16 multi-family units. The single-family lot sizes range from approximately 5,400 square feet to 13,678 square feet, with a typical lot being in the 5,400 to 7,000 square foot range. The multi-family units are housed in 4 buildings, identified as manor homes. Each manor home will contain 4 units, appearing from the exterior as a single-family home with one primary entrance, and access to the individual living units provided inside the structure. The manor homes are located on lot sizes that range from approximately 15,000 square feet to 20,000 square feet. The manor home units are located in front of the single-family lots, with direct frontage along Brick Church Pike.

Access into the site is provided from a new public street (Road A) that aligns with Cheshire Drive, an existing public street located on the east side of Brick Church Pike. Road A connects to a series of public streets within the site that stub to the northern and western boundaries, providing access to all of the single-family lots and creating options for future connectivity. Shared access easements, located on either side of Road A, provide rear access to the manor home units. The southern shared access easement extends to the southern property line before wrapping to the east and connecting back to the corridor, intended for emergency access only. The new public streets will include a 5 foot sidewalk and 4 foot planting strip consistent with the local street standard. Brick Church Pike will include a 6 foot sidewalk and 8 foot planting strip, consistent with the arterial-boulevard standards of the Major and Collector Street Plan.

Open space is incorporated throughout the site, including a large area of open space near the northwestern corner, and a smaller open space area towards the front of the site, behind the manor home units. The larger open space includes existing vegetation, which is indicated to be retained on the plans. The smaller open space is located closer towards the corridor and includes areas for stormwater management and passive recreation. Both open spaces include pedestrian connections to the internal sidewalk network proposed on the new public streets. Landscape buffers are also provided along the northern and southern property lines.

The plan includes architectural standards requiring raised foundations, minimum glazing requirements, minimum porch depths and prohibited materials. The plan limits the building height to a maximum of 3 stories in 35 feet for the single-family lots, and 2 stories in 30 feet for the manor home units.

PARKWOOD-UNION HILL 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 underdeveloped “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure,



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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.

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

CO policy at this site recognizes steep slopes, problem soils, a stream, and associated stormwater regulation buffers.

ANALYSIS

Staff finds the plan to be consistent with the T3 Neighborhood Evolving policy guidance for properties containing CO policy, which is intended to balance future development with the protection and preservation of environmentally sensitive features. The site is located in a larger area of Neighborhood Evolving and Conservation policies that contains primarily undeveloped properties along the west side of Brick Church Pike, and across the street from a T3 Neighborhood Maintenance policy area on the east side of Brick Church Pike where the development pattern includes traditional suburban development.

The original plans filed with the Planning Department proposed a mixed use development with non-residential uses and 122 multi-family residential units, including 52 stacked flat units located along the corridor. Staff had fundamental concerns about the overall development intensity, given the surrounding context and adjacency to lower-density policy areas. The original plans proposed an urban development form in a suburban transect, and did not appear to respond to the Maintenance policy area located opposite the site, where transitions in scale and massing would be appropriate. Additionally, the introduction of non-residential uses would not be considered under the current residential policy.

After ongoing discussions with the applicant, the scope and layout were modified. The non-residential uses were removed. The interior of the site, which was previously proposed with townhome units and large areas of surface parking, was replaced with single-family lots. The stacked flats units, which were proposed directly opposite the single-family homes on the east side of Brick Church Pike, were replaced with four manor home lots. The depth and spacing of the manor home lots allows for development along the corridor that is more compatible with the setbacks and spacing of the existing homes across the street. The manor homes will appear from the exterior as single-family homes, consistent with the developed character on the east side of the corridor. The applicant has also provided exhibits demonstrating the proposed height, massing, and shared entries of the manor homes. The final SP will include architectural elevations that demonstrate compliance with the exhibits provided to staff and all architectural standards outlined on the preliminary SP for review and approval.



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FIRE MARSHAL RECOMMENDATION

Returned for corrections

- The roads considered to be ‘Fire Dept. Access Roads’ are required to be 24' wide with the radius on the turns to be code-compliant.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with revised TIS dated 2/2019, developer shall construct the following roadway improvements.

- The project access should be constructed to include one entering lane and two exiting lanes, striped as a separate left turn lane and a shared through/right turn lane. Each of the exiting turn lanes should include at least 100 feet of storage due to future connectivity with adjacent parcels.
Also, the project access should be constructed with adequate turning radii for school buses, moving trucks, and delivery vehicles. Project access shall be aligned with opposing Cheshire Dr and Cheshire Dr shall be widened to allow opposing lane alignments with approximately 50 ft of storage.
- A northbound left turn lane with at least 100 feet of storage should be provided on Brick Church Pike at the project access. This turn lane should be designed and constructed according to AASHTO standards with appropriate lane transition. Also, along the segments of Brick Church Pike that will be under construction to provide these turn lanes, a four-foot shoulder should be provided on west side of Brick Church Pike. These modifications should be constructed in conjunction with the construction of the project access.
- The guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book, indicate that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on Brick Church Pike will need to come to a stop if a vehicle turning from the project creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 445 feet. This is the distance that a motorist on the project access will need to safely complete turns onto Brick Church Pike. Initial field observations and measurements indicate that adequate sight distance is available at the project access.



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- Along the frontage of the project site, adequate right-of-way should be reserved to facilitate a future widening of Brick Church Pike to the ultimate cross-section identified by the Metro Planning and Public Works Departments.
- As planned, the project should include connectivity to future development adjacent to the proposed project.
- Consideration should be given to providing parking at market demands rather than codes requirements.
- The site’s internal traffic should be controlled by stop signs as shown in Figure 9.in TIS.
- Currently, there are no bicycle, transit, or pedestrian facilities in the vicinity of the project site.

Maximum Uses in Existing Zoning District: **RS20**

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)	14.8	2.17 D	27 U	312	24	29

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)	14.8		71 U	496	35	44

Traffic changes between maximum: **RS20 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+44 U	+184	+11	+15

METRO SCHOOL BOARD REPORT

Projected student generation existing RS20 district: 4 Elementary 3 Middle 3 High
Projected student generation proposed SP-MR district: 11 Elementary 10 Middle 9 High

The proposed SP zoning is expected to generate 20 more students than the existing RS20 zoning. Students would attend Bellshire Elementary School, Madison Middle School, and Hunters Lane 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 deferral to the April 25, 2019, Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions and disapproval without all conditions.



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CONDITIONS (if approved)

1. Uses shall be limited to a maximum of 71 residential units, comprised of 55 single-family lots and 16 multi-family units. The multi-family units shall be housed in four manor homes.
2. Each of the manor homes shall appear from the exterior as a single-family home with one door on the street-facing façade that reads as a main entrance. Other balconies or doors on the front façade shall be limited to avoid the appearance of a stacked flat or plex building. Architectural elements could include, but are not limited to:
 - a. A pitched roof;
 - b. Window styles that repeat; and
 - c. Consistency in materials across a floor
3. The manor home lots shall include similar front setbacks as the existing residential properties on the east side of Brick Church Pike, on either side of Cheshire Drive.
4. On the corrected copy, remove all references to alley access.
5. On the corrected copy, identify the access easement along the southern property line to Brick Church Pike as emergency access only. No individual access to Units 13-16 shall be permitted from the emergency access connection.
6. On the corrected copy, modify the fallback zoning to R8-A.
7. Vehicular access to the manor home units shall be provided from the rear shared access easements only. No individual driveway access to Brick Church Pike shall be permitted.
8. A geotechnical report shall be accompanied with the final site plan application, per Sec. 17.28.050 of the Metro Zoning Code.
9. The final site plan shall identify all critical lots. Any lots designated as critical lots shall be developed in compliance with the critical lot requirements pursuant to Section 17.28.030 of the Metro Zoning Code. If critical lots cannot be developed in compliance with the critical lot requirements, the lot layout shall be modified accordingly.
10. With the submittal of the final site plan, provide architectural elevations complying with the manor home exhibits provided to staff and all architectural standards outlined on the Preliminary SP for review and approval.
11. With the submittal of a final site plan, a landscape plan shall be provided that includes landscape buffer details.
12. With the submittal of the final site plan, a tree protection plan shall be provided to indicate preservation of trees where existing vegetation is noted to be retained on the preliminary SP.
13. 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 at the front of the site, visible from Brick Church Pike.
14. The final site plan shall itemize the bedroom counts for the manor home units. Parking shall be provided per Metro Parking Requirements.
15. 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.
16. 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 R8-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.



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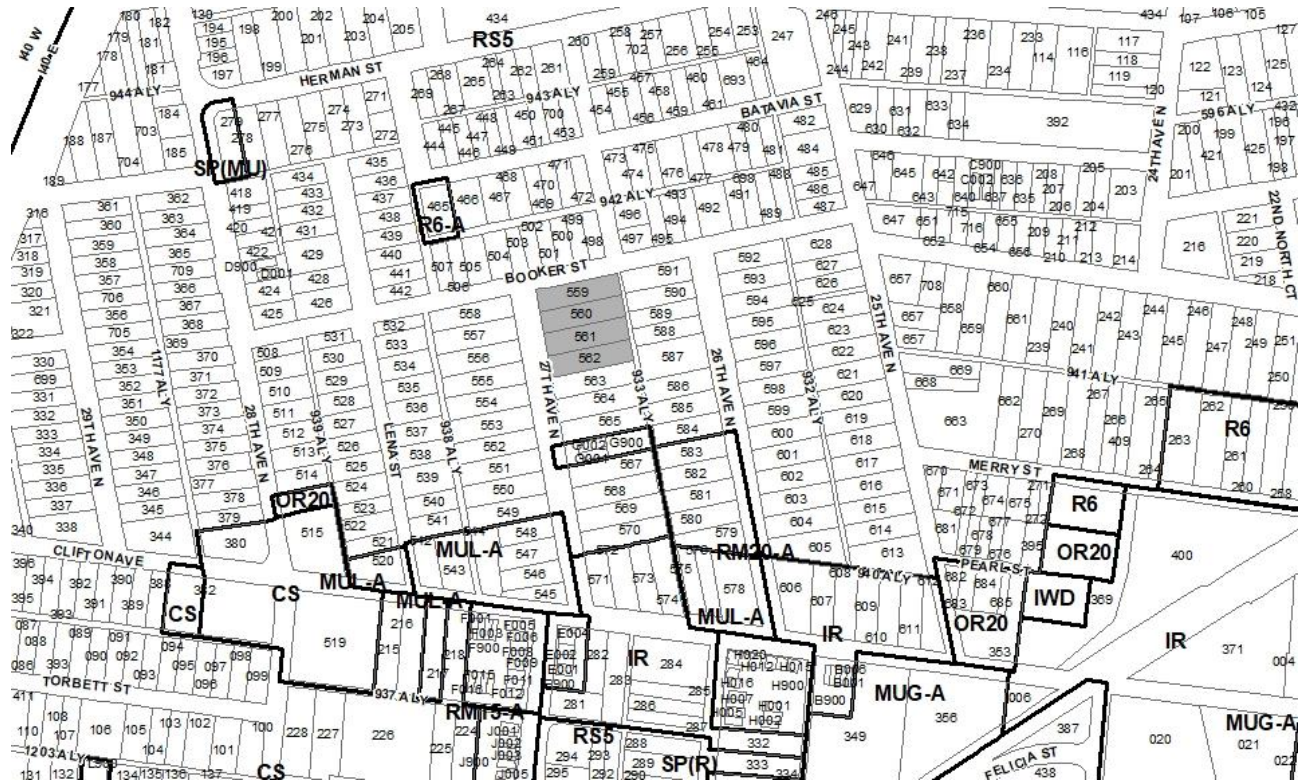
17. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
18. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
19. 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.
20. Comply with all conditions and requirements of Metro reviewing agencies.
21. 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 4/11/19



2018SP-013-001
THE COTTAGES AT CITY HEIGHTS SP
 Map 092-06, Parcel(s) 559-562
 08, North Nashville
 21 (Ed Kindall)



Project No.	Specific Plan 2018SP-013-001
Project Name	The Cottages at City Heights SP
Council District	21 - Kindall
School District	5 - Buggs
Requested by	Catalyst Design Group, applicant; E3 Construction Services, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the April 25, 2019, Planning Commission meeting.</i>

APPLICANT REQUEST

Rezone to SP-R to permit 16 multi-family residential units.

Preliminary SP

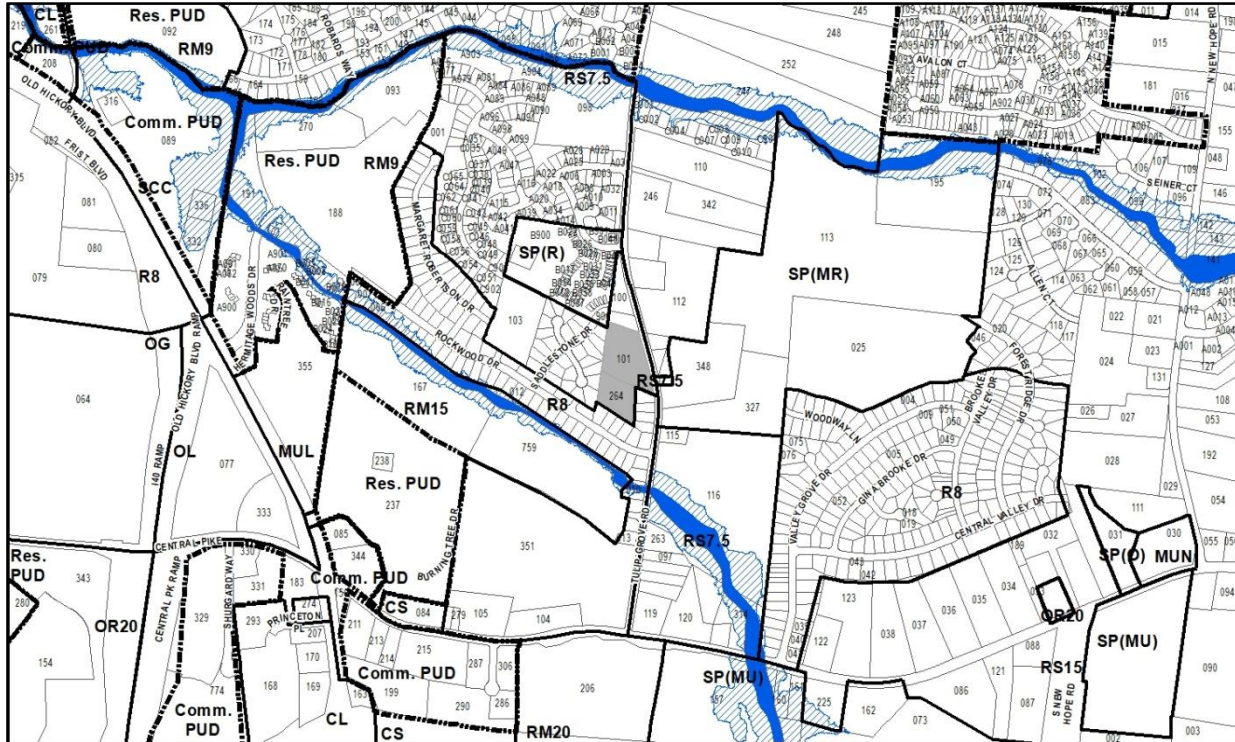
A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning on property located at 724, 726, 728 and 730 27th Avenue North, at the southeast corner of the intersection of 27th Avenue North and Booker Street (0.84 acres) to permit a maximum of 16 multi-family residential 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 4/11/19



2019SP-021-001
TULIP TRACE SP
Map 086, Parcel(s) 101 and 264
14, Donelson-Hermitage-Old Hickory
12 (Steve Glover)



Project No.	Specific Plan 2019SP-021-001
Project Name	Tulip Trace SP
Council District	12- Glover
School District	4- Shepherd
Requested by	Catalyst Design Group, applicant; Jo Ann Davis, owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone to SP to permit up to 44 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Residential (SP-R) zoning for properties located at 3 and 1160 Tulip Grove Road, approximately 375 feet north of Rockwood Drive (3.81 acres), to permit 44 multi-family residential units and open space.

Existing Zoning

Single-Family Residential (RS7.5) zoning requires a minimum 7,500 square foot lot and is intended for single-family dwellings at an overall density of 5.8 dwelling units per acre. *RS7.5 would permit a maximum of 18 single-family lots for a total of 18 single-family residential units. Application of the Subdivision Regulations may result in fewer lots.*

Proposed 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 only one residential building type.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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



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Proposed Site Plan



Metro Planning Commission Meeting of 4/11/19

PLAN DETAILS

The 3.81 acre site is located 375 feet north of the intersection of Rockwood Drive and Tulip Grove Road in the Donelson-Hermitage-Old Hickory Community Plan Area. This is a request for up to 44 multi-family residential units in the form of attached townhomes and detached townhomes. The plan includes associated surface parking and centralized open space in the form of a courtyard. Proposed attached townhomes are located near the north site boundary. Detached townhomes are located along Tulip Grove Road and in the interior of the site. All units are oriented to public streets or open space. Sidewalk improvements include a sidewalk with a minimum width of six feet and a planting strip with a minimum width of eight feet on Tulip Grove Road. Internal sidewalks connecting to the public sidewalks along Tulip Grove Road are also provided.

ANALYSIS

Uses near the site consist of single-family residential to the west, two-family residential to the south, multi-family residential to the north and vacant land to the east. Nearby zoning districts include Single-Family Residential (RS7.5), One and Two-Family Residential (R8) and Specific Plan-Residential (SP-R). Existing site conditions consist of vacant land. This plan proposes multi-family residential housing in the form of attached and detached townhomes that help to provide diversity of housing within the neighborhood. Private walkways from each unit will connect site users to new sidewalks along Tulip Grove Road, a prominent arterial-boulevard per the Major and Collector Street Plan, which will enhance pedestrian connectivity within the immediate area. Attached units are located in the north portion of the site which is reflective of existing multi-family residential development to the north. Units that orient to Tulip Grove Road transition through greater spacing between units and deeper setbacks to reflect the existing residential pattern of development to the south. This proposal proposes a wooden fence along the west site boundary in addition to landscaping to buffer existing single-family residential development to the west.

This proposal is consistent with the T3 Suburban Neighborhood Evolving policy in this location as it provides for development that improves the pedestrian realm with sidewalk improvements and provides additional diversity in housing within the immediate area.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- A 2nd Means of 1-way emergency access provided. Fire Code issues will be addressed in the permit phase.

WATER SERVICES

Approve with conditions

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

STORMWATER

Approve



Metro Planning Commission Meeting of 4/11/19

PUBLIC WORKS

Approve with conditions

- Prior to Final plan submittal, Coordinate meeting with MPW about adequate sight distance exiting site, relative to site access location alignment with the opposite drive.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Tulip Grove rd is classified as a T3-R-AB3 on MSCP. Construct 3 lane x-section along Tulip RD frontage with appropriate lane transitions. Arterial Blvd is a medium to high volume street per the MSCP.
- Prior to final SP approval submit road widening plan to construct a left turn lane with transitions per MPW road design standard.

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)	3.23	5.8 D	18 U	215	18	20

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)	3.81		44 U	323	21	25

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+26 U	+108	+3	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing **RS7.5** district: 2 Elementary 2 Middle 2 High

Projected student generation proposed **SP-R** district: 7 Elementary 5 Middle 4 High

The proposed SP-R zoning is expected to generate ten more students than the existing RS7.5 zoning district. Students would attend Dodson Elementary School, Dupont Middle School, and McGavock High School. Each school has 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 44 multi-family residential units.

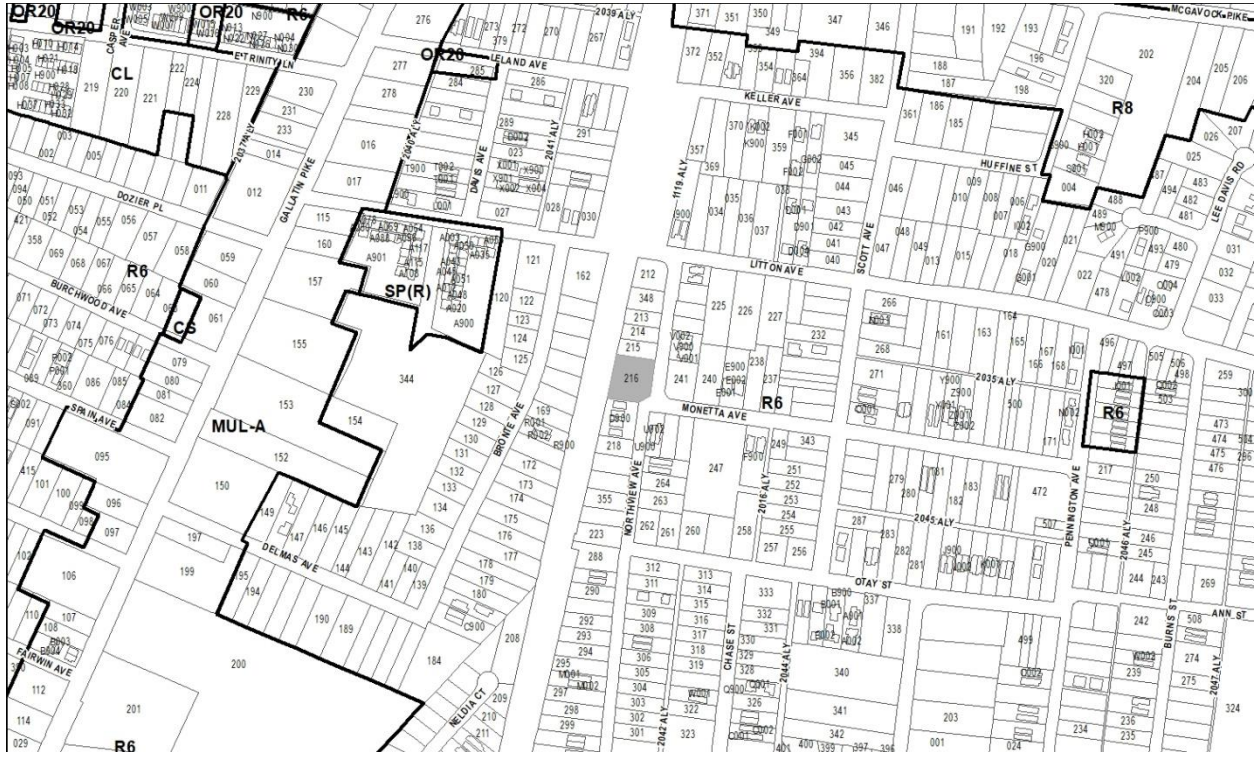


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2. Sidewalks with a minimum width of 6 feet and a planting strip with a minimum width of 8 feet shall be installed along site frontage along Tulip Grove Road as indicated on the plan.
3. If a development standard, not including permitted uses, is absent 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.
4. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permit



Metro Planning Commission Meeting of 4/11/19



2019S-057-001

NORTHVIEW HOMES

Map 072-10, Parcel(s) 216

04, Madison

7 (Anthony Davis)



Project No.	Final Plat 2019S-057-001
Project Name	Northview Homes
Council District	07 – A. Davis
School District	5 – Buggs
Requested by	Smith Land Surveying, LLC., applicant; Martha C. Nixon, owner.
Staff Reviewer	Napier
Staff Recommendation	<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 2300 Northview Avenue, at the northwest corner of Monetta Avenue and Northview Avenue, zoned One and Two-Family Residential (R6) (0.47 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 3 lots with 3 duplex lots for a total of 6 units, based on the acreage only.*

Community Character Manual Policy

The property is within the T4 Neighborhood Maintenance (T4 NM) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T4 NM, 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 0.47 acres at the northwestern corner of Monetta Avenue and Northview Avenue. The proposed lots range in size from approximately 6,446 square feet to 7,080 square feet. An existing single-family structure is located where lot 2 is shown. The plat indicates the structure will be removed. All of the proposed lots will have over 50 feet of frontage on Northview Avenue, a local street.

ANALYSIS

The land use policy for the subject property is T4 Urban Neighborhood Maintenance, subdivisions proposed within T4 NM policy areas are reviewed against the applicable criteria within Chapter 3-5 of the Subdivision Regulations. The applicable criteria are listed below.



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Community Character

Section 3-5.2.d of the Subdivision Regulations requires that newly created lots on existing streets in areas that are previously subdivided and predominately developed must be comparable to the surrounding lots in regards to frontage, area, setback, and orientation. For the purposes of this analysis, “surrounding parcels” is defined by the Subdivision Regulations as the five R, RS, AR2A, or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same block face, whichever is less. All three proposed lots will be oriented to Northview Drive.

1. Lot frontage analysis: The proposed lots must have frontage either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. Along Northview Avenue, newly created lots must have frontage at least equal to 50 feet. Proposed Lots 2 and 3 will each contain 51 feet of frontage. Proposed Lot 1 will contain 59.48 feet of frontage. All three lots meet compatibility requirements for frontage.

Lot 1 Frontage	
Proposed Frontage	59.48
Minimum Frontage	50 ft.
70% Average	46.55

Lot 2 Frontage	
Proposed Frontage	51
Minimum Frontage	50 ft.
70% Average	46.55

Lot 3 Frontage	
Proposed Frontage	51
Minimum Frontage	50 ft.
70% Average	46.55

2. Lot area analysis: The proposed lots must have a total area either equal to or greater than 70% of the average area of surrounding parcels or equal to or greater than the surrounding lot with the least amount of area, whichever is greater. Along Northview Avenue, the proposed lots must be equal to or greater than approximately 6,077 square feet. Proposed Lot 1 will contain 7,080 square feet. Proposed Lot 2 will contain 6,865 square feet. Proposed Lot 3 will contain 6,446 square feet. All three lots meet compatibility for area.

Lot 1 Size	
Proposed Size	7,080 sq. f.t
Minimum Size	6,077 sq. f.t
70% Average	5,623 sq. f.t

Lot 2 Size	
Proposed Size	6,865 sq. ft.
Minimum Size	6,077 sq. f.t
70% Average	5,623 sq. f.t

Lot 3 Size	
Proposed Size	6,446 sq. ft.
Minimum Size	6,077 sq. f.t
70% Average	5,623 sq. f.t



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3. Street setbacks: Future structures would have to comply with setbacks as established by Metro Zoning Code.

4. Lot orientation: Orientation of the proposed lots shall be consistent with the surrounding parcels. Lots 1, 2, and 3 front Northview Avenue and are consistent with the surrounding parcels.

Zoning Code

Proposed lots meet the minimum standards of the R6 zoning district.

Street Frontage

Proposed lots have frontage on a public street.

Agency Review

All review agencies have recommended approval.

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

METRO WATER SERVICES RECOMMENDATION

Approve

- Approved for sanitary sewer only.

MADISON SUBURBAN UTILITY DISTRICT

Approve with conditions

- Capacity Fees for Lot 1 and Lot 3 must be paid prior to building permits.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

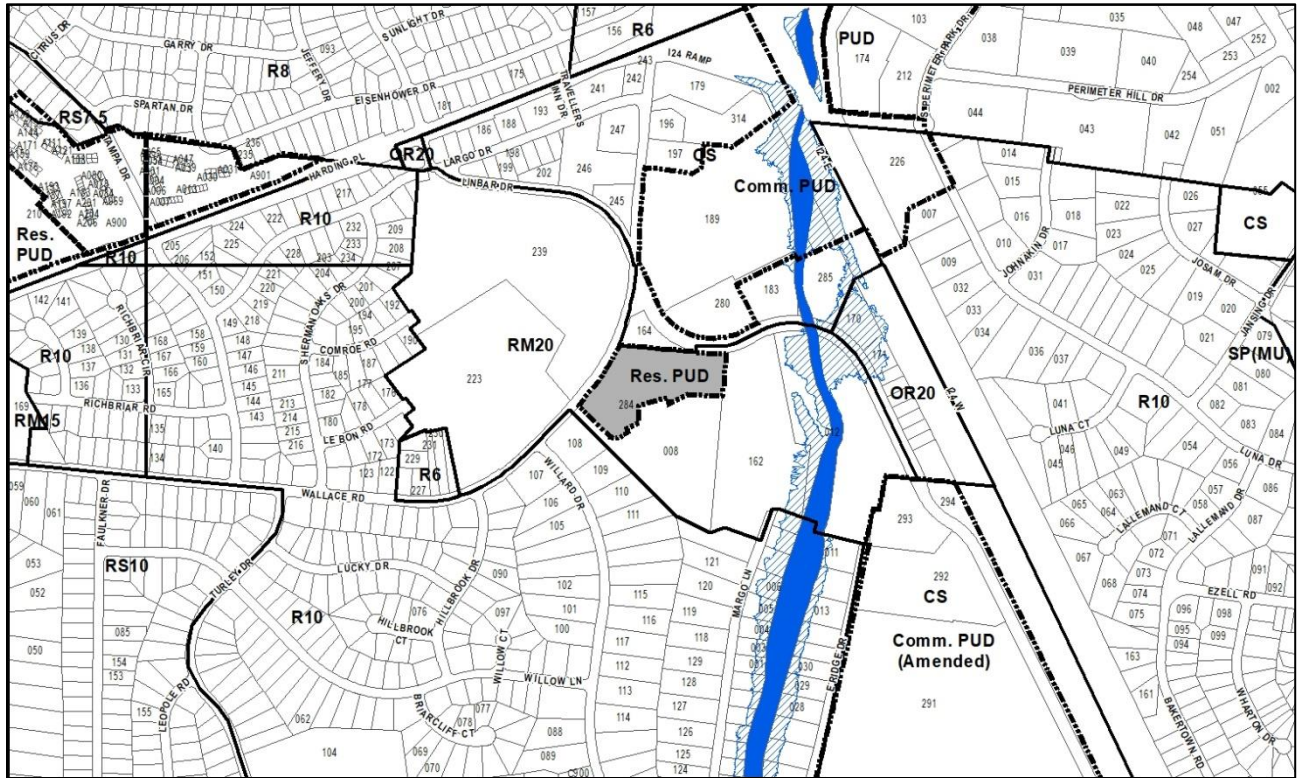
1. A copy of an approved demolition permit must be submitted to the Planning staff before the plat will be recorded.



SEE NEXT PAGE



Metro Planning Commission Meeting of 4/11/2019



124-78P-001

SUNRISE APARTMENTS PHASE II (CANCELLATION)

Map 148, Parcel(s) 284

12, Southeast

30 (Jason Potts)



Project No.	Planned Unit Development 124-78P-001
Project Name	Sunrise Apartments Phase II (Cancellation)
Council District	30 - Potts
School District	2 – Elrod
Requested by	Donald Collins, applicant; Willie Davis, Trustee, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Cancel a planned unit development.

PUD Cancellation

A request to cancel a Planned Unit Development on property located at Wallace Road (unnumbered), approximately 330 feet southwest of Linbar Drive, zoned Multi-Family Residential (RM20) (4.77 acres).

Existing Zoning

Multi-Family Residential (RM20) intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 95 units. However, the PUD regulates the use of the property and permits a maximum of 74 units.*

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

SOUTHEAST COMMUNITY PLAN

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



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

CO policy at this site recognizes potential steep slopes and a stream/stream buffers.

PLAN DETAILS

The Residential PUD was approved by Metro Council in 1978 to permit the construction of a 74-unit addition to an existing apartment development. The PUD was intended to be Phase 2 of an existing apartment complex, located south of the PUD. A final development plan was never submitted to the Planning Department. The site remains vacant.

ANALYSIS

The cancellation of the PUD at this site would allow for residential uses that occur in suburban areas, consistent with the site's T3 Neighborhood Evolving policy. The site's RM20 zoning permits multi-family residential uses in an area that has previously developed with multi-family development on both sides of Wallace Road, west of Linbar Drive. Cancellation of the PUD will allow the site to develop with residential uses, consistent with policy guidance and with the surrounding context.

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

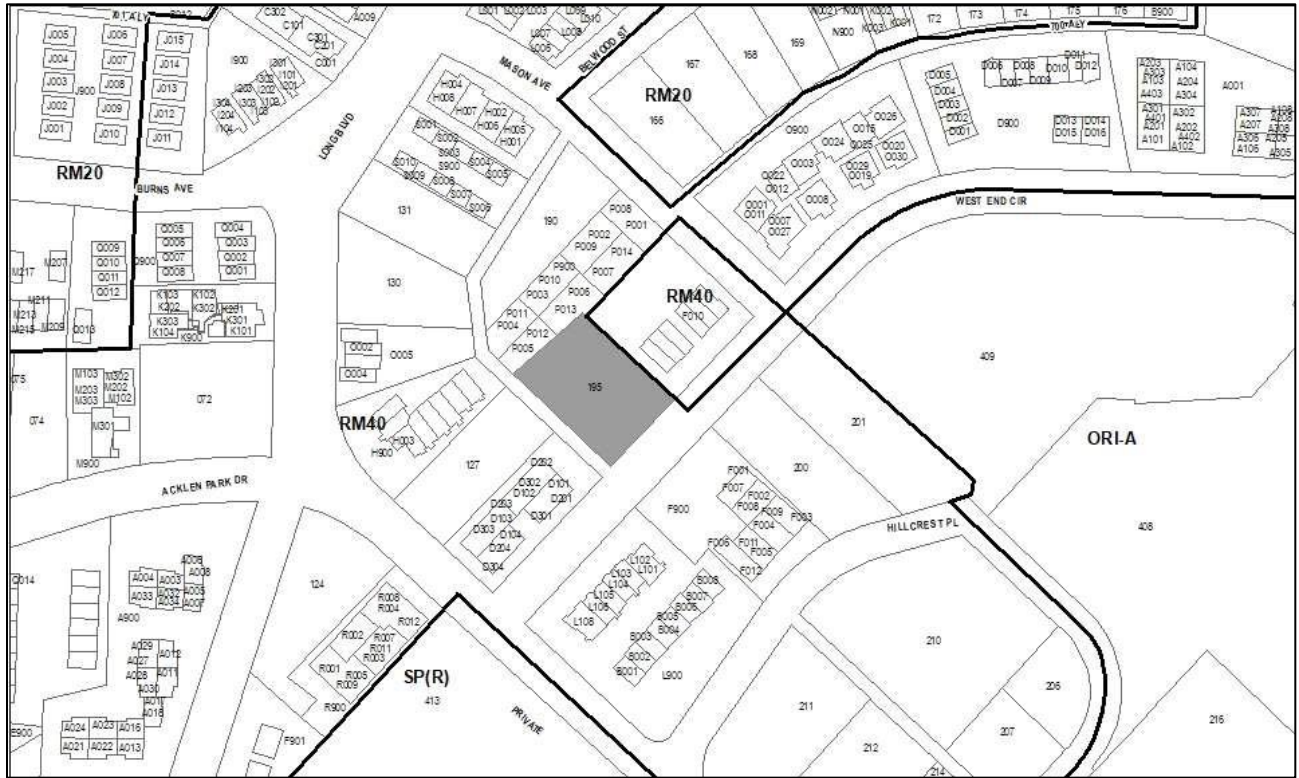
Staff recommends approval.



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Metro Planning Commission Meeting of 4/11/2019



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



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

APPLICANT REQUEST

Modifications to the front yard build-to standard of the 31st Avenue & Long Boulevard Urban Design Overlay.

UDO Modification

A request for modification to the standards of the 31st Avenue & Long Boulevard Urban Design Overlay on property located at 3206 West End Circle, zoned Multi-Family Residential (RM40) (0.33 acres) to permit the reduction of the front yard build-to from 20’ to between 14’-10” and 13’-6” for various portions of the facade.

Existing Zoning

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre. *RM40 would permit a maximum of 13 units.*

Existing Overlay Zoning

31st Avenue & Long Boulevard Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the urban setting, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not ensured by the application of the conventional bulk, landscaping and parking standards of the Metro Zoning Code.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

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



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Figure 1: Proposed Site Layout



Figure 2: Perspective from West End Circle



Figure 3: Central open space



Figure 4: Perspective of side



Figure 5: Rear of property from alley



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PROPOSAL DETAILS

The property consists of 0.33 acres of land located on the northern side of West End Circle, between Mason Avenue and Acklen Park Drive. The property is located within the G-3 subdistrict of the 31st Avenue & Long Boulevard UDO. The project consists of 8 townhomes with 16 enclosed parking spaces. The property has frontage on West End Circle and on-street parking is available. Vehicular access is taken from an existing alley to the west side of the property.

A final site plan that did not meet the standards of the UDO was submitted for this property in 2018. The applicants have since submitted this modification request to permit the reduction of front yard build-to standard. It was reviewed by the 31st Avenue and Long Boulevard Design Review Committee, most recently on March 12, 2019.

ANALYSIS

Reduction of Front Yard Build-to

The applicant has requested reduction of the front yard build-to from a required 20' for townhomes within the G-3 subdistrict to between 14'-10" and 13'-6" feet for various portions of the façade.

Staff can be supportive of modifications to the front yard build-to standard in cases where a modification would allow a more natural transition between adjacent properties and function as a contextual setback. The building to the immediate west, shown in Figure 6, is a stacked flat within a more intense subdistrict of the UDO and has projections including covered porches and balconies for a significant amount of the façade. The buildings to the immediate east, shown in Figure 7, are a series of townhomes, set back far from the street.

Due to the context of the adjacent properties, staff is supportive of this modification to reduce the front yard build-to standard.



Figure 6: Property to the west



Figure 7: Property to the east

DESIGN REVIEW COMMITTEE RECOMMENDATION

Approve with Conditions

- Recommended approval of design dated February 2, 2019 with the condition that the façade elements labelled “Decorative Metal Screen Wall” on Page A4.1 are removed at the final site plan phase. This specific element further projects beyond the front façade and is inconsistent with the rationale for supporting the requested modification.

FIRE MARSHAL RECOMMENDATION

Approve with Conditions

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



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STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with Conditions

- Approved as a Preliminary UDO/Site Plan only, contingent on these new building locations not interfering with any water or sewer infrastructure. The required capacity fees must also be paid prior to Final Site Plan/UDO approval.

PUBLIC WORKS RECOMMENDATION

Approve with Conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Submit copy of ROW dedications prior to bldg. permit sign off.

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval of the modification to the front yard build-to standard with the condition that the design elements labelled “Decorative Metal Screen Wall” on Page A4.1 be removed at the final site plan phase. The modification request is consistent with the intent of the UDO and allows the project to make an appropriate transition from the highest intensity area to a lower intensity area.

CONDITIONS

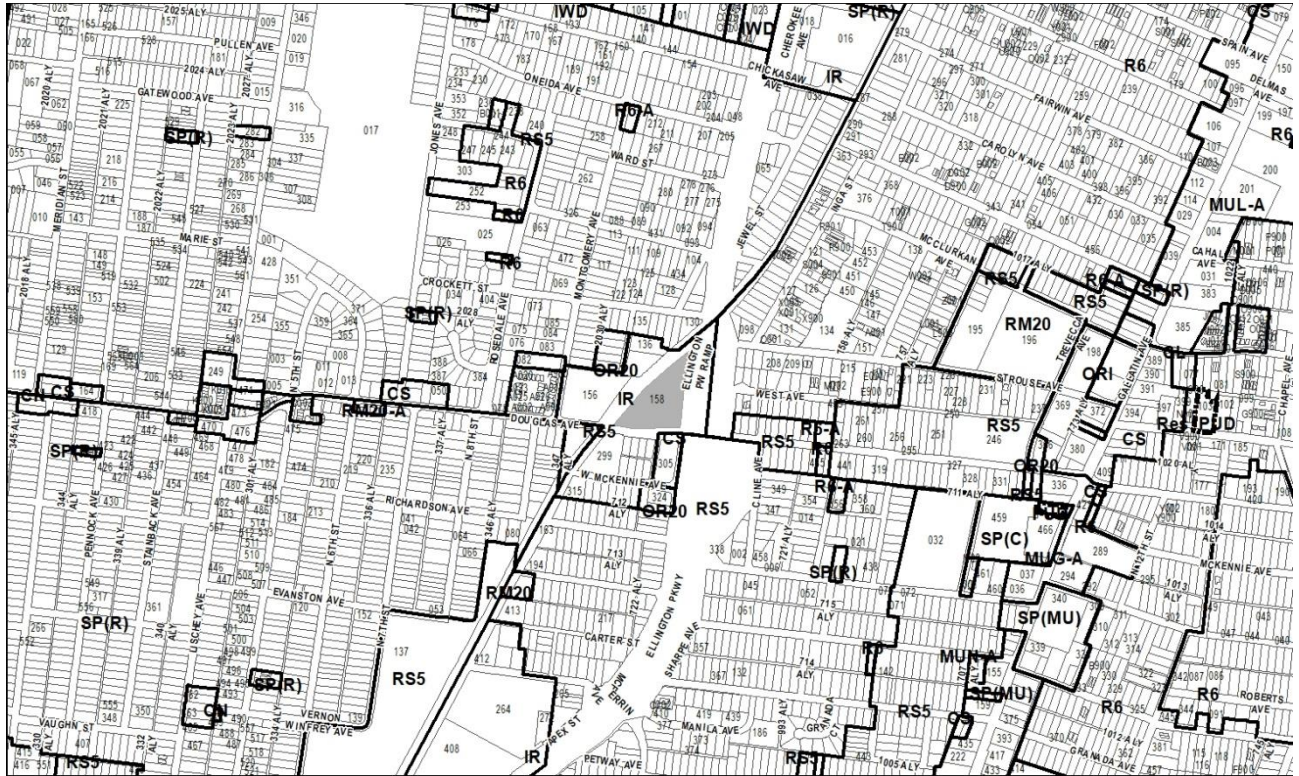
1. The design elements labelled “Decorative Metal Screen Wall” on Page A4.1 shall be removed at the final site plan phase.



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Metro Planning Commission Meeting of 4/11/2019



2019Z-045PR-001

Map 071-16, Parcel(s) 158

05, East Nashville

05 (Scott Davis)



Project No.	Zone Change 2019Z-045PR-001
Council District	05- S. Davis
School District	5- Buggs
Requested by	Douglas Village, LLC., applicant and owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IR to MUN-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Neighborhood – Alternative (MUN-A) zoning for property located at 747 Douglas Avenue, at the northwestern corner of McFerrin Avenue and Douglas Avenue (2.87acres).

Existing Zoning

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

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

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced 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.

This site is within the M1 sub-district of the Building Regulating Plan. The M1 sub-district is intended to enhance and create urban neighborhood centers that provide for daily needs and services for surrounding urban neighborhoods. The M1 subdistrict supports courtyard flats, low-rise flats, mid-rise flats and low-rise mixed use or mid-rise mixed use. The Mobility Plan that is part of the supplemental policy does not impact this site.



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ANALYSIS

The subject property is located on the north side of Douglas Avenue, and is approximately three acres in size. It is bound by Ellington Parkway to the east and a CSX railroad to the west. The surrounding zoning pattern includes a variety of industrial, commercial and residential districts. The property immediately to the west on the opposite side of the railroad is zoned IR as is the properties on the south side of Douglas Avenue. There is also CS zoning on the opposite side of Douglas Avenue.

The proposed MUN-A zoning district is consistent with the T4 NC policy and the supplemental policy. The proposed MUN-A district permits mixed-use development at a scale consistent with the T4 NC policy and the Building Regulating Plan for the supplemental policy. The property is located along Douglas Avenue, which is a collector, and is adjacent to the Ellington Parkway on/off ramp. These locational characteristics make the property ideal for mixed-use, and/or higher density residential. Rezoning from IR to MUN-A bring the zoning of the property into conformance with the goals of the policy and removes an inconsistent zoning.

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: IR

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.87	0.6 F	75,010 S.F.	165	35	37

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)	1.47	0.6 F	38 U	279	18	22

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)	0.7	0.6 F	18,295 S.F.	205	44	23



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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)	0.7	0.6 F	18,295 S.F.	1162	59	126

Traffic changes between maximum: IR and MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1481	+86	+134

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUN-A district: 4 Elementary 3 Middle 3 High

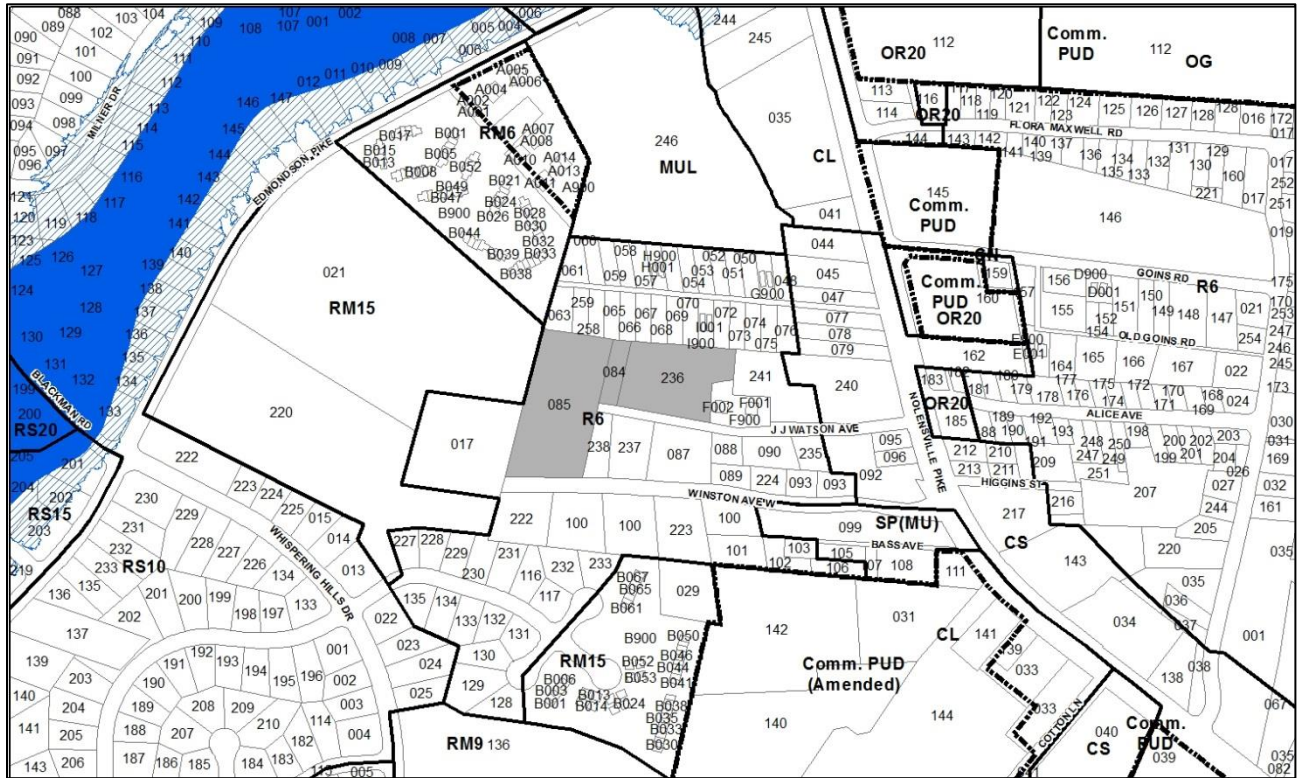
The proposed MUN-A zoning would generate ten more students than the existing IR zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval. The proposed MUN-A zoning district is consistent with the T4 NC policy and the supplemental policies of the Highland Heights Study.



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2018Z-046PR-001

Map 147-07, Parcel(s) 084-085, 236

12, Southeast

27 (Davette Blalock)



Project No.	Zone Change 2018Z-046PR-001
Council District	27 – Blalock
School District	2 – Brannon
Requested by	Dale and Associates, applicant; Salahadeen Osman, owner.
Staff Reviewer	Birkeland
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from R6 to RM15-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential-Alternative (RM15-A) zoning on properties located at Winston Avenue West (unnumbered) and JJ Watson Avenue (unnumbered), west of the terminus of JJ Watson Avenue (4.57 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 28 lots with 7 duplex lots for a total of 35 units based on acreage only. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

Multi-Family Residential – Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 69 units.*

SOUTHEAST COMMUNITY PLAN

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

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



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habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

HISTORY

In May 2018, this application originally requested a zone change from One and Two-Family Residential (R6) to Multi-Family Residential (RM20-A). Staff recommended disapproval. The applicant indefinitely deferred this case at the May 24, 2018 Metro Planning Commission. No public hearing was held. The application was reactivated earlier this year. This application is now requesting a zone change from R6 to RM15-A, instead of the previously requested RM20-A.

ANALYSIS

The site consists of 4.57 acres and is located along JJ Watson Avenue and Winston Avenue West, approximately 650 feet west of Nolensville Pike. The site is currently vacant. The adjacent properties to the north, south and east are vacant or developed with single family residences. The adjacent property to the west is developed with multi-family residences and open space for a cemetery. The existing zoning allows single and two-family residential uses with a 6,000 square foot minimum lot size.

The RM15-A district would permit up to 69 units. This intensity and type of development permitted by RM15-A is out of character with the surrounding area, which consists mostly of one story single-family homes. This proposal, which could add intense multi-family development, is premature and inappropriate without associated infrastructure to support it, and is inconsistent with the surrounding development pattern.

The properties requested to be rezoned are located at a dead-end of a predominantly single-family street within a broader neighborhood west of Nolensville Pike. JJ Watson Avenue, the dead end street, is not built to Metro Public Works standards for a local road. This area is located approximately 650 feet west of Nolensville Pike, a major corridor characterized by commercial and some residential uses. Additional residential density is important to support this corridor; however, higher density should be placed closer to the corridor, not leap frogging a single-family residential area on a dead-end street.

Recently the Metropolitan Planning Commission recommended approval of a zone change request from R6 and CS to RM15-A for properties located at 4409 JJ Watson Avenue and a portion of 4415 Nolensville Pike. These properties are located closer to the corridor where more intensity is supported. The current request for RM15-A is for properties at the dead end of JJ Watson Avenue, the furthest properties away from the corridor along this street. If this area were to redevelop with multi-family, it should work its way from the corridor with appropriate supporting infrastructure, such as sidewalks, and not start further away from the corridor.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	3.88	7.26 D	35 U	396	30	38

*Based on two-family residential

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.57		69 U	481	34	43

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+34 U	+85	+4	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 7 Elementary 5 Middle 5 High

Projected student generation proposed RM15-A district: 7 Elementary 5 Middle 5 High

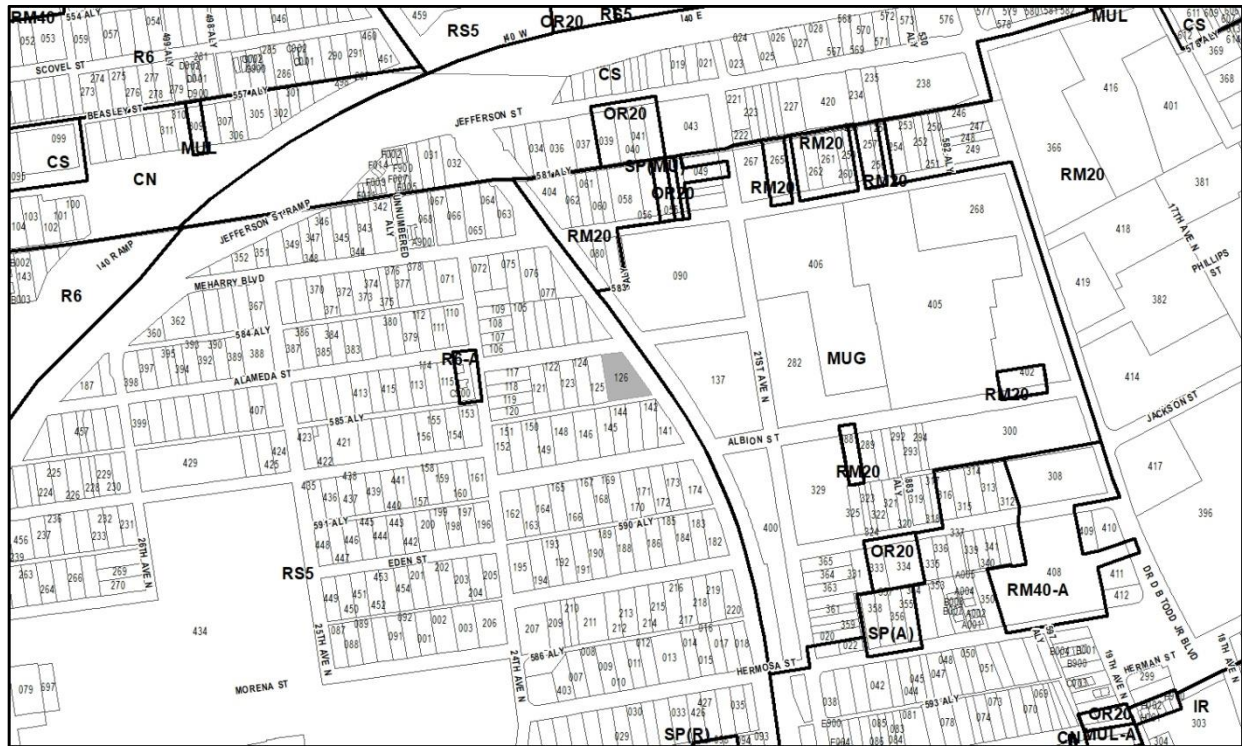
The proposed RM15-A zoning district would generate no additional students than what is typically generated under the existing R6 zoning district. Students would attend Norman Binkley Elementary, Croft Middle School and Overton High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends disapproval as the proposed zoning is inconsistent with the T3 NE land use policy in this location.



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2019Z-047PR-001
Map 092-03, Parcel(s) 126
08, North Nashville
21 (Ed Kindall)



Project No.	Zone Change 2019Z-047PR-001
Council District	21- Kindall
School District	5- Buggs
Requested by	Southern Legacy Homes, LLC, applicant and owner.
Staff Reviewer	Burse
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6-A) zoning for property located at 2301 Alameda Street, at the southern terminus of Alameda Street, (0.40 acres).

Existing Zoning

Single-Family Residential (RS5) zoning requires a minimum 5,000 square foot lot and is intended for single-family dwellings at an overall density of 8.71 dwelling units per acre. *RS5 would permit a maximum of 3 single-family residential lots based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

One and Two-Family Residential-Alternative (R6-A) is intended for one and two-family dwellings at a density of 7.26 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of 2 duplex lots with a total of 4 residential units. Application of the Subdivision Regulations may result in fewer lots.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The site consists of one parcel totaling 0.40 acres located at 2301 Alameda Street, at the southern terminus of Alameda Street. Existing conditions include a single-family residential house. Site access is from Alameda Street with an improved alley at the rear of the site.



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The site is less than 700 feet away from the nearest bus stop located along 21st Avenue near the intersection of Meharry Blvd and 21st Avenue North. Surrounding land uses consist primarily of single-family residential with some two-family residential and vacant land. Meharry Medical College and Nashville General Hospital are also near the site to the east. The site is within a large area of Single-Family Residential (RS5) zoning. One of the surrounding zoning districts include One and Two-Family Residential (R6-A).

T4 Neighborhood Evolving policy in this location supports moderate density that will enhance the pedestrian realm and provide additional housing choices. The R6-A zoning district is consistent with policy in this location as it provides design criteria such as raised foundations, alley only access and appropriate building placement in addition to diversity of housing.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.40	8.71 D	3 U	42	7	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.40	7.26 D	4 U	54	8	5

*Based on two-family lots

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

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



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METRO SCHOOL BOARD REPORT

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

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

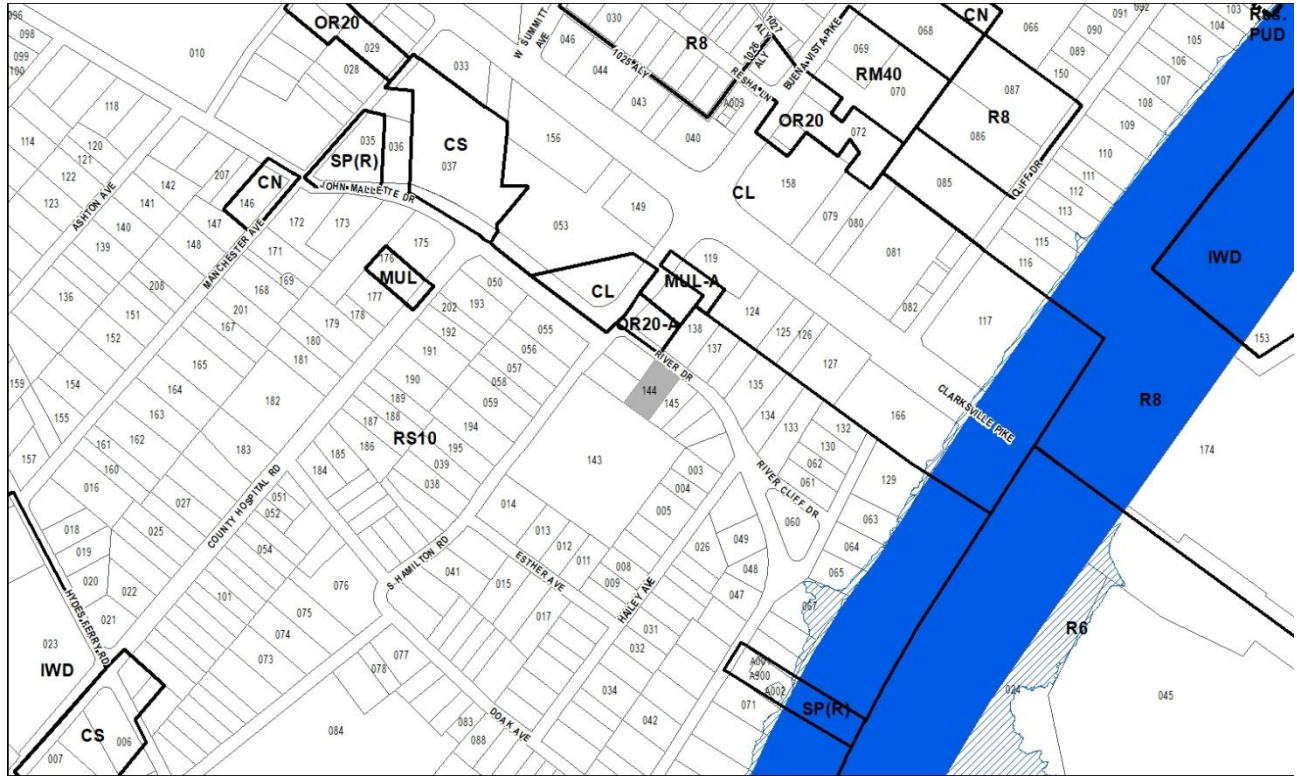
The proposed R6-A zoning is not expected to generate more students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy of the North Nashville Community Plan.



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2019Z-049PR-001

Map 070-13, Parcel(s) 144

03, Bordeaux – Whites Creek – Haynes Trinity

02 (DeCosta Hastings)



Project No.	Zone Change 2019Z-049PR-001
Council District	02 – Hastings
School District	1 - Gentry
Requested by	Rhythm Homes Development, applicant; Benjamin Mitchell, owner.
Staff Reviewer	Dunnavant
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Rezone from R10 to CS.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family – Alternative (R8-A) zoning for property located at 3107 River Drive, approximately 140 feet southeast of South Hamilton Road (0.43 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of one single-family residential lot.*

Proposed Zoning

One and Two-Family Residential-Alternative (R8-A) 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 2 duplex lots for a total of four units. The Codes Department provides a final determination on duplex eligibility.*

BORDEAUX - WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

ANALYSIS

The property is located along River Drive, approximately 140 feet southeast of South Hamilton Road. The site is surrounded by OR20-A zoning to the north, and RS10 on all other sides. The



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current land use on the site is residential. There is currently a school to the south, and residential use on all other sides.

This property is located in the T3 Suburban Neighborhood Evolving (T3-NE) policy area. This policy intends to create neighborhoods with a greater housing choice, improved connectivity, and more creative development techniques.

This site is located at the edge of the T3 NE policy area, adjacent to an area of T3 Suburban Community Center policy. Applying the R8-A zoning district at this location would provide a transition from a more intense uses at the nearby intersection of South Hamilton and River Drive and along the corridor to the north, to the lower density residential neighborhood to the south while also providing for additional housing options.

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: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.43	4.35	1 U	16	6	2

Maximum Uses in Proposed Zoning District: **R8-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)	0.43	5.44 D	2 U	29	7	3

*Based on two-family lots

Traffic changes between maximum: **RS10 and R8-A**

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 RS10 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed R8-A district: 0 Elementary 0 Middle 0 High

The proposed R8-A zoning district would generate no more students than what is typically generated under the existing RS15 zoning district. Students would attend Cumberland Elementary



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School, Joelton Middle School, and Whites Creek 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.