



METROPOLITAN PLANNING COMMISSION

DRAFT MINUTES

May 09, 2019
4:00 pm Regular Meeting

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

MISSION STATEMENT

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

Commissioners Present:
Greg Adkins, Chair
Jessica Farr, Vice Chair
Ron Gobbell
Lillian Blackshear
Brian Tibbs
Roe Elam
Dr. Pearl Sims
Daveisha Moore
Councilmember Fabian Bedne

Commissioners Absent:
Jeff Haynes

Staff Present:
Lucy Kempf, Executive Director
George Rooker, Special Projects Manager
Kelly Adams, Admin Services Officer IV
Lisa Milligan, Planning Manager II
Greg Claxton, Planning Manager I
Shawn Shepard, Planning Manager I
Anita McCaig, Planner III
Jason Swaggart, Planner II
Latisha Birkeland, Planner II
Abbie Rickoff, Planner II
Jessica Buechler, Planner II
Joren Dunnivant, Planner II
Gene Burse, Planner II
Amelia Lewis, Planner II
Patrick Napier, Planner I
Quan Poole, Legal

Lucy Alden Kempf
Secretary and Executive Director, Metro Planning Commission
Metro Planning Department of Nashville and Davidson County
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Notice to Public

Please remember to turn off your cell phones.

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

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

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

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

Writing to the Commission

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

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

Speaking to the Commission

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

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

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

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

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

Legal Notice

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



The Planning Department does not discriminate on the basis of race, color, national origin, gender, gender identity, sexual orientation, age, religion, creed or disability in admission to, access to, or operations of its programs, services, or activities. Discrimination against any person in recruitment, examination, appointment, training, promotion, retention, discipline or any other employment practices because of non-merit factors shall be prohibited. For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at (615) 862-7150 or e-mail her at josie.bass@nashville.gov. For Title VI inquiries, contact Human Relations at (615) 880-3370. For all employment-related inquiries, contact Human Resources at (615) 862-6640.

MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:16 p.m.

B: ADOPTION OF AGENDA

Mr. Gobbell moved and Mr. Elam seconded the motion to adopt the agenda. (9-0)

C: APPROVAL OF APRIL 25, 2019 MINUTES

Mr. Tibbs moved and Mr. Gobbell seconded the motion to approve the April 25, 2019 minutes. (9-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Roberts spoke in favor of Items 20, 21, and 29.

E: ITEMS FOR DEFERRAL / WITHDRAWAL

1. **2018CP-011-002**
SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT
2. **2018SP-029-002**
405 40TH AVENUE NORTH (AMENDMENT)
4. **2019SP-006-001**
3RD AVENUE NORTH SP
9. **2018Z-039PR-001**
10. **2019Z-023PR-001**
- 14a. **2019CP-008-001**
NORTH NASHVILLE COMMUNITY PLAN AMENDMENT
- 14b. **2019SP-035-001**
2400 WEST HEIMAN STREET SP
- 16a. **2019CP-011-001**
SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT
- 16b. **2019SP-036-001**
NAPIER AND SUDEKUM SP
- 16c. **93P-025-001**
NAPIER AND SUDKEM PUD (CANCELLATION)
22. **2019SP-028-001**
1418 AND 1420 3RD AVENUE NORTH
26. **2019SP-034-001**
NORTH CANTON PIKE SP
32. **2019S-071-001**
LOTS 1, 2 AND 3 AT 1003 NEELYS BEND
41. **2019Z-061PR-001**
45. **2019Z-065PR-001**

Ms. Farr moved and Mr. Elam seconded the motion to approve the Deferred and Withdrawn Items. (9-0)

Mr. Tibbs recused himself from Items 16a, 16b, and 16c.

F: CONSENT AGENDA ITEMS

- 3. 2018SP-057-001
EATON CREEK COMMONS**
- 5. 2019SP-010-001
0 SHANNON AVENUE**
- 6. 2019SP-020-001
PETTUS ROAD SP**
- 7a. 206-69P-001
HARDING PLACE CENTER PUD (AMENDMENT)**
- 7b. 8-68P-002
HARDING PLACE CENTER PUD (CANCELLATION)**
- 8. 2018Z-038PR-001**
- 15a. 2019CP-008-002
NORTH NASHVILLE COMMUNITY PLAN AMENDMENT**
- 15b. 2019SP-029-001
NEUHOFF**
- 17. 2007SP-037-001
FOREST VIEW SP (FINAL)**
- 18. 2019SP-023-001
FREEDOM STORAGE**
- 19. 2019SP-024-001
523 27TH AVENUE**
- 20. 2019SP-025-001
BROADSTONE NATIONS**
- 21. 2019SP-026-001
VERNON AVENUE SP**
- 23. 2019SP-031-001
4307 CENTRAL PIKE**
- 24. 2019SP-032-001
TUSCULUM CROSSINGS SP**
- 25. 2019SP-033-001
RIVERSIDE GLEN SP**
- 27. 2017S-250-001
RURAL HILL ROAD BEND SUBDIVISION**
- 28. 2018S-208-001
12474 OLD HICKORY BOULEVARD**
- 31. 2019S-060-001
OLD FRANKLIN SUBDIVISION**

33. **2019S-073-001**
RESUBDIVISION OF LOT 9 ON THE MAP OF ALPINE TERRACE
34. **2019S-077-001**
SUBDIVISION OF THE REYNOLDS PROPERTY
35. **45-86P-002**
BERRYVILLE - GRANVIEW VILLAGE PUD (REVISION)
36. **88P-040-003**
SAM'S CLUB PUD (CANCELLATION)
37. **2018UD-001-003**
RIVER-TRACE UDO (SIGN MODIFICATION)
38. **2019Z-050PR-001**
39. **2019Z-052PR-001**
40. **2019Z-060PR-001**
42. **2019Z-062PR-001**
43. **2019Z-063PR-001**
44. **2019Z-064PR-001**
46. **2019Z-066PR-001**
47. **2019Z-067PR-001**
48. **2019Z-069PR-001**
49. **2019Z-071PR-001**
50. **2019Z-072PR-001**
51. **2019Z-073PR-001**
52. **2019Z-076PR-001**
53. **2019Z-077PR-001**
54. **2019Z-079PR-001**
58. **Accept the Director's Report and Approve Administrative Items**

Mr. Tibbs moved and Ms. Farr seconded the motion to approve the Consent Agenda. (9-0)

Ms. Blackshear recused herself from Items 7a and 7b.

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

G: ITEMS TO BE CONSIDERED

- 1. 2018CP-011-002**
SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT
Council District 19 (Freddie O'Connell)
Staff Reviewer: Anna Grider

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

Staff Recommendation: Defer to the July 18, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018CP-011-002 to the July 18, 2019 Planning Commission meeting. (9-0)

- 2. 2018SP-029-002**
405 40TH AVENUE NORTH (AMENDMENT)
Council District 24 (Kathleen Murphy)
Staff Reviewer: Gene Burse

A request to amend a Specific Plan 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, requested by Dewey Engineering, applicant; 405 Charlotte Development Partners, owner.

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-029-002 to the May 23, 2019 Planning Commission meeting. (9-0)

- 3. 2018SP-057-001**
EATON CREEK COMMONS
Council District 01 (Jonathan Hall)
Staff Reviewer: Jason Swaggart

A request to rezone from SP and RS15 to SP-R for properties located at 4269 Ashland City Highway and Ashland City Highway (unnumbered), approximately 830 feet East of Stewarts Lane, (23.34 acres), to permit up to 100 residential units, requested by Land Solutions Company, LLC., applicant; Green Trails, LLC, owner.

Staff Recommendation: 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. 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 under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

PLAN DETAILS

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). 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.

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.

ANALYSIS

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.

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

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

Resolution No. RS2019-120

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018SP-057-001 is **approved with conditions and disapprove without all conditions. (9-0)**

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

4. 2019SP-006-001

3RD AVENUE NORTH SP

Council District 19 (Freddie O'Connell)

Staff Reviewer: Patrick Napier

A request to rezone from R6-A to SP zoning on properties located at 1825, 1827, 1829, 1831, 1833, and 1835 3rd Avenue North, at the southeast corner of Coffee Street and 3rd Avenue North (1.18 acres), to permit 25 multi-family residential units, requested by Dale and Associates, applicant; TAB Homebuilders, LLC., owner.

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-006-001 to the May 23, 2019 Planning Commission meeting. (9-0)

5. 2019SP-010-001
0 SHANNON AVENUE

Council District 09 (Bill Pridemore)
Staff Reviewer: Jason Swaggart

A request to rezone from RS7.5 to SP-R zoning for properties located at Shannon Avenue (unnumbered), approximately 300 feet west of Pierce Road, (1.96 acres), to permit 28 multifamily residential units, requested by Clint T. Elliott Surveying, applicant; Elite Nashville Development, LLC., owner.

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

APPLICANT REQUEST

Zone change from RS7.5 to SP-R to permit 28 residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan – Residential (SP-R) zoning for properties located at Shannon Avenue (unnumbered), approximately 300 feet west of Pierce Road, (1.96 acres), to permit 28 multi-family residential units.

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 9 single-family residential units.*

Proposed Zoning

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

MADISON 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.

PLAN DETAILS

The approximately two acre site consists of two properties located on the south side of Shannon Avenue, between Shandale Drive and Pierce Road. The site is vacant, relatively flat, and is mostly open field and scrub brush. This section of Shannon consists of larger parcels, and is mostly undeveloped. Homes abut the eastern and southern site boundaries. Shannon is classified as a local street.

Site Plan

The site plan calls for 28 attached and detached multi-family residential units. Eight units front Shannon Avenue, and six units front a proposed new public street that runs north to south from Shannon Avenue along the western property boundary. The remaining 14 units are central to the site, and front onto a central courtyard/open space. The maximum height for all units is three stories in 35 feet. The plan provides architectural standards that pertain to principle entries, glazing, materials, foundation heights and porches.

Vehicular access is shown from two private drives to the proposed new public street. No access is proposed to Shannon Avenue. A four foot wide grass strip and five foot wide sidewalk are shown along Shannon Avenue and the east side of the proposed new public street. Parking consists of a mixture of surface and private garage spaces.

ANALYSIS

As proposed, the plan is consistent with the T4 NE land use policy. The plan increases housing diversity in the area, and is designed to engage the street, and promote walkability consistent with the urban nature of the policy. The plan calls for a new public street that will allow for a future connection from Shannon Avenue to Sarver Avenue to the south. It is important to note that this public street connection will not occur until the abutting properties to the south redevelop.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES

Approve

STORMWATER

Approve with conditions

- If additional area for water quality / quantity is required, then it shall be placed where units 1 and 2 are located”

PUBLIC WORKS

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Submit copy of ROW dedication to MPW, prior to Bldg. permit.
- Remove all '25 ROW' dims and call outs labels on drawing.
- Indicate installation of “Now Entering Private Property” signage at the driveway connection to the proposed public roadway, i.e. between Units 1 & 9 and South of Unit 14.
- Use MPW standard cross section ST-252B (sw's, gs, c&g) for proposed public drive.
- Label and dimension the following along Shannon Ave: row dedication (if ness.), sidewalks, grass strip and curb/gutter. Ref. MPW standard sections.
- Label location for waste/recycle disposal and a general note private hauler use for pickup.
- Dimension typical parking stalls, also, garage parking stalls?

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Address adequate distance of drives to property line improve drive radius.

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 3 Elementary 2 Middle 2 High

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

The proposed SP-R zoning is expected to generate one more student than the existing RS7.5 zoning district. Students would attend Amqui Elementary School, Neely's Bend College Prep Middle School, and Hunter's Lane High School. All three schools are identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions, and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 28 multi-family residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
3. 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.
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. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Mr. Swaggart presented the staff recommendation of approval with conditions and disapproval without all conditions.

Patricia Hankins, 325 Sarver Ave, spoke in opposition to the application because this is very different than what the neighborhood was told.

Councilmember Pridemore spoke in favor of the application.

Chairman Adkins closed the Public Hearing.

Ms. Farr suggested a deferral in order to hear from the applicant since they were not in attendance.

Mr. Tibbs spoke in favor of the application as it fits in well with the neighborhood.

Ms. Blackshear also expressed interest in hearing from the applicant since it is such a large increase in density.

Mr. Elam spoke in favor of the application but would still like to hear from the applicant.

Mr. Gobbell expressed interest in hearing from the applicant.

Dr. Sims moved and Ms. Blackshear seconded the motion to defer to the May 23, 2019 Planning Commission meeting. (9-0)

Resolution No. RS2019-121

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-010-001 is deferred to the May 23, 2019 Planning Commission meeting. (9-0)

6. 2019SP-020-001

PETTUS ROAD SP

Council District 31 (Fabian Bedne)

Staff Reviewer: Patrick Napier

A request to rezone from AR2a to 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, requested by Tifinie Capehart Consulting, applicant; Province Builders, LLC., owners.

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

APPLICANT REQUEST

Rezoned 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 a maximum of 143 multi-family residential units.

Existing Zoning

Agricultural/Residential (AR2A) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 19 lots with 4 duplex lots for a total of 23 units.*

Proposed Zoning

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

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

PLAN DETAILS

The site is located at Pettus Road (unnumbered), at the northeastern corner of Old Hickory Boulevard and Pettus Road. The property is vacant, and contains dense vegetation. There is an area of steep slopes located within the interior of the site, containing slopes in excess of 25 percent. The site plan indicates that all lots and building envelopes will be outside of areas which have slopes in excess of 25 percent.

Site Plan

The plan calls for a maximum of 143 multi-family residential units. Of the overall 38.49 acres, 7 acres will remain as open space, including areas such as creeks, required stormwater buffers, and steep slopes. A 40' setback along Old Hickory Boulevard with a C landscape buffer will screen this site from the surrounding area. An internal walking trail network is proposed as a means of pedestrian travel throughout the site.

A proposed public street connection to Old Hickory Boulevard will provide access to the site. All streets within the site will be public streets, constructed to the standards of Metro Public Works. The eastern street connection will extend the local street network to the previously approved Evergreen Hills SP. A future street connection is indicated by a stub street to the north property line. Sidewalks along Old Hickory Boulevard will be constructed to meet the standards of the Major and Collector Street Plan which requires an 8 foot wide grass strip and a 6 foot wide sidewalk. Sidewalks will be constructed along all internal streets consistent with the local standard of a four foot grass strip and eight foot sidewalk. The plan provides architectural standards pertaining to window orientation, primary entrances, glazing, and building materials.

ANALYSIS

The site sits within a large area of Neighborhood Evolving policy, which supports a range of housing types. The SP to the east includes both detached and attached housing types. This SP, which includes all detached units, will provide a transition between the SP to the east the more detached existing development pattern. The density of the proposed SP is generally in line with an RS10 density, consistent with nearby zoning. The SP also includes open space areas, new public streets, and pedestrian amenities meeting the goals of the policy.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

- The Southeast Quadrant "Owner's Responsibility in Regards to Metro Water Service Availability Statement" signed by John Swift, Province Builders, LLC on April 9, 2019, shall be added to the current SP cover sheet.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Condition Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Final drawings shall reflect the following conditions:
- With the ST-263 cross section for proposed public alleys, unit driveways off the alleys shall be widened to 16 ft. and allow for 20 ft. of length (behind ROW to front of garage)
- With the ST-251 cross section for proposed public roads, unit driveways off the public roadways shall be widened to 16 ft. and allow for 20 ft. of length(behind ROW to front of garage)

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with findings of TIS, the developer shall construct the following roadway improvements. Improvement Recommendations for the Pettus Road Subdivision:

- Construct the proposed Site Access with one (1) inbound lane and two (2) outbound lanes operating under a stop condition according to MUTCD, AASHTO, TDOT, and Metro Nashville standards;
- The outbound lanes will be exclusive lanes for left-turn and right-turn movements;
- Construct one (1) exclusive left-turn lane on the southbound approach of Pettus Road at the Site Access. The left-turn lane shall provide 50 feet of storage and taper lengths according to MUTCD, AASHTO, TDOT, and Metro Nashville standards;
- Construct one (1) exclusive right-turn lane on the southbound approach of Pettus Road at Old Hickory Boulevard. The right-turn lane shall provide 50 feet of storage and taper lengths according to MUTCD, AASHTO, TDOT, and Metro Nashville standards;

Maximum Uses in Existing Zoning District: **AR2A**

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)	32.71	0.5 D	20 U	237	19	22

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	38.49		143 U	1041	68	82

Traffic changes between maximum: **AR2a and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+123 U	+804	+49	+60

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: **4 Elementary 3 Middle 3 High**

Projected student generation proposed SP-R district: **17 Elementary 14 Middle 11 High**

The proposed SP-R zoning is expected to generate 32 more students than the existing AR2A zoning districts. Students would attend A.Z. Kelley Elementary School, Marshall Middle School, and Cane Ridge High School. A.Z. Kelly and Marshall Middle School are identified as overcapacity. There is additional capacity in the adjacent cluster. 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

- Permitted uses shall be limited to a maximum of 143 multi-family residential units.
- Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
- Sidewalks consistent with the requirements of the Major and Collector Street plan shall be provided along Pettus Road.
- A C-1 Landscape buffer is required along the entire frontage of Pettus Road.
- Comply with all conditions 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 RM4 zoning district as of the date of the applicable request or application.
- 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.
- 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.
- 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.
- The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Mr. Napier presented the staff recommendation of approval with conditions and disapproval without all conditions.

Tifinie Capehart, spoke in favor of the application. These are all single family units and there has been extensive community engagement.

Twana Chick, 5967 Cane Ridge, spoke in opposition to the application. Traffic lights are not wanted in Cane Ridge.

John Stern spoke in opposition to the application.

Councilmember Bedne spoke in favor of the application and explained there has been good interaction between the community and the developer.

Chairman Adkins closed the Public Hearing.

Ms. Blackshear spoke in favor of the application but suggested a modification of condition one to read “detached” multifamily units.

Mr. Tibbs spoke in favor of the application.

Ms. Farr spoke in favor of the application.

Dr. Sims spoke in favor of the application and noted that she really likes the way the community worked together.

Mr. Gobbell spoke in favor of the application.

Ms. Moore moved and Mr. Gobbell seconded the motion to approve with conditions and disapprove without all conditions. Modify condition #1 to read “detached” multifamily units. (9-0)

Resolution No. RS2019-122

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-020-001 is **approved with conditions and disapprove without all conditions. Modify condition #1 to read “detached” multifamily units (9-0)**
CONDITIONS

- 1 Permitted uses shall be limited to a maximum of 143 multi-family residential units.
- 2 Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
- 3 Sidewalks consistent with the requirements of the Major and Collector Street plan shall be provided along Pettus Road.
- 4 A C-1 Landscape buffer is required along the entire frontage of Pettus Road.
- 5 Comply with all conditions of Metro agencies.
- 6 If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM4 zoning district as of the date of the applicable request or application.
- 7 The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
- 8 A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
- 9 Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
- 10 The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**7a. 206-69P-001
HARDING PLACE CENTER PUD (AMENDMENT)**

Council District 28 (Tanaka Vercher)
Staff Reviewer: Gene Burse

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

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

APPLICANT REQUEST

Amend a planned unit development to add a parcel and permit a mixed use development.

Amend a PUD

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

Existing Zoning

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

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

HISTORY

This is an older PUD that was amended in 2006 to permit 207,689 square feet of hotel and restaurant uses. This request must be approved by Metro Council since the plan includes the addition of a parcel not currently within the existing PUD boundary.

SITE PLAN

The site is located at the southwest corner of S. Perimeter Park Drive and Metroplex Drive, south of Harding Place. A portion of the site, a corner parcel with an existing convenience store with gas pumps, is located within a different PUD (8-68P), which primarily incorporates parcels north of Harding Place. This plan proposes to add the corner parcel to this PUD boundary (206-69P). An associated case (206-69P-001) would cancel the portion of the PUD currently applicable to this site.

This plan proposes 8,000 square feet of restaurant, 9,000 square feet of retail, 90,000 square feet of self-service storage and 4,800 square feet of a convenience store with gas pumps. Each use will have associated parking. Access to the site will be from Harding Place, identified as an arterial boulevard on the Major and Collector Street Plan (MCSP), as well as from South Perimeter Park Drive. The plan includes installation of an 8-foot sidewalk and a 6-foot planting strip along site frontage on Harding Place consistent with MCSP standards. This plan also includes installation of a sidewalk along site frontage on South Perimeter Park Drive consistent with local standards. Internal private sidewalks will connect to new public sidewalks on South Perimeter Park Drive.

ANALYSIS

The purpose of this request is switch the corner parcel, where an existing convenience store with gas pumps is located, from one PUD to another to allow for more cohesive development. The site plan in this proposal is consistent with the general development concept of the original PUD and the uses permitted by the base zoning.

This request is being considered as a modification to the Master Development Plan (amendment) and does require Council approval. Staff finds that the request is consistent with the requirements of Section 17.40.120.F, provided below for review.

F. Changes to a Planned Unit Development.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
 - a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
 - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
 - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
 - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
 - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
 - f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES

Approve with conditions

- Revised PUD Amendment stamped received by Planning on 4/04/2019. Our previous comments still apply regarding capacity fee permits:
- Prior to final SP approval, capacity must be reserved/confirmed by payment of permit #'s T2019004182 and T2019004179. Additionally, the amendment indicates a proposed public water main. Plans must be submitted/approved for the public main or an alternative site plan must be approved.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Provide a response letter stating how the comments were addressed and specifically where in the plans they were addressed by providing page numbers and note numbers.
- Prior to the issuance of a building permit by MPW submit a recorded copy of the ROW dedications
- Prior to Final PUD approval submit a signed approval letter from TODT for the installation of a right in/right out on Harding Pike. MPW does not support the installation of the right in/right out on Harding Pike. If an approval is not granted by Final PUD approval then the driveway layout shown is to be revised.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- For Phase 1 development identified as a gas station on sheet c2-00 dated 4/4/19.
- Harding PI right in and right out drive shall be constructed in accordance with TDOT manual for constructing driveway entrances.
- Developer shall construct ped crossings and ped signalization at the intersection of Harding Place and Perimeter Park Drive. A signal plan approved by T&P staff will be required.
- For phase 2 of the PUD, developer shall construct the following improvements.
- At phase 2 development of the PUD, developer shall conduct a traffic signal warrant study and developer shall design and install a signal at Antioch Pk and Perimeter Hill Pk when approved by MPW T&P staff.
- At Perimeter Hill Drive / Proposed Driveway #4 at Perimeter Park Drive,
- Developer shall Construct Proposed Driveway #4 (eastbound approach) as a full access driveway with one ingress and two egress lanes.
- Developer shall construct the eastbound approach as one left-turn lane with 100 feet of storage and a shared through / right-turn lane.
- Provide stop control at this intersection for the eastbound and westbound approaches.
- Additional traffic analysis has been requested. see email to Philip Neal on 3/6/19

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
4. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
5. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until three additional copies of the approved plans have been submitted to the Metro Planning Commission along with a \$250 fee for building permit review.
6. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.

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

Resolution No. RS2019-123

"BE IT RESOLVED by The Metropolitan Planning Commission that 206-69P-001 is **approved with conditions and disapproved without all conditions. (8-0-1)**

CONDITIONS

- 1 This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
- 2 The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
- 3 Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
- 4 Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
- 5 Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until three additional copies of the approved plans have been submitted to the Metro Planning Commission along with a \$250 fee for building permit review.
- 6 The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.

**7b. 8-68P-002
HARDING PLACE CENTER PUD (CANCELLATION)**

Council District 28 (Tanaka Vercher)

Staff Reviewer: Gene Burse

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

Staff Recommendation: Approve if the associated planned unit development amendment is approved and disapprove if the associated planned unit development amendment is not approved.

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

Cancel PUD

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

Existing Zoning

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

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

ANALYSIS

The site is located at the southwest corner of S Perimeter Park Drive and Harding Place. Existing conditions include a convenience market with gas pumps on 0.64 acres of land. Metro Council approved this commercial PUD in 1968 to allow for commercial uses. On February 4, 1999, the Metro Planning Commission approved a revision to the final site plan to permit a 4,228 square foot convenience market/gas station. Cancellation of a portion of this PUD will allow for this site to be incorporated into a different PUD (associated case number 206-69P-001) that is contiguous to the site and will permit more cohesive development.

FIRE MARSHAL

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval if the associated planned unit development amendment is approved and disapproval if the associated planned unit development amendment is not approved.

Approve. Consent Agenda. (10-0)

Resolution No. RS2019-124

"BE IT RESOLVED by The Metropolitan Planning Commission that 206-69P-001 is **approved. (8-0-1)**

8. 2018Z-038PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Gene Burse

A request to rezone from RS5 to RM20-A zoning on property located at 1519 Meridian Street and rezone from RS5 to RM15-A zoning on property located at 1523 Meridian Street (0.51 acres), requested by Land Development Solutions, applicant; Magness Devco 2017, GP, and FED Development, LLC owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to RM15-A and RM20-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential – Alternative (RM20-A) zoning on property located at 1519 Meridian Street (0.32 acres) and rezone from Single-Family Residential (RS5) to Multi-Family Residential – Alternative (RM15-A) zoning on property located at 1523 Meridian Street (0.19 acres).

Existing Zoning

Single-Family Residential (RS5) zoning requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 8.71 dwelling units per acre. *RS5 would permit a maximum of 4 single-family residential 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 3 residential units.*

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 6 residential units.*

EAST NASHVILLE COMMUNITY PLAN

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

Highland Heights Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was recently approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was completed after an extensive community engagement process which resulted in updates to the community character policies for the area, The Highland Heights Study also established a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this site did not change with adoption of the Highland Heights plan. This site is within the R4 sub-district of the Building Regulating Plan, which is intended to enhance neighborhoods with greater housing choice and improved connectivity.

ANALYSIS

The site is located at 1519 and 1523 Meridian Street. Existing site conditions include two single-family houses on two parcels. The site is served by existing MTA service on Meridian Street with a bus stop located approximately 400 feet away at the corner of Meridian Street and Gatewood Avenue. Surrounding properties consist primarily of existing residential land uses. Adjacent zoning districts include Commercial Limited, Commercial Service and Specific Plan-Residential. The RM15-A and RM20-A zoning districts provide design standards that will enhance the character of the neighborhood when redevelopment occurs in this location. Rear access to the site will be provided from an existing improved alley on one of the parcels. Rezoning these parcels to RM15-A and RM20-A will provide an opportunity for this site to provide additional housing choices within the immediate area, support existing transit service and improve the pedestrian realm when development occurs.

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)	0.51	8.71 D	4 U	54	8	5

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)	0.19	15 D	3 U	22	2	2

Maximum Uses in Proposed Zoning District: **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.32	20 D	6 U	44	3	4

Traffic changes between maximum: **RS5 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 5 U	+12	-3	+1

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM15-A district: 2 Elementary 1 Middle 1 High

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

The proposed RM15-A and RM20-A zoning districts are expected to generate seven 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 by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions as the request is consistent with the T4 Neighborhood Evolving policy of the East Nashville Community Plan and the Highland Heights Study Supplemental Policy.

Mr. Burse presented the staff recommendation of approval.

Duane Cuthbertson, 1806 Allison Pl, spoke in favor of the application. It is consistent with the Highland Heights community plan and it will enhance the infrastructure in the area.

Gordon Harmon, 1826 Joy Circle, spoke in favor of the application.

Jessica Williams, 2115 Yaeman Pl, spoke in favor of the application.

Amanda Hudgins, 1814 Meridian St, spoke in opposition to the application due to stormwater and flooding concerns.

Mr. Cuthbertson clarified that the project will have to comply with all Metro Stormwater requirements.

Chairman Adkins closed the Public Hearing.

Dr. Sims spoke in favor of the application.

Mr. Gobbell spoke in favor of the application.

Ms. Moore spoke in favor of the application.

Councilmember Bedne spoke in favor of the application.

Mr. Elam spoke in favor of the application.

Ms. Blackshear spoke in favor of the application.

Mr. Tibbs spoke in favor of the application.

Ms. Farr moved and Dr. Sims seconded the motion to approve. (9-0)

Resolution No. RS2019-125

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-038PR-001 is **approved. (9-0)**

9. 2018Z-039PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Patrick Napier

A request to rezone from RS5 to RM20-A zoning on properties located at 1602, 1604, 1606, 1702, and 1704 Meridian Street, approximately 30 feet northwest of Edith Avenue (1.68 acres), requested by Councilmember Scott Davis Land Development Solutions, applicant; various, owners.

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018Z-039PR-001 to the May 23, 2019 Planning Commission meeting. (9-0)

10. 2019Z-023PR-001

Council District 29 (Porterfield)

Staff Reviewer: Latisha Birkeland

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

Staff Recommendation: Defer to the June 13, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019Z-023PR-001 to the June 13, 2019 Planning Commission meeting. (9-0)

11. 2019Z-048PR-001

Council District 31 (Fabian Bedne)

Staff Reviewer: Abbie Rickoff

A request to rezone from AR2a to RM15 zoning for properties located at 1500 Bell Road and Old Hickory Boulevard (unnumbered), approximately 750 feet southeast of Brook View Estates Drive (34.57 acres), requested by Bruce Maxwell, applicant; Henry Chester Maxwell Jr., et al, owners.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Zone change from AR2a to RM15.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Multi-Family Residential (RM15) zoning for properties located at 1500 Bell Road and Old Hickory Boulevard (unnumbered), approximately 750 feet southeast of Brook View Estates Drive (34.57 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 17 lots with 4 duplex lots for a total of 21 units.*

Proposed Zoning

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *RM15 would permit a maximum of 519 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 habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

ANALYSIS

The 34.57-acre site includes two vacant parcels south of Bell Road, northeast of Old Hickory Boulevard. The eastern parcel (113) is located on the south side of Bell Road, and the western parcel (110) is located to the southwest, separated from Bell Road by approximately 700 feet and several existing parcels to the north. The site contains heavy vegetation and steeper slopes towards the center of the site, and a stream bisects the center of the site. The surrounding area south of Bell Road includes primarily single-family and vacant properties, with scattered institutional and two-family uses along Bell Road and Old Hickory Boulevard.

The site is located in the T3 NE and CO policy areas. CO policy is identified near the center of the site, recognizing a stream, steep slopes, potential wetlands, and associated stormwater regulation buffers. The areas within CO policy bisect the center of the site from the unencumbered areas located around the periphery, in T3 NE policy.

The areas within T3 NE policy may support new residential development; however, given the environmentally constrained areas located central to the site, the feasibility of ensuring a sensitive design that preserves the natural landform, while also achieving the goals of the T3 NE policy to enhance housing choice and improve connectivity, may be limited. Additionally, the density permitted by the proposed zoning district may result in development that is too intense, given the site's limited access to Bell Road potentially conflicting with the regulations and controls of Metro Stormwater and Metro Fire. Parcel (113) has approximately 300 feet of frontage, and parcel (110) is landlocked, located away from any existing public infrastructure. Development of the western parcel (110) is premature until parcels abutting the site to the north, along Bell Road, can be part of an overall development plan that

provides public road connectivity to the surrounding area. Staff does not find the requested rezone to be in keeping with policy guidance at this site.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at the time of development.

Maximum Uses in Existing Zoning District: **AR2a**

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)	34.57	0.5 D	21 U	248	20	23

*Based on two-family residential lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	34.57	15 D	519 U	3883	228	256

Traffic changes between maximum: **AR2a and RM15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 498 U	+3635	+208	+233

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 2 Elementary 2 Middle 2 High

Projected student generation proposed RM15 district: 88 Elementary 78 Middle 78 High

The proposed RM20 zoning is expected to generate 238 more students than the existing AR2a zoning. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. Maxwell Elementary and Cane Ridge High School have been identified as having additional capacity. There is no capacity for middle school students within the Cane Ridge cluster. This information is based upon data from the school board last updated November 2018.

Fiscal Liability

The fiscal liability of 78 new middle school students is \$ 2,886,000 (78 X 37,000 per student). This is only for information purposes to show the potential impact of this proposal, it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends disapproval.

Ms. Rickoff presented the staff recommendation of disapproval.

Troy Gardner, 315 Woodland St, spoke in favor of the application.

Tom White, 315 Deaderick St, spoke in favor of the application.

Councilmember Bedne spoke in favor of the application and noted there has been no opposition at the community meetings.

Chairman Adkins closed the Public Hearing.

Mr. Gobbell stated that while he understands the staff's position, neighborhood support and the councilmember's support carries a lot of weight.

Dr. Sims expressed hesitancy to disagree with staff as the density increase is very intense.

Ms. Farr spoke in favor of staff recommendation as she is hesitant to approve a project in an area where we already know there is an infrastructure deficiency.

Mr. Tibbs stated concerns with the large density increase as well as the connectivity issue but will vote in favor due to the community support.

Ms. Blackshear spoke in favor of staff recommendation because of the connectivity issue.

Councilmember Bedne asked for approval and clarified that the density is on Bell Road and there doesn't seem to be a big concern with traffic on this road.

Ms. Moore spoke in agreement with Councilmember Bedne.

Mr. Tibbs moved and Mr. Gobbell seconded the motion to approve. (5-4) Mr. Elam, Ms. Blackshear, Ms. Farr, and Dr. Sims voted against.

Resolution No. RS2019-126

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-048PR-001 is **approved. (5-4)**

12. 2019Z-059PR-001

Council District 21 (Ed Kindall)

Staff Reviewer: Amelia Lewis

A request to rezone from R6 to RM15 zoning for property located at 1810 Delta Avenue, approximately 350 feet southeast from Coffee Street, (0.31 acres), requested by Dale and Associates, Inc., applicant; Ahmad Salem, owner.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Zone change from R6 to RM15.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential (RM15) zoning for property located at 1810 Delta Avenue, approximately 350 feet southeast from Coffee Street (0.31 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 two duplex lots for a total of four units. Application of the Subdivision Regulations may result in fewer units. Final determinations regarding duplex eligibility are made by the Metro Codes Department.*

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The 0.31 acre parcel is located on the east side of Delta Avenue between Coffee Street to the north and I-65 to the south. The site is developed with a single story, single family structure. Alley #519 is the eastern boundary to the site. The site is within a large area of R6 zoning developed primarily with single-family structures. I-65 forms the southern boundary to the area. Across Delta Avenue, on the west side of Buchanan Street is Jones Paideia Elementary School.

The intent of Urban Neighborhood Maintenance is to maintain the existing residential development pattern. When changes do occur, efforts should be made to retain the existing character of the neighborhood. The policy states that when looking at higher intensity uses, these uses should be strategically located near Centers and Corridors. The property is located on the eastern edge of a primarily residential area with no relationship to any existing corridors or neighborhood centers. The character of the surrounding area is predominately low density, single family development in accordance with the existing R6 zoning. The proposal is not consistent with the policy when considering the site location and the character of the surrounding properties.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.31	7.26 D	4 U	54	8	5

*Based on two-family residential lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.31		5 U	37	3	3

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

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

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM15: 0 Elementary 0 Middle 0 High

The proposed RM15 zoning district would not generate any additional students than what is typically generated under the existing R6 zoning district. Students would attend Buena Vista Elementary, John Early Middle School, Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends disapproval as the requested zoning is not consistent with the T4 NM policy in this location.

Ms. Lewis presented the staff recommendation of disapproval.

Roy Dale, 516 Heather Pl, spoke in favor of the application.

Chairman Adkins closed the Public Hearing.

Mr. Tibbs moved and Dr. Sims seconded the motion to disapprove. (9-0)

Resolution No. RS2019-127

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-059PR-001 is **disapproved. (9-0)**”

13. 2019Z-070PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Abbie Rickoff

A request to rezone from RS5 to R6-A zoning for property located at 329 Gatewood Avenue, approximately 320 feet west of Lischey Avenue (0.36 acres), requested by Jason Feller and Emily DeLoach Feller, applicants and owners.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 329 Gatewood Avenue, approximately 320 feet west of Lischey Avenue (0.36 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of three units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Maintenance (T4 NM) is intended to preserve 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 which resulted in updates to the community character policies for the area, The Highland Heights Study also established a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this did not change with adoption of the Highland Heights plan.

This site is within the R1 subdistrict of the Building Regulating Plan, which is intended to maintain existing low to moderate density, predominately single family residential development patterns with appropriate building form/types, setbacks, and building rhythm along the street. This pattern of development is consistent with the goals of the general T4 NM policy. The R1 subdistrict supports only the House (1 unit) and Detached Accessory Dwelling Unit (DADU) building types.

The Mobility Plan component of the Highland Heights Study identifies Gatewood Avenue as a local street. When a property redevelops, sidewalk infrastructure may be required per the requirements of the Metro Code.

ANALYSIS

The property is located on approximately 0.36 acres at 329 Gatewood Avenue, approximately 350 feet west of Lischey Avenue. The neighborhood consists of a mixture of one and two-family residential uses with an established street network. The site contains one existing single-family dwelling.

Rezoning to R6-A would allow for a two-family housing type which is inconsistent with the character and housing form as identified in the R1 subdistrict of the Building Regulating Plan. While R6-A would allow for the construction of a DADU, a duplex would also be allowed within the R6-A zoning district, inconsistent with the adopted Highland Heights Study. 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 R6-A zoning is not consistent with the supplemental policies of the Highland Heights study, staff recommends disapproval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.36	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)	0.36	7.26 D	4 U	54	8	5

*Based on two-family residential lots

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

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

METRO SCHOOL BOARD REPORT

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

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

METRO SCHOOL BOARD REPORT

The proposed zone change would generate no more students than what is typically generated under 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.

Ms. Rickoff presented the staff recommendation of disapproval.

Jason Feller, 2628 Houston Ln, spoke in favor of the application.

Duane Cuthbertson, 1806 Allison Pl, spoke in favor of the application.

Gordon Harmon, 1826 Joy Cr, spoke in opposition to the application as it doesn't fit with the neighborhood plan.

Rae Sovereign, 1602 Lischev Ave, spoke in opposition to the application.

Chairman Adkins closed the Public Hearing.

Ms. Blackshear spoke in favor of staff recommendation as the proposed zone change goes against policy.

Mr. Elam spoke in favor of staff recommendation; to approve this would set a bad precedent.

Councilmember Bedne spoke in favor of staff recommendation.

Ms. Moore spoke in favor of staff recommendation.

Mr. Gobbell spoke in favor of staff recommendation.

Dr. Sims spoke in favor of staff recommendation.

Ms. Farr spoke in favor of staff recommendation. Approval would set a precedent for redeveloping that street.

Mr. Tibbs moved and Ms. Moore seconded the motion to disapprove. (9-0)

Ms. Blackshear left the meeting at 7:00 p.m.

Resolution No. RS2019-128

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-059PR-001 is **disapproved. (9-0)**

**14a. 2019CP-008-001
NORTH NASHVILLE COMMUNITY PLAN AMENDMENT**

Council District 21 (Ed Kindall)

Staff Reviewer: Marty Sewell

A request to amend the North Nashville Community Plan by changing from Open Space Policy to a District Employment Center Policy for property located at 2400 Heiman Street, approximately 1,080 feet northwest of West Heiman Street, zoned R6 (13.15 acres), requested by Johnson Johnson Crabtree Architecture P.C., applicant; M.D.H.A., owner.

Staff Recommendation: Defer to the June 13, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019CP-008-001 to the June 13, 2019 Planning Commission meeting. (9-0)

**14b. 2019SP-035-001
2400 WEST HEIMAN STREET SP**

Council District 21 (Ed Kindall)

Staff Reviewer: Jason Swaggart

A request to rezone from R6 to SP-MI zoning for property located at 2400 W Heiman Street, approximately 1,080 feet northwest of West Heiman Street, zoned R6 (13.15 acres), requested by Johnson Johnson Crabtree Architecture P.C., applicant; M.D.H.A., owner (see associated case 2019CP-008-001) .

Staff Recommendation: Defer to the June 13, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-035-001 to the June 13, 2019 Planning Commission meeting. (9-0)

**15a. 2019CP-008-002
NORTH NASHVILLE COMMUNITY PLAN AMENDMENT**

Council District 19 (Freddie O'Connell)

Staff Reviewer: Anita McCaig

A request to amend the North Nashville Community Plan by adding a Supplemental Policy within T4 Urban Mixed Use Neighborhood Policy for properties located at 93 Taylor Street, 1312, 1315, 1316, 1319, and 1321 Adams Street, Adams Street (unnumbered) and 1st Avenue North (unnumbered), at the southeast corner of Taylor Street and 1st Avenue North, zoned IG (14.25 acres), requested by Smith Gee Studio, applicant; Cumberland River Development, Inc., and Neuhoff Acquisition, LLC., owners.

Staff Recommendation: Approve Supplemental Policy as written by staff.

Amend the North Nashville Community Plan to add a Supplemental Policy.

Major Plan Amendment

A request to amend the North Nashville Community Plan by adding a Supplemental Policy to the T4 Urban Mixed Use Neighborhood (T4 MU) policy for properties located at 93 Taylor Street, 1312, 1315, 1319, and 1321 Adams Street, Adams Street (unnumbered) and 1st Avenue North (unnumbered), at the southeast corner of Taylor Street and 1st Avenue North, zoned Industrial General (IG) (9.15 acres).

Note: Based on community feedback, the applicant reduced the area of their amendment request.

NORTH NASHVILLE COMMUNITY PLAN

Current Policy

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The strip of Conservation policy along the eastern section of the area indicates the presence of floodway/floodplain associated with the Cumberland River.

Requested Policy (Note: The T4 MU and CO policies are to remain.)

The applicant is requesting to add a Supplemental Policy, which is additional guidance for development and preservation that builds on the policy guidance in the Community Character Manual. The applicant is requesting additional height due to the site's location near downtown and unique positioning adjacent to the Cumberland River and the Cumberland River Greenway. The applicant is repurposing the historic structures and adding new buildings. See the "Proposed Supplemental Policy" section of this report for the full text of the proposed Supplemental Policy.

BACKGROUND

The community plan amendment was requested in conjunction with zone change application 2019SP-029-001, a request to change the zoning from Industrial General (IG) to Specific Plan – Mixed Use (SP-MU) zoning to permit a mixed use development for property located along Taylor Street, Adams Street, and 1st Avenue North. 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 near downtown, in East Germantown, adjacent to the Cumberland River and northeast of the Bicentennial Mall area. Since the applicant's request is to add a Supplemental Policy in order to allow increased intensity, staff maintained the same study area as requested by the applicant, who later reduced the area, and supported by the community. This area contains the historic buildings that were once home to the Neuhoff Meat Packing facility.

COMMUNITY PARTICIPATION

The applicant team has been working with the community since 2016 when they held a three-day design charrette. In late 2018, the development company was selected and detailed designing began. For the past few months, the team has held several meetings and workshops with the leadership of the Historic Germantown Neighborhood Association, the membership of the Historic Germantown Neighborhood Association, key stakeholders, community members, and adjacent property owners.

On April 23, 2019, the required Planning-led community meeting was held at a room at the Neuhoff facility, located at 1308 Adams Street, to discuss the applicant's plan amendment and zoning requests. Approximately 40 people attended, including Councilmember Freddie O'Connell, the applicant and development team, and staff from the Planning Department. A number of those present had attended previous meetings and workshops.

Planning staff spoke and answered questions regarding the plan amendment request. The applicant presented plans and renderings for the Specific Plan rezoning. Attendees expressed support for engaging the Cumberland River, restoring portions of the historic Neuhoff facility, and activating the greenway. Attendees understood that more intense development needed to happen in order to offset restoration costs and preserve portions of the older buildings.

Attendees, however, expressed concerns over increasing building heights of up to 12 stories (and up to 15 stories in limited places) in a neighborhood that currently does not contain those building heights; generally, buildings are no taller than five stories. They also expressed concerns for the potential of buildings towering over the greenway. The applicant responded that the development regulations in the SP rezoning did not allow for that, placing lower height buildings adjacent to the greenway and stepping back height towards the Cumberland River. The applicant also responded that active uses and screening will be provided so that people do not encounter vast blank walls and "dead space" while walking along the greenway.

Attendees expressed concerns over the impacts of additional traffic in the neighborhood along with increased parking demand. Other questions surrounded overall traffic impacts of multiple developments currently under construction or approved.

Attendees expressed their passion for the neighborhood's walkability and their continuing goal to further enhance walkability. They also stressed that they did not want the Supplemental Policy to set a precedent for taller buildings throughout the larger neighborhood as they want to maintain the neighborhood-scale of Germantown and its rich history.

The main point of contention surrounded the applicant's boundary request for the Supplemental Policy. The applicant originally included 11 properties owned by the McRedmond family. However, the Specific Plan rezoning request only involves eight properties. The meeting attendees expressed a strong preference for limiting the Supplemental Policy to only those properties associated with the rezoning request.

Attendees asked the applicant if he would remove the parcels from the Supplemental Policy request that were not associated with the rezoning. The applicant responded that he could not provide an answer without thinking about it more and talking it over with the property owners. The following day after doing so, the applicant revised the requested amendment area to limit it to those properties associated with the SP.

Attendees also asked the applicant if they could defer from the May 9, 2019, Planning Commission meeting to provide the community more time for input. The applicant responded that they could not due to the limited Council public hearing schedule and the upcoming election. The applicant reminded the community of the numerous discussions that have taken place.

At the end of the meeting, attendees expressed support for the plan amendment, if the area was limited to the applicant's rezoning request, and expressed support for the rezoning application.

ANALYSIS OF REQUESTED SUPPLEMENTAL POLICY FOR THIS AREA OF T4 MIXED USE NEIGHBORHOOD POLICY

The applicant submitted a written draft supplemental policy along with the plan amendment application. Staff has rewritten the supplemental policy to align with how other supplemental policies are written and explained in the various Community Plans.

The proposed amendment area is a suitable location for a supplemental policy to accompany the T4 MU policy for the following reasons:

NashvilleNext Growth and Preservation Concept Map

The Growth and Preservation Concept Map reflects Nashville's desires for growth in the future. It identifies "Tiered Centers" expected to accommodate a range of future growth, improved public spaces, transit, walkable areas, and sustainable economic activity. The plan amendment area is within a Tier One center designated for downtown and its surrounding area. Tier One centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.

The Concept Map also shows Jefferson Street to the south of the amendment area as an immediate need for high capacity transit. The nMotion plan shows a rapid bus transit route along 3rd Avenue North. Currently bus service is provided along 3rd Avenue North with WeGo's MetroCenter route.

North Nashville 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. North Nashville, especially the Germantown area, is a desirable place to live and work due to its adjacency to downtown. The Cumberland River and its greenway system which connects Germantown to downtown are also attractive amenities.

Redevelopment in East Germantown along the Cumberland River represents the latest iteration of residential, service, and employment growth. East Germantown is a unique community that has a history of industries, businesses, and jobs adjacent to downtown and along the Cumberland River. It contains large properties that are redeveloping over time to provide a mix of residences, services, and jobs that enhance the community. As a result, East Germantown is evolving into a neighborhood and destination with an emerging sense of place that is an extension of Germantown.

The Germantown area is striving to balance a fast-growing community with preserving the historic character of established residential areas. There are sustainability benefits to providing housing close to employment, restaurant, retail, services and transit, so residents can walk, bike or take transit to meet their daily needs. The redevelopment of large, formerly occupied properties provides the opportunity for East Germantown to become a vibrant, mixed use neighborhood that is part of the Germantown fabric.

Significant community discussion has occurred over the years as properties have been rezoned. The discussion has continued with this policy addition request. The community understands why their area is attractive to new development, but they worry about the loss of character when new development is increasingly larger and places additional strain on infrastructure.

Community Character Policy

The North Nashville 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 “Center” areas – and the growth and enhancements they are trying to achieve – are explained in greater detail through Community Character Policies. T4 MU policy contains guidance on how to design infill development and provide transitions. T4 MU is intended to create urban, mixed use neighborhoods with a diverse mix of moderate-to-high density residential, commercial, office, and light industrial land uses.

Applicability

T4 MU policy is typically applied to urban mixed use neighborhoods with high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit. This policy is applied where there is an expressed interest in the area’s development pattern progressing to promote a mixture of housing types, commercial, light industrial land uses, and greater connectivity. The plan amendment area is located in Germantown, one of Nashville’s historic inner-ring neighborhoods with a history and desire for mixed use neighborhood-scaled uses. The street network also connects to Jefferson Street, a five-lane arterial with bus and bike facilities in place and planned, adjacent to I-40, in a heavily trafficked and populated area just outside of downtown Nashville with high visibility and accessibility. Because T4 MU areas are intended to be mixed use neighborhoods of primarily residential uses with ancillary nonresidential uses, redeveloping this property with a mixture of uses, including a large number of residential units, is appropriate at this location to help fulfill the goals of T4 MU policy.

Proposed Supplemental Policy

SPA 08-T4-MU-03 — Neuhoff property area

North Nashville’s Urban Mixed Use (T4-MU) Area 08-T4-MU-03 applies to properties bounded by Taylor Street to the north, Monroe Street to the south, the Cumberland River to the east, and 1st Avenue North and the Cumberland River Greenway to the west. These properties were once home to the historic Neuhoff Meat Packing Plant. In this SPA (shown in Figure 1), the following policies apply. Where the SPA is silent, the guidance of the T4-MU policy applies.

Within this SPA, additional intensity for mixed use development may be allowed subject to the development’s ability to engage the Cumberland River, generate activity along the adjacent Cumberland Greenway system, and retain and incorporate historically significant buildings that may be present. To accomplish these design objectives in creating a vibrant, mixed use area, additional heights, beyond heights normally found in T4 MU policy, may be permitted.

Design Principles – Building Form and Site Design: Building Height

A diversity of uses and mixture of building heights may be provided within this area in a range of up to 12 stories. In a limited area, additional height may be appropriate up to 15 stories in this SPA due to its presence in the Downtown/Germantown Tier One Center, its proximity to an Immediate Need segment of a High Capacity Transit Corridor along Jefferson Street, its adjacency to the Cumberland River, its incorporation of historical buildings into the development, and its adjacency to the urban portion of the Cumberland River Greenway, provided that sufficient attention is paid to the following elements.

Development should utilize high quality urban design, including building design, with a focus on the pedestrian realm. Careful attention should be paid to the design details and massing of taller buildings, such as setbacks, placement of doors and windows, stoops and porches, and the location of parking garage entrances to manage increased traffic and demand for parking. This includes providing appropriate transitions from the Historic Germantown built environment and avoiding the effects of taller buildings overshadowing the Cumberland River Greenway along 1st Avenue North.

To create an interactive, walkable environment, development should provide safe and comfortable open spaces, landscaped areas, sidewalks, plazas, and biking facilities. To further enhance the pedestrian realm, active uses should be located along the Cumberland River Greenway and the Cumberland River to incorporate these important elements into the development, to generate vibrancy, and to provide additional access.

Buildings of additional height within the development must not negatively impact the pedestrian experience. Elements such as sidewalks and the streetscape should be in scale with the massing of buildings exceeding the usual five stories (i.e. wider sidewalks for taller buildings) found in T4-MU areas.

Implementing a Sky Exposure Plane

In higher intensity development areas, a commonly used design technique, the *sky exposure plane*, ensures sunlight and air are provided at the street level by eliminating vertical “towers.” In this area, it is vital not to overwhelm the Cumberland River Greenway and diminish the pedestrian experience. A sky exposure plane should be implemented from the Cumberland River Greenway to the Cumberland River in order to provide a transition from the Germantown Historic District and to provide pedestrian-scaled massing along the greenway.

Figures 2 and 3 delineate a sky exposure plane that starts at six stories in height immediately adjacent to the greenway and that steps back at one unit vertical to one unit horizontal (1:1 ratio) towards the Cumberland River to a depth of approximately 180 feet from the greenway. However, in order to provide a pedestrian scaled experience along the greenway, building heights directly abutting the greenway should be limited to four stories in height. All floors above the fourth story will be subject to a 10-foot horizontal stepback away from the greenway and should fit within the sky exposure plan. Maximum building heights in the SPA will be within this sky exposure plane and will not be taller than 12 stories, subject to the following exception. Additional, “punctuated” height will be permitted in a limited area, up to a maximum of 15 stories (measured from Adams Street), so long as portions of building footprints that exceed 12 stories do not exceed eight percent (8.0%), or 0.75 acres, of the total land area, 9.4 acres, within the SPA boundary.

Zoning

Rezoning requests within this SPA should utilize the Specific Plan (SP) zoning district.

While the intent of this Supplemental Policy is not to set a precedent for tall buildings throughout the greater Urban Mixed Use Neighborhood policy area, there may be future opportunities to expand this Supplemental Policy with appropriate development projects that take into account activation of the Cumberland River and Cumberland River Greenway system and that include innovative design ideas.

Adding a Supplemental Policy that allows for increased intensity in this location is appropriate because of its unique location and the opportunities for providing additional housing options, jobs, and services to a densely populated area, adjacent to Downtown. The development project focuses on activating uses along the Cumberland River, enhancing the Cumberland River Greenway with active uses and additional users, and creating a vibrant, mixed use development while preserving portions of the historic Neuhoff Meat Packing facility.

STAFF RECOMMENDATION

Staff recommends approval of the Supplemental Policy as written by staff.

Approve the Supplemental Policy as written by staff. Consent Agenda. (9-0)

Resolution No. RS2019-129

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019CP-008-002 is **approved with the Supplemental Policy as written by staff. (9-0)**”

15b. 2019SP-029-001

NEUHOFF

Council District 19 (Freddie O'Connell)

Staff Reviewer: Gene Burse

A request to rezone from IG to SP-MU zoning for properties located at 1312, 1315, 1319, 1316, and 1321 Adams Street and Adams Street (unnumbered), 93 Taylor Street, and 1st Ave N (unnumbered), at the corner of 1st Ave N and Taylor Street, (9.15 acres), to permit up a mixed use development, requested by Smith Gee Studio, applicant; Neuhoff Acquisition, LLC and Cumberland River Development, Inc., owners.

Staff Recommendation: Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. If the associated plan amendment is disapproved then staff recommends disapproval.

APPLICANT REQUEST

Rezone to SP to permit a mixed use development.

Preliminary SP

A request to rezone from Industrial General (IG) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 1312, 1315, 1319, 1316, and 1321 Adams Street and Adams Street (unnumbered), 93 Taylor Street, and 1st Ave N (unnumbered), at the corner of 1st Ave N and Taylor Street, (9.15 acres).

Existing Zoning

Industrial General (IG) is intended for a wide range of intensive manufacturing uses.

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

Current Policy

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

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. The strip of Conservation policy along the eastern section of the area indicates the presence of floodway/floodplain associated with the Cumberland River.

Requested Policy (Note: the T4 MU and CO policies are to remain)

The applicant is requesting to add a Supplemental Policy, which is additional guidance for development and preservation that builds on the policy guidance in the Community Character Manual. The proposed supplemental policy is primarily for additional height based on the unique location of the site near downtown, adjacent to the Cumberland River and Cumberland River Greenway. Please see the associated case (case number 2019CP-008-002) for additional details about the proposed supplemental policy.

PLAN DETAILS

The 9.15 acre site consists of various parcels south of Taylor Street, north of Monroe Street, west of the Cumberland River and east of the Cumberland River Greenway in the North Nashville Community Plan Area. This is a request for a mixed use development that includes 825,000 square feet of non-residential uses, 550 multi-family residential units, a 50-room hotel and associated structured parking. The plan proposes multiple buildings on the site with associated amenities such as plazas and a pedestrian-only street (Adams Street).

This plan proposes a sky exposure plane, also known as a height control plane, to provide an adequate transition from the Germantown Historic District and provide a pedestrian scaled experience along the Cumberland River Greenway. The sky control plane starts at six stories in height at the Cumberland River Greenway; however, to preserve a pedestrian-scaled experience along the Greenway, building heights directly abutting the Greenway are limited to four stories in height, with all floors above the fourth story subject to a 10-foot stepback away from the Greenway. Buildings may be permitted to have more than 6 stories up to 12 stories within the sky exposure plane but must meet a 1 unit vertical and 1 unit horizontal (1:1) requirement towards the Cumberland River. A building can up to a maximum of 15 stories in height within the sky exposure plane so long as building portions exceeding 12 stories do not exceed 8 percent of the total land area within the SP boundary. Site access will be from Monroe Street and Taylor Street. This plan includes sidewalk improvements consistent with local standards along site frontage on Taylor Street and Monroe Streets.

ANALYSIS

Uses near the site consist of multi-family residential to the north, industrial to the west and east and vacant land to the south. This site is in a large area of Industrial General (IG) zoning. Nearby zoning districts include Specific Plan-Mixed Use (SP-MU), Industrial Restrictive (IR), Mixed Use Neighborhood (MUN) and Mixed Use Limited-Alternative (MUL-A). Existing site conditions consist of industrial buildings associated with the Neuhoff Packing Company.

This plan proposes an intense mix of uses that include multi-family residential, office, retail, a hotel and associated amenities. The proposal includes activation of the Cumberland River and of the Cumberland River Greenway with active uses and additional users.

T4 MU policy is intended to create urban, mixed use neighborhoods with a development pattern that provides moderate density development patterns. This proposal is consistent with the T4 MU policy and with the proposed supplemental policy that provides guidance related to the appropriateness of additional height in exchange for the preservation of historically significant structures, in this case, portions of the Neuhoff Packing Company facility. Additionally, this proposal meets goals of the proposed policy as it will create a vibrant urban environment with activation of the river, enhancements to the pedestrian realm and provides for a mix of uses at an appropriate level of intensity that is consistent with the immediate area. Design standards, including materials and glazing, are included in the plan that will ensure buildings are appropriately designed and scaled to enhance the Cumberland River Greenway and the riverfront.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- No civil plans provided. Fire Code issues will be addressed in the permit phase.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Private water and sanitary sewer site utility construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval (see T2019010895 and T2019010900).

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- For Final SP, show locations in site plan for the following:
- Internal waste disposal/recycle
- Signage indicating Private Drives for Monroe and Adams St.
- Proposed 8 ft. cycle track
- Comply with MPW traffic engineer
- Call outs with applicable(public row) MPW standard sections.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- Rosa L. Parks Boulevard at Monroe Street
 - Retime the signal with full build-out of the site if the signal has not been retimed within the year prior.
- 3rd Avenue at Monroe Street
 - A full signal warrant analysis shall be conducted at the completion of 50%/75%/100% buildout. Developer shall construct the traffic signal once warranted or deemed necessary by Metro Public Works.
 - Traffic signal upgrades will consist of the following should adequate right-of-way be available to install the necessary equipment:
 - Install a traffic signal with permissive left-turn phasing for all approaches.
- 2nd Avenue at Monroe Street
 - Construct a traffic signal if adequate right-of-way is available.
 - Coordinate with Metro Public Works on the lane geometry at the intersection.
 - As the parcel located 1324 2nd Avenue redevelops, right-of-way should be dedicated along the development's frontage on 2nd Avenue for a southbound left-turn lane and on Monroe Street to allow a westbound left-turn and a shared through / right-turn lane.
- 2nd Avenue at Taylor Street
 - Construct a traffic signal if adequate right-of-way is available.
 - Traffic signal upgrades will consist of the following:
 - Install a traffic signal with permissive left-turn phasing for all approaches
 - Restripe the westbound approach to include a left-turn lane with 125 feet of storage and one shared through / right-turn lane
 - On-street parking shall be restricted on Taylor Street for approximately 150 feet east of 2nd Avenue
- Developer shall construct ADA compliant pedestrian path to the Cumberland Greenway on Monroe Street and Taylor Street along the property frontage.
- Developer shall install striping and signage at the railroad crossings at Monroe Street and Taylor Street per TDOT standards for passive railroad crossings.
- Developer shall construct sidewalk on one side of Monroe Street between Alley 505 and 2nd Avenue in order to provide a continuous sidewalk connection to the existing WeGo bus stop. Offsite sidewalk shall only be required if feasible within the existing right-of-way.
- The developer strives to reduce vehicular demand by following transportation demand management (TDM) policies and shall coordinate with the Metro Planning TDM staff to determine specific strategies to implement within the facilities.
- The developer shall coordinate with Metro Planning in order to determine an acceptable design layout to connect the Monroe Street bikeway to the proposed development.
- With the submittal of the final SP, additional analysis may be required to determine the appropriateness of the proposed traffic signal installations. Based on the findings of that analysis, modifications to these conditions may be considered to ensure implementation of appropriate transportation related improvements.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	9.15	0.6 F	239,144 S.F.	424	55	57

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)	9.15	5.0 F	550 U	4118	241	270

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
Shopping Center (820)		5.0 F	825,000 S.F.	25247	565	2590

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)		5.0 F	50 Rooms	138	20	12

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+6379	+771	+2815

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 6 Elementary 6 Middle 6 High

The proposed SP-MU zoning is expected to generate more students than the existing IG zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn 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 if the associated plan amendment is approved. If the associated plan amendment is disapproved then staff recommends disapproval.

CONDITIONS

1. Permitted uses are limited to 825,000 square feet of non-residential uses, 550 multi-family residential units and a 50 room hotel, all as shown on the plan.
2. Updated supplemental policy language shall be included on the corrected copy of the SP.
3. Comply with all conditions of Metro agencies.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.

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

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

Resolution No. RS2019-130

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-029-001 is **approved with conditions and disapprove without all conditions. (9-0)**

CONDITIONS

- 1 Permitted uses are limited to 825,000 square feet of non-residential uses, 550 multi-family residential units and a 50 room hotel, all as shown on the plan.
- 2 Updated supplemental policy language shall be included on the corrected copy of the SP.
- 3 Comply with all conditions of Metro agencies.
- 4 If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application.
- 5 The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
- 6 The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
- 7 A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
- 8 Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
- 9 The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**16a. 2019CP-011-001
SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT**

Council District 19 (Freddie O'Connell)
Staff Reviewer: Anna Grider

A request to amend the South Nashville Community Plan by changing from T4 Urban Neighborhood Evolving Policy to T4 Urban Mixed Use Corridor Policy for property located at 72 Charles E. Davis Boulevard and for a portion of properties located at 78 Charles E. Davis Boulevard, 78, 92 and 128 Lafayette Street and 9 Carrol Street, at the northwest corner of Lafayette Street and Lewis Street, zoned RM20 and within a Residential Planned Unit Development Overlay District (13.45 acres), requested by Kimley-Horn, applicant; M.D.H.A., owner.

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019CP-011-001 to the May 23, 2019 Planning Commission meeting. (8-0-1)

16b. 2019SP-036-001

NAPIER AND SUDEKUM SP

Council District 19 (Freddie O'Connell)

Staff Reviewer: Amelia Lewis

A request to rezone from CS and RM20 to SP-MU zoning for property located at 9 Carroll Street, 72 and 78 Charles E Davis Blvd, 78, 92, and 128 Lafayette Street, at the corner of Lewis Street and Lafayette Street, to permit a mixed use development, requested by Kimley-Horn, applicant; MDHA, owner (see associated case 93P-025-001).

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-036-001 to the May 23, 2019 Planning Commission meeting. (8-0-1)

16c. 93P-025-001

NAPIER AND SUDKEM PUD (CANCELLATION)

Council District 19 (Freddie O'Connell)

Staff Reviewer: Amelia Lewis

A request to cancel a Planned Unit Development located at 9 Carroll Street, 72 and 78 Charles E Davis Blvd, 78, 92, and 128 Lafayette Street, at the corner of Lewis Street and Lafayette Street, zoned CS and RM20, requested by Kimley-Horn, applicant; MDHA, owner (see associated cases 2019SP-036-001 and 2019CP-011-001).

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 93P-025-001 to the May 23, 2019 Planning Commission meeting. (8-0-1)

17. 2007SP-037-001

FOREST VIEW SP (FINAL)

Council District 31 (Fabian Bedne)

Staff Reviewer: Gene Burse

A request for final site plan approval for property located at 1442, 1444, 1446, 1448 and 1450 Bell Road, approximately 2000 feet southwest of Brittany Park Drive, (50 acres), to permit 248 multi-family residential units , requested by Civil Site Design Group, applicant; Richland South, LLC., owner. (Associated case 2018S-191-001)

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Final site plan approval to permit 248 multi-family residential units.

Final SP

A request for final site plan approval for property located at 1442, 1444, 1446, 1448 and 1450 Bell Road, approximately 2000 feet southwest of Brittany Park Drive, (50 acres), to permit 248 multi-family residential units.

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 only one residential building type.

PLAN DETAILS

The final site plan is for a phase of development within the approved SP. The plan includes 248 multi-family residential units in nine buildings, associated amenities such as a club house and pool, 399 surface parking spaces and onsite stormwater mitigation areas. This plan includes a new north-south public road that is consistent with local standards. A sidewalk with a minimum width of five feet and a planting strip with a minimum of four feet will be installed on both sides of the new public road. The multi-family residential units consist mostly of a garden style building type with a maximum height of 3 stories.

ANALYSIS

The purpose of this final site plan submittal is for final site plan approval of 248 multi-family residential units within an approved SP. The SP has a condition that requires all final site plans be to be presented to the Planning Commission. The final site plan for this phase is consistent with the approved preliminary plan, and has fulfilled all required conditions and received approval from all review agencies.

HISTORIC ZONING RECOMMENDATION

Approve

URBAN FORESTER RECOMMENDATION

Approve with conditions

- District One to comply with Tree Ordinance (17.24) for MUL zoning
- District Two to comply with Tree Ordinance (17.24) for RM15 zoning
- Prior to final site plan approval (to be finalized in permitting process): preliminary tree density table of existing tree to be protected; preliminary tree schedule for new trees.
- Prior to Final Landscaping U&O for first phase: establish an association to manage and maintain landscape and buffer yards; prepare landscape management plan and submit for Urban Forester approval

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed in the permit phase. With one entrance, every structure is required to be fully sprinklered.

WATER SERVICES RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Comply with MPW traffic engineer.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Include one entering and two exiting lanes for the New Public Road at its intersection with Bell Road aligned with opposing commercial Driveway
- Install taper with a minimum of 150 feet on the eastbound approach of Bell Road at the New Public Road and dedicate right-of-way for a possible future right-turn lane.
- The New Public Road should include at a minimum right-of-way dedication for a 57 ft minimum cross-section based on the Metro Nashville Major and Collector Street Plan for future growth within the study area. ROW for bike lanes shall be dedicated if planned for new public road.
- The proposed New Public Road should be constructed to include sufficient width for two travel lanes and one shared two-way left-turn lane. Design should meet the requirements of the Metro Nashville Major and Collector Street Plan.
- Install sidewalk along both sides of the New Public Road, connecting to existing sidewalk on Bell Road. Sidewalk should be designed to meet the requirements of Metro Nashville Major and Collector Street Plan.
- As part of the construction of the project, the New Public Road and the site access on New Public Road should be designed such that the departure sight triangles, as specified by AASHTO, will be clear of all sight obstructions, including landscaping, existing vegetation, monument signs/walls, fences, etc.
- According to field measurements, adequate intersection sight distance is available for turning left and right out of the proposed New Public Road.
- All accesses to the residential development from the New Public Road should include gated access for residents and guests only, per SP ordinance. Gated access shall include a denial lane and gates shall be located a minimum of 50ft distance to public ROW.
- If new public road is extended in future, dedicate future ROW as needed for a right turn lane on new public road at access drive.
- All internal intersections and roads should be designed per AASHTO standards
- At a minimum, provide parking per metro code
- Developer shall work with MTA /wego to install a bus stop and shelter at intersection of new public road and Bell Road.
- Developer shall contribute pro rata share of signal cost for a future signal with pedestrian signals, when warranted, at new public road and Bell Rd.

STAFF RECOMMENDATION

Approve with conditions.

CONDITIONS

1. The next step is building permit review. When applying for a building permit you must submit 3 copies of the building permit set and \$250 directly to the Planning Front Counter for processing.
2. The final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.

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

Resolution No. RS2019-131

“BE IT RESOLVED by The Metropolitan Planning Commission that 2007SP-037-001 is **approved with conditions.**
(9-0)

CONDITIONS

- 1 The next step is building permit review. When applying for a building permit you must submit 3 copies of the building permit set and \$250 directly to the Planning Front Counter for processing.
- 2 The final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.

**18. 2019SP-023-001
FREEDOM STORAGE**

Council District 33 (Antoinette Lee)
Staff Reviewer: Joren Dunnavant

A request to rezone from CS to SP zoning for property located at 4119 Murfreesboro Pike, approximately 230 feet northwest of Parks Retreat Drive and within the Murfreesboro Pike Urban Design Overlay District (2.0 acres), to permit a 91,851 square foot retail and self storage facility, requested by Freedom Storage, applicant and owner.

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

APPLICANT REQUEST

Zone change from CS to SP zoning

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan - Commercial (SP-C) zoning on property located at 4119 Murfreesboro Pike, approximately 230 feet northwest of Parks Retreat Drive and within the Murfreesboro Pike Urban Design Overlay District (2.0 acres), to permit a 91,851 square foot retail and self-storage facility.

Existing Zoning

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

Murfreesboro Pike Urban Design Overlay (UDO) is intended to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design

Proposed 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.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

PLAN DETAILS

The site is located at 4119 Murfreesboro Pike, approximately 230 feet northwest of Parks Retreat Drives and within the Murfreesboro Pike Urban Design Overlay (UDO) District. The site plan proposes a 91,851 square foot building with self-service storage and retail uses. The SP requires the development to comply with all standards of the UDO.

ANALYSIS

The proposed site plan is consistent with the T3 Suburban Mixed Use Corridor Policy. This development would encourage a greater mix of uses in the neighborhood and create a building footprint that is compatible with the general character of suburban neighborhoods. The SP includes 88,277 SF of self-service storage space and 3,574 SF of retail space. Although self-service storage is not typically permitted in this policy, the site is surrounded by two large industrial developments to the south and to the west, where the self-service storage portions of the site will be adjacent.

The portion of the development facing Murfreesboro Pike will include retail, business service, and personal care service uses, contributing to the goal of providing a mixture of uses in the policy area. The plan will also be required to meet all standards of the UDO. For these reasons, staff recommends approval of this SP.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

N/A

WATER SERVICES RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Show 6 ft. ROW dedication, prior to bldg. permit.
- Graphically show MPW standard ramp ST-324 for Murfreesboro Pike access (no radii).
- Remove shown ROW stripping (pull back) at Murfreesboro Pike access to reflect ROW deed shown (6 ft.).

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with conditions in road comments

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	2.0	0.6 F	56,272 S.F.	4067	180	356

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Mini-Warehouse (151)	2.0		91,851 S.F.	139	10	16

Traffic changes between maximum: **CS and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 39,579 S.F.	-3928	-170	-340

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 88,277square feet of self-service storage, and a maximum of 3,574 square feet of retail, business service, and personal care service uses.
2. Final site plan will be reviewed for compliance with the SP and UDO.
3. All internal sidewalks shall be dimensioned to a minimum width of 5 feet.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted,

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

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

Mr. Dunnivant presented the staff recommendation of approval with conditions and disapproval without all conditions.

Jonathan Lanning, 513 Moore Ave, spoke in favor of the application.

Twana Chick, 5967 Cane Ridge, spoke in opposition to the application; would like a larger buffer to protect the creek.

John Stern, 1437 Winding Creek Dr, spoke in opposition to the application. There was not a community meeting held about this and we are unable to get engagement with the councilmember.

Mr. Lanning clarified that there are no creeks on this property.

Chairman Adkins closed the Public Hearing.

Councilmember Bedne suggested adding a condition to protect historic resources.

Mr. Gobbell spoke in agreement with Councilmember Bedne regarding historic protection.

Mr. Elam expressed concerns that the councilmember isn't as responsive as the community would like.

Mr. Tibbs moved and Ms. Farr seconded the motion to approve with conditions and disapprove without all conditions including a condition to obtain approval from MHZC to make sure historic resources are appropriately protected. (8-0)

Resolution No. RS2019-132

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-023-001 is **approved with conditions and disapprove without all conditions including a condition to obtain approval from MHZC to make sure historic resources are appropriately protected. (8-0)**

CONDITIONS

1 Uses shall be limited to a maximum of 88,277square feet of self-service storage, and a maximum of 3,574 square feet of retail, business service, and personal care service uses.

2 Final site plan will be reviewed for compliance with the SP and UDO.

3 All internal sidewalks shall be dimensioned to a minimum width of 5 feet.

4 If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CS zoning district as of the date of the applicable request or application.

5 The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.

6 The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.

7 A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.

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

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

19. 2019SP-024-001

523 27TH AVENUE

Council District 21 (Ed Kindall)

Staff Reviewer: Gene Burse

A request to rezone from RS5 to SP-R zoning for property located at 523 27th Avenue North, approximately 100 feet south of Torbett Street (0.20 acres), to permit four multi-family residential units, requested by Dale and Associates, applicant; 27th Avenue Partners, owner.

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

APPLICANT REQUEST

Rezone to SP to permit 4 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for property located at 523 27th Avenue North, approximately 100 feet south of Torbett Street (0.20 acres), to permit four multi-family residential units.

Existing Zoning

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

Proposed Zoning

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

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.

PLAN DETAILS

The 0.2 acre site is located approximately 100 feet south of Torbett Street in the North Nashville Community Plan Area. This is a request for four multi-family residential units in the form of attached townhomes. The plan includes associated surface parking with site access from an existing improved alley. Two units orient to 27th Avenue North and two units orient to the alley. The plan proposes a new sidewalk along site frontage on 27th Avenue North consistent with local standards. This plan includes private sidewalks through the site.

ANALYSIS

Existing site conditions consist of a single-family house. This site is in a large area of Single-Family Residential (RS5) zoning. Uses near the site consist of single-family residential, two-family residential and vacant land to the north and south, multi-family residential to the east and multi-family residential and an institutional use to the west.

T4 Urban Neighborhood Evolving policy is intended to provide moderate density development patterns in areas served by high levels of connectivity. This site is located on the edge of a NE policy area, adjacent to Urban Mixed Use Neighborhood policy. The proposed plan will provide a transition from Evolving to the more intense policy area. The plans proposes sidewalks along 27th Avenue N, creating a more pedestrian friendly environment and achieving the goals of the policy.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Prior to issuance of building permits the required capacity fees must be paid. (Permit Nos. T2019017320 and T2019017317).

STORMWATER RECOMMENDATION**Approve with conditions**

- If MWS staff determines, Prior to Final SP, that this site does not qualify as infill, then a full Grading Permit will be required.

PUBLIC WORKS RECOMMENDATION**Approve with conditions**

- Prior to final SP, coordinate w/ MPW to determine limits of alley paving mitigation.
- Prior to final SP, coordinate w/ MPW on solid waste/recycle local. Note: MPW can not provide waste/recycle pickup service off dead end alley way(South).

TRAFFIC AND PARKING RECOMMENDATION**Approve with conditions**

- Provide parking per metro code

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)	0.2	8.71 D	1 U	16	6	2

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

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		4 U	30	2	3

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R 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. 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. Uses shall be limited to a maximum of 4 multi-family residential units.
2. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
3. 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.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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

Approved with conditions and disapproved without all conditions. Consent Agenda. (9-0)
Resolution No. RS2019-133

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-024-001 is **approved with conditions and disapproved without all conditions. (7-0)**

CONDITIONS

- 1 Uses shall be limited to a maximum of 4 multi-family residential units.
- 2 If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
- 3 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.
- 4 A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
- 5 Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
- 6 The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

20. 2019SP-025-001
BROADSTONE NATIONS

Council District 20 (Mary Carolyn Roberts)
Staff Reviewer: Jason Swaggart

A request to rezone from IR to SP-MU zoning for properties located at 4717 and 4801 Centennial Boulevard, at the southeast corner of 49th Avenue North and Centennial Boulevard (6.32 acres), to permit up to 345 multi-family residential units and up to 10,000 square feet of nonresidential, requested by Catalyst Design Group, applicant; Humphreys County Properties, LLC., owner.

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

APPLICANT REQUEST

Rezone from IR to SP-MU to permit a mixed-use development.

Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) zoning for properties located at 4717 and 4801 Centennial Boulevard, at the southeast corner of 49th Avenue North and Centennial Boulevard (6.32 acres), to permit up to 345 multi-family residential units and up to 10,000 square feet of nonresidential.

Existing Zoning

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

Proposed Zoning

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

WEST NASHVILLE COMMUNITY PLAN

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

PLAN DETAILS

The approximately six acre site is located at the southeast corner of Centennial Boulevard and 49th Avenue North. The site is flat and is developed. Development on the site includes a large manufacturing building, surface parking and outdoor storage. 49th Avenue North is classified as a local street, and Centennial Boulevard is classified as a major arterial on the Major and Collector Street Plan.

Site Plan

The plan calls for a mixed-use development, including a maximum of 345 multi-family residential units, and a maximum of 10,000 square feet of non-residential uses. Nonresidential uses are limited to all uses permitted by the MUL-A zoning district.

The plan consists of three buildings. Building "A", which is the commercial building, is located at the corner of 4th Avenue North and Centennial Boulevard. The plan limits height for Building "A" to one story in 30 feet. Building "B", which is the residential building, is located along Centennial Boulevard. The build-to zone for Building "B" is zero and 20 feet. The maximum height for Building "B" is five stories. Building "C", which is the parking garage, is located at the rear of the site, behind Building "B". Building "C" is four stories, and drops to three stories near the southern property line. The plan provides architectural standards pertaining to, but not limited to, glazing, materials, stoops and articulation. Amenity areas shown on the plan include an outdoor plaza located behind the commercial building, upper floor pool area, and a private dog park.

The plan calls for two accesses onto Centennial Boulevard, and one onto 49th Avenue North. Parking consists of structured and surface parking. The plan includes an eight foot wide sidewalk and four foot wide planting strip along Centennial Boulevard, and a five foot wide sidewalk and four foot wide planting strip along 49th Avenue North. The design of the required pedestrian and bike facilities along Centennial Boulevard will be finalized with the final site plan. An alternate design that combines the two is permitted. Street trees are included within the planting strips.

ANALYSIS

The plan is consistent with the proposed T4 MU policy, whereas the existing zoning is in conflict with the goals of the policy. The T4 MU policy is intended to enhance urban mixed use neighborhoods by providing a greater mix of higher density and mixed use development. The plan calls for a mixed-use development that would provide additional density and housing options as well as commercial space at the corner of Centennial Boulevard and 49th Avenue North. The plan and architectural standards are consistent with the urban nature of the policy. It enhance the pedestrian realm by placing parking away from Centennial Boulevard and 49th Avenue North, providing multiple pedestrian entrances into the building along Centennial Boulevard, and wide sidewalks which are consistent with the Major and Collector Street Plan.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES

Approve with conditions

- Approved as a Preliminary SP only. Private site utility 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 (See Permit T2019015453 and T2019015454).

STORMWATER

Approve

PUBLIC WORKS

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Indicate call outs for access ramps (sidewalks, curb/gutter, etc.) per MPW design standards and specs.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- If 10-foot wide two-way left-turn lane (TWLTL) on Centennial Boulevard between 49th Avenue North and the 4900 Centennial Boulevard site access on Centennial Blvd has not been constructed by other development at 4900 Centennial Blvd, Broadstone Nations SP developer shall design and install TWLTL along Centennial Blvd frontage and construct a pedestrian crosswalk on the west leg of the intersection of Centennial Boulevard and 49th Avenue North.
 - Install an ADA-compliant pedestrian curb ramp on the north side of Centennial Boulevard at the proposed crosswalk, aligning with the existing ramp on the southwest corner of the intersection.
 - Install two (2) fluorescent yellow-green Pedestrian signs (W11-2) with state law yield downward diagonal arrow plaques (W16-9P mod) at the crosswalk in each direction.

Intersection of 49th Avenue North and Site Access

- The site access should include one entering lane and a minimum of one exiting lane.

Intersection of Centennial Boulevard and 49th Avenue North

- The following improvements are to be constructed by the developer of the 4900 Centennial Boulevard Mixed-Use development, which is currently under construction:
 - Installation of a pedestrian crosswalk on the west leg of the intersection of Centennial Boulevard and 49th Avenue North.
 - Installation of an ADA-compliant pedestrian curb ramp on the north side of Centennial Boulevard at the proposed crosswalk, aligning with the existing ramp on the southwest corner of the intersection.
 - Installation of two (2) fluorescent yellow-green Pedestrian signs (W11-2) with state law yield downward diagonal arrow plaques (W16-9P mod) at the crosswalk in each direction.
- In addition, the following should be constructed:
 - Install a pedestrian-activated Rectangular Rapid Flashing Beacon system for the planned pedestrian crosswalk on the west leg of the intersection of Centennial Boulevard and 49th Avenue North. Developer shall submit signal plan for the new ped crossing.
 - Install a pedestrian crosswalk on the south leg of the intersection of Centennial Boulevard and 49th Avenue North.
 - Install an ADA-compliant pedestrian curb ramp on the southeast corner of the intersection.
 - Install a stop line for the northbound approach of 49th Avenue North approximately 4 feet in advance of the proposed crosswalk.

Centennial Boulevard

- The following improvement is to be constructed by the developer of the 4900 Centennial Boulevard Mixed-Use development, which is currently under construction:
 - Installation of a 10-foot wide two-way left-turn lane on Centennial Boulevard between 49th Avenue North and the 4900 Centennial Boulevard site access consistent with the Major and Collector Street Plan designation for this segment of Centennial Boulevard (T4-M-AB3). Maintaining a 12-foot lane width for each through lane of Centennial Boulevard. BROADSTONE NATIONS developer shall modify this striping as necessary along their frontage to include a center TWLTL so that the center TWLTL serves the proposed Site Access 2 for the Broadstone Nations project also.
- In addition, the following should be constructed:
 - Provide “No Parking, No Stopping, No Standing Anytime” signs along the project frontage on Centennial Boulevard to discourage taxi/rideshare activities from occurring within the travel lane as well as allow for police enforcement.

Site Plan

- The site should include a dedicated area for taxi/rideshare activities, and the site plan should include wayfinding signage to identify and direct taxi/rideshare drivers and users to this dedicated area. The site plan includes an internal loop through the parking lot that will accommodate patron drop-off/pick-up.
- A minimum of 439 parking spaces should be provided for the proposed development. According to the current site plan, approximately 440 parking spaces are planned to be provided.
- Additional Reserved residential guest parking spaces should be provided and signed/marked. Developer shall coordinate with MPW T&P new signal plan under design at 51st and Centennial Blvd in order to provide adequate WB LTL storage in order that traffic spillover into thru travel lane does not occur.
- Developer shall refurbish the stop lines immediately in advance of the at-grade RR crossing. And an additional RR marking should be installed on Centennial Boulevard between the existing marking and Driveway 3.
- A W10-4 grade crossing warning sign should be installed on the Driveway 3 approach to give additional warning that if turning right, drivers will be encountering a railroad crossing soon after turning.

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)	6.32	0.6 F	165,179 S.F.	204	38	40

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)	6.32		345 U	2568	155	178

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)			10,000 S.F.	635	32	69

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2999	+149	+207

METRO SCHOOL BOARD REPORT

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

Projected student generation existing SP-MU district: 31 Elementary 17 Middle 14 High

The proposed SP-MU zoning is expected to generate 62 more students than the existing IR zoning district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are reported 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. Uses shall be limited as follows:
 - Building A – a maximum of 20,000 square feet of non-residential uses as permitted by the MUL-A zoning district
 - Building B – a maximum of 345 multi-family residential units and a maximum of 10,000 square foot of non-residential uses as permitted by the MUL-A zoning district. Non-residential uses shall be limited to the 1st floor only.
2. In Building B, 10,000 square feet of 1st floor space shall be designed in such a way that it can be converted to non-residential use.
3. The requirements of the Major and Collector Street Plan shall be met along Centennial Boulevard. An alternate design may be allowed to create a multi-use path as opposed to separate bike lane and sidewalk facilities pending design coordination with Metro Public Works and the Planning Department. Final design to be determined with the final site plan.
4. Comply with all conditions and recommendations of Metro agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A 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.
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.

Approved with conditions and disapproved without all conditions. Consent Agenda. (9-0)

Resolution No. RS2019-134

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-025-001 is **approved with conditions and disapproved without all conditions. (9-0)**

CONDITIONS

1. Uses shall be limited as follows:
 - Building A – a maximum of 20,000 square feet of non-residential uses as permitted by the MUL-A zoning district

- Building B – a maximum of 345 multi-family residential units and a maximum of 10,000 square foot of non-residential uses as permitted by the MUL-A zoning district. Non-residential uses shall be limited to the 1st floor only.
- 2 In Building B, 10,000 square feet of 1st floor space shall be designed in such a way that it can be converted to non-residential use.
- 3 The requirements of the Major and Collector Street Plan shall be met along Centennial Boulevard. An alternate design may be allowed to create a multi-use path as opposed to separate bike lane and sidewalk facilities pending design coordination with Metro Public Works and the Planning Department. Final design to be determined with the final site plan.
- 4 Comply with all conditions and recommendations of Metro agencies.
- 5 If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A 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.
- 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.

**21. 2019SP-026-001
VERNON AVENUE SP**

Council District 20 (Mary Carolyn Roberts)
Staff Reviewer: Patrick Napier

A request to rezone from R8 to SP zoning for properties located at 649 Vernon Avenue and Vernon Avenue (unnumbered), approximately 275 feet north of Nashua Avenue (4.25 acres), to permit 50 multi-family residential units, requested by S and H Group, applicant; Al Barish, owner.

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

APPLICANT REQUEST

Preliminary SP to permit up to 50 multi-family residential units.

Preliminary SP

A request to rezone from One and Two Family Residential (R8) to Specific Plan –Residential (SP-R) zoning for properties located at 649 Vernon Avenue and Vernon Avenue (unnumbered), approximately 275 feet north of Nashua Avenue, to permit up to 50 multi-family residential units (4.25 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 19 lots with 4 duplex lots for a total of 23 units.*

Proposed Zoning

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

WEST 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.

PLAN DETAILS

The site is approximately 4.25 acres of vacant land located at 649 Vernon Avenue, which contains some dense vegetation. Surrounding land uses include industrial, commercial, and mixed residential development along Vernon Avenue, transitioning to primarily mixed-residential to the west of the site. There are several multi-family properties that have recently developed immediately north of the site.

The site plan proposes 50 multi-family detached townhome units. Four townhome units will front Vernon Avenue along the eastern portion of the site. The remaining units will front onto courtyards within the interior of the site. Vehicular access is provided from Vernon Avenue to the east and from a proposed street which will connect the site to Nashua Avenue to the south and. Units 15 through 18, 31 through 33, and 45 through 47 will be served by surface parking; the remaining units will contain two-car rear loaded garages. Public sidewalks and a planting strip will be constructed along the Vernon Avenue frontage and the proposed street, consistent with local street standards. Pedestrian connections are provided from the interior of the site to the proposed sidewalks for the proposed street and Vernon Avenue.

Landscaping is incorporated throughout the development including a central open space. Landscape buffers have been provided along the south, east, and north 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 three stories in 45 feet.

ANALYSIS

The SP is consistent with the site’s land use policy. The site is located in between a T4 Urban Mixed Use Neighborhood policy area and northern edge of T4 Neighborhood Maintenance policy area. The development provides an effective transition from the intensity of the SP to the north of the site to the single family dwellings the south of the site. The SP provides for additional housing choice for residents in the area, and the proposed architectural standards and treatments enhance the design quality of the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water and/or sanitary sewer construction plans or site utility 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 (see permit T2019018655 and T2019018653).

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Prior to the issuance of a building permit by MPW submit a recorded copy of the ROW dedications.
- Coordinate private drive access (proposed as a public dedicated ROW) off Nashua Ave. with Metro Planning and MPW.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with Roads Conditions

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	4.25	5.44 D	28 U	323	25	30

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	4.25		50 U	368	27	35

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 26 U	+45	+2	+5

METRO SCHOOL BOARD REPORT

Projected student generation existing CS district: 2 Elementary 2 Middle 2 High

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

The proposed SP-R zoning is expected to generate 2 more students than the existing R8 zoning. Students would attend Cockrill 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 with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to a maximum of 50 multi-family residential units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
3. The required Bicycle parking per the requirements of the Urban Zoning Overlay shall be shown on the final site plan.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. On the final site plan, the solid waste containers shall be screened with a 6 foot decorative opaque wall or fence, and landscaping.
6. The final site plan shall comply with Metro Zoning Code Parking requirements.
7. 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-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, which increases the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. Comply with all conditions of Stormwater, Water Services, and Public Works.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapproved without all conditions. Consent Agenda. (9-0)
Resolution No. RS2019-135

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-026-001 is **approved with conditions and disapproved without all conditions. (9-0)**

CONDITIONS

1. Uses shall be limited to a maximum of 50 multi-family residential units.
2. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
3. The required Bicycle parking per the requirements of the Urban Zoning Overlay shall be shown on the final site plan.
4. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
5. On the final site plan, the solid waste containers shall be screened with a 6 foot decorative opaque wall or fence, and landscaping.
6. The final site plan shall comply with Metro Zoning Code Parking requirements.
7. 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-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
12. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, which increases the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
13. Comply with all conditions of Stormwater, Water Services, and Public Works.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

22. 2019SP-028-001

1418 AND 1420 3RD AVENUE NORTH

Council District 19 (Freddie O'Connell)

Staff Reviewer: Jason Swaggart

A request to rezone from IR to SP-MU zoning for properties located at 1418 and 1420 3rd Avenue North, at the southeast corner of Van Buren Street and 3rd Avenue North (0.32 acres), to permit a mixed use development, requested by Smith Gee Studio, applicant; Woodland Street Partners, LLC., owner.

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-028-001 to the May 23, 2019 Planning Commission meeting. (9-0)

23. 2019SP-031-001

4307 CENTRAL PIKE

Council District 12 (Steve Glover)

Staff Reviewer: Joren Dunnavant

A request to rezone from RS15 to SP zoning for property located at 4307 Central Pike, 6157 North New Hope Road and Central Pike (unnumbered), approximately 1,370 feet east of North New Hope Road, to permit a mixed use development, requested by Dale and Associates, applicant; Paul Odum and Wise Group, Inc., owners.

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

APPLICANT REQUEST

Zone change from RS15 to SP-MU zoning.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 4307 Central Pike, 6157 North New Hope Road and Central Pike (unnumbered), approximately 1,370 feet east of North New Hope Road, (61.02 acres), to permit a mixed use development.

Existing Zoning

Single-Family Residential District (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 150 units.*

Proposed Zoning

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

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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

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 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.

Central Pike Supplemental Policy Area calls for a mix of land uses including residential, small scale commercial, and higher intensity commercial. The uses move from the most intense along Central Pike to the least intense as you move away from the corridor. A mobility plan is also included which envisions a connected network of public streets.

PLAN DETAILS

The site is located on the north side of Central Pike, east of North New Hope Road. The site is comprised of 4 parcels totaling 61.02 acres and is mostly vacant. Surrounding land uses are primarily single-family with some institutional and commercial uses along Central Pike. Dry Fork Creek runs east-west through the central portion of the site.

The plan proposes a mixed use development organized into 4 districts. The Commercial District (CD), located immediately adjacent to Central Pike, permits all uses allowed by the MUL zoning district to a maximum of 23,000 square feet. Multi-family District 1 (MF1) contains approximately 10 acres and is located along Central Pike. MF1 permits a maximum of 80 multi-family residential units in the form of either stacked flats or townhomes. Multi-family District 2 (MF2) is located north of MF1 and mostly south of the creek and contains 15.5 acres. MF2 permits a maximum of 74 units in the form of townhomes. No stacked flats are permitted in MF2. The Single-Family District (SF) is 33.8 acres and is located on the northern most portion of the site, primarily north of Dry Fork Creek. SF permits a maximum of 110 single-family lots with a minimum lot size of 5,000 square feet.

Permitted heights range from a maximum of 2 ½ stories in 30 feet for the single-family units to 3 stories in 40 feet for the stacked flat units. Architectural character imagery has been provided for all unit types. Detailed elevations will be required with the final site plan submittal and must be consistent with the character imagery.

The development proposed a network of public streets with the primary entrance located on Central Pike. Connections are provided to three existing stub streets within Aaron's Cress Subdivision to the west.

Additional stub streets are provided to allow for future connectivity to the north, south, and east of the development. All new public streets include sidewalks and planting strips, consistent with local standards.

ANALYSIS

The Central Pike Supplemental Policy Area (SPA) calls for a mixture of uses with more intense uses being located along Central Pike, which is identified as an arterial boulevard on the Major and Collector Street Plan (MCSP). The SPA also calls for an integrated system of public streets to serve new developments. As proposed, the plan meet the goals of the SPA by providing for commercial and higher intensity residential uses along Central Pike transitioning in intensity to single-family detached lots on the northern portion of the site. The plan sets up a new network of public streets, providing for future connectivity to adjacent properties while also connecting to existing stub streets to the west.

The Conservation Policy on the site recognizes Dry Fork Creek and its associated buffers. Except for one street crossing, the plan utilizes the stream and buffer as a natural, undisturbed open space meeting the goals of the policy.

The plan meets the goals of the Supplemental Policy and the Conservation Policy by providing for a mixed use development that is sensitive to the environmental features on the site while providing for a mixture of commercial and multiple types of housing.

FIRE DEPARTMENT RECOMMENDATION

Approved with conditions

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

PUBLIC WORKS RECOMMENDATION

Approved

STORMWATER RECOMMENDATION

Approved

WATER SERVICES RECOMMENDATION

Approved with conditions

- Approved as a Preliminary SP only. Public and/or private 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 (see T2019018598 and T2019018600)

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

In accordance with TIS findings, developer shall install the following roadway improvements and conduct additional traffic analysis prior to final sp approval.

- Developer shall submit a revised TIS prior to final SP approval. A new scoping meeting will be required and additional intersections may be included to reflect the revised site plan. The conditions of approval may be modified based on the findings of the revised traffic study.
- The developer shall make an appropriate contribution, as determined by Metro Public Works along with the findings of the revised traffic study, towards the future installation of a traffic signal at the intersection of Central Pike and N. New Hope Road.
- The project access roads should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes. Each of the exiting turn lanes shall include adequate LTL and RTL storage which will be determined with revised traffic analysis.
- An eastbound left turn lane shall be provided on Central Pike at the project access. This turn lane shall include at appropriate storage and should be designed and constructed according to AASHTO standards.
- The number of parking spaces provided for the proposed project should match or exceed the number of parking spaces required by the Metro Codes Department and should include adequate parking designated for guests, deliveries, and on-demand vehicles for hire.
- Access roads with Central Pk. and N. New Hope Rd shall have adequate sight distance.
- Revised TIS shall determine appropriate traffic control and signage for subdivision roads and intersections and conduct additional traffic analysis as required.

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)	51.86	2.9 D	150 U	1510	112	150

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

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)	51.86		110 U	1136	83	112

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

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)			154 U	1124	72	87

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			10,000 S.F.	635	32	69

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)			13,000 S.F.	147	39	17

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1532	+114	+135

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: **18 Elementary 17 Middle 17 High**
 Projected student generation existing SP-MU district: **21 Elementary 16 Middle 14 High**

The proposed SP-MU zoning will not generate 1 more students than the existing RS15 zoning district. Students would attend Dodson Elementary School, DuPont Tyler Middle School, and McGavock High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

- Use shall be limited as follows:
 - Commercial District – a maximum of 23,000 square feet of all uses of MUL
 - MF 1 – a maximum of 80 multi-family units
 - MF 2 – a maximum of 74 multi-family units. Stacked flats are prohibited.
 - SF – a maximum of 110 single-family lots
- All streets shall include a 5 foot sidewalk and 4 foot grass strip.
- Architectural elevations consistent with the architectural character imagery shall be submitted with the final site plan.
- All townhome units shall be rear loaded. No individual driveways shall be permitted from the public streets.
- Stacked flat units and townhome units shall be connected to the public streets with sidewalks. Steps and stoops shall be included where possible.
- Units in MF 2 may be divided by a subdivision with a minimum lot size of 2,300 square feet.
- On the corrected set, indicate the front setback of multi-family as 15 feet.
- On the corrected set, indicate the maximum height of the stacked flats as 3 stories in 40 feet as measured from average grade elevation to eave of pitched roof.

9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the following zoning districts as of the date of the applicable request or application:
 - Commercial District – MUL-A
 - MF 1 – RM9-A
 - MF 2 - RM4
 - SF – RS5
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
12. 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.
13. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
14. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. Consent Agenda. (9-0)
Resolution No. RS2019-136

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-031-001 is **approved with conditions and disapproved without all conditions. (9-0)**

CONDITIONS

- 1 Use shall be limited as follows:
 - Commercial District – a maximum of 23,000 square feet of all uses of MUL
 - MF 1 – a maximum of 80 multi-family units
 - MF 2 – a maximum of 74 multi-family units. Stacked flats are prohibited.
 - SF – a maximum of 110 single-family lots
- 2 All streets shall include a 5 foot sidewalk and 4 foot grass strip.
- 3 Architectural elevations consistent with the architectural character imagery shall be submitted with the final site plan.
- 4 All townhome units shall be rear loaded. No individual driveways shall be permitted from the public streets.
- 5 Stacked flat units and townhome units shall be connected to the public streets with sidewalks. Steps and stoops shall be included where possible.
- 6 Units in MF 2 may be divided by a subdivision with a minimum lot size of 2,300 square feet.
- 7 On the corrected set, indicate the front setback of multi-family as 15 feet.
- 8 On the corrected set, indicate the maximum height of the stacked flats as 3 stories in 40 feet as measured from average grade elevation to eave of pitched roof.
- 9 If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the following zoning districts as of the date of the applicable request or application:
 - a. Commercial District – MUL-A
 - b. MF 1 – RM9-A
 - c. MF 2 - RM4
 - d. SF – RS5
- 10 The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
- 11 The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
- 12 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.
- 13 Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
- 14 The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

24. 2019SP-032-001

TUSCULUM CROSSINGS SP

Council District 31 (Fabian Bedne)

Staff Reviewer: Abbie Rickoff

A request to rezone from AR2a to SP-MR zoning for property located at Tusculum Road (unnumbered), at the southeast corner of Benzing Road and Tusculum Road (27 acres), to permit 196 multi-family residential units, requested by Dale and Associates, applicant; American Dream Developers, Inc., owner.

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

APPLICANT REQUEST

Preliminary SP to permit up to 196 multi-family residential units.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Mixed Residential (SP-MR) zoning for property located at Tusculum Road (unnumbered), at the southeast corner of Benzing Road and Tusculum Road, to permit 196 multi-family residential units (27 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 13 lots with 3 duplex lots for a total of 16 units. 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 vacant site is comprised of 27 acres and is located near the southeast corner of Tusculum Road and Benzing Road. The property is heavily wooded and is located south of Whittemore Branch, which runs north of Tusculum and Benzing Roads. The predominant land use pattern north of the site includes traditional suburban development, while the development pattern south of Tusculum and Benzing Roads includes a mixture of single-family, multi-family, and vacant properties. The site is adjacent to multi-family development located between the site and Bell Road, to the south

Site Plan

The site plan proposes 196 total residential units, comprised of 66 stacked flats, 72 townhome units, and 58 detached cottage units. The stacked flats are located in two buildings near the northeastern corner along Tusculum Road, the townhome units are located southwest of the stacked flats, and the cottage units are located towards the southeastern portion of the site.

Access into the site is provided from a private driveway network that connects to the public streets in two locations. The first access point is located off of Tusculum Road, east of the intersection of Tusculum Road and Benzing Road, and the second access is located to the southwest, off of Benzing Road. The Benzing Road access point will be gated, for emergency access only. The site is parked through a combination of surface parking spaces and individual garages.

Tusculum Road will be improved to include a 6 foot sidewalk and 8 foot planting strip, consistent with the arterial-boulevard standards of the Major and Collector Street Plan, and Benzing Road will include a 5 foot sidewalk and 4 foot planting strip, consistent with the local street standard. The sidewalk improvements will extend along the frontage of parcel 055, an adjacent parcel located between the site and the Benzing Road/Tusculum Road intersection, connecting the public sidewalk network along the south side of Benzing and Tusculum Roads.

Open space is included throughout the site, including a large area of open space at the front of the site off of Benzing Road, between the road and the townhome units. Other large open spaces are located mid-site, between the townhome units and cottages, and towards the southeastern corner of the site, south of the cottage units. The open space areas include existing vegetation, which is indicated to be retained on the plans, and room for stormwater management.

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 45 feet.

SOUTHEAST COMMUNITY PLAN

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

CO policy at this site recognizes potential steep slopes.

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

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 plan includes a mixture of housing types, consistent with T3 NE guidance to provide more housing choices, and the development footprint is located away from the CO policy areas, minimizing disturbance to the environmentally sensitive areas.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private 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. All Water and Sanitary Sewer related fees or assessments, including capacity must be confirmed paid prior to Final Site Plan/SP approval (see Permit #'s T2019016514 and T2019016512).

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Additional comments may follow pending Traffic study review and approval.
- Provide sight distance analysis for access drives (off Benzing and Tusculum).
- In general, show ramps, sw, ps, c&g per MPW standards and specs on final SP. Indicate ADA compliant ramps at the intersection of all public roads with the sidewalks

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- At Tusculum Road and the project access intersection, the project access should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes. Each of these turn lanes should include at least 50 feet of storage and should be designed and constructed according to AASHTO standards. Also, this access should be provided along the property boundary, as planned, so that it can be shared in the future with the adjacent residential PUD property which is currently undeveloped. Cross Access to residential PUD shall be provided an appropriate distance from Tusculum RD. A minimum of 50ft throat of access drive to surface parking lot drive aisle shall be provided.
- At Tusculum Road and the project access intersection, a westbound left turn lane should be constructed on Tusculum Road at the project access. This turn lane should include at least 75 feet of storage and should be designed and constructed according to AASHTO standards.
- At the intersection of Benzing Road and the project access the project access should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes. Each of these turn lanes should include at least 50 feet of storage and should be designed and constructed according to AASHTO standards.

- At the intersection of Benzing Road and the project access, Benzing Road should be improved to include standard lane widths and shoulders along the frontage of the project site. Additional ROW shall be reserved to install a SB LTL on Benzing at access if warranted in the future.
- Provide adequate sight distance at all access roads. Sight distance exhibits shall be provided for the project accesses in conjunction with construction documents for the proposed project. For a speed of 30 mph, which is the speed limit on Benzing Road, the minimum stopping sight distance is 200 feet. The minimum intersection sight distance is 335 feet.
- For a speed of 35 mph, which is the speed limit on Tusculum Road, the minimum stopping sight distance is 250 feet. The minimum intersection sight distance is 390 feet.
- Currently, there are no pedestrian or transit facilities on Tusculum Road and/or Benzing Road in the vicinity of the project site. However, bicycle lanes are provided on Tusculum Road.
- Currently, the commercial land uses included in the site plan are expected to include general retail tenants. In the future, if any restaurant land uses are planned for the commercial space within the project site, consideration should be given to the backof-house operations, loading zones, valet parking, and trash collection procedures that would be necessary to support restaurant space.
- The site's internal traffic should be controlled by stop signs as shown in Figure 9 in the TIS.

Maximum Uses in Existing Zoning District: **AR2a**

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)	27	0.5 D	16 U	193	17	18

*Based on two-family residential lots

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

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)	27		196 U	1441	91	108

Traffic changes between maximum: **AR2a and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 180 U	+1248	+74	+90

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 1 Elementary 1 Middle 1 High

Projected student generation proposed SP-MR district: 24 Elementary 23 Middle 21 High

The proposed SP zoning is expected to generate 65 more students than the existing AR2a zoning. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School. Maxwell Elementary and Cane Ridge High School have been identified as having additional capacity. There is no capacity for middle school students within the Cane Ridge cluster. This information is based upon data from the school board last updated November 2018.

Fiscal Liability

The fiscal liability of 24 new middle school students is \$888,000 (24 X 37,000 per student). This is only for information purposes to show the potential impact of this proposal; it is not a staff condition of approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to 196 multi-family residential units.
2. On the corrected copy, correct the fallback zoning to RM9-A.
3. On the corrected copy, modify the Benzing Road open space note where vegetation is indicated to be retained: Vegetation to remain except as needed to be removed for future sidewalk.
4. The final site plan shall include direct pedestrian access to all of the units.
5. The final site plan shall include one or more shared entries from the northern stacked flats building to Tusculum Road.
6. The final site plan shall include an internal pedestrian network that connects all units to the public sidewalks.

7. The final site plan shall itemize the bedroom counts. Parking shall be provided per Metro Parking Requirements.
8. Should the adjacent PUD on parcel 055 develop and install public sidewalks prior to development of the SP site, a public sidewalk and grass strip will no longer be required to be installed along the frontage of parcel 055 as part of this SP. However, public sidewalks shall be installed along the project frontage as required and connect to the public sidewalk in front of parcel 055. 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.
9. 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 Tusculum Road and Benzing Road.
10. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
11. 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 RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
14. 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.
15. 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.
16. Comply with all conditions and requirements of Metro reviewing agencies.
17. 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.

Ms. Rickoff presented the staff recommendation of approval with conditions and disapproval without all conditions.

Roy Dale, 516 Heather Pl, spoke in favor of the application. This plan provides a lot of different housing types which the community greatly supports.

Dran Shafeeg, 290B Ash Grove Rd, spoke in favor of the application due to the affordable housing opportunities.

Bashir Mahmood, 415 Tusculum Rd, spoke in favor of the application due to the affordable housing opportunities.

Othman Kokoyi, 5041 Olivia Dr, spoke in favor of the application.

(Name unclear), Benzing Rd, spoke in opposition to the application.

Mr. Dale explained that this project can be designed so that the vast majority of the vegetation remains.

Councilmember Bedne spoke in favor of the application and committed to continuing to work with the community. This will address the water runoff issue and is an opportunity to address some of the community's concerns.

Chairman Adkins closed the Public Hearing.

Mr. Elam spoke in favor of the application.

Ms. Farr spoke in favor of the application. This will be good for the neighborhood as it offers a mixture of housing types and will also address some of the stormwater issues.

Dr. Sims suggested adding an active or passive recreation space.

Mr. Gobbell spoke in favor of the application.

Ms. Moore moved and Ms. Farr seconded the motion to approve with conditions and disapprove without all conditions including a condition that a recreation facility be included with exact configuration/type to be coordinated with planning staff at the final. (8-0)

Resolution No. RS2019-137

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-032-001 is approved with conditions and disapproved without all conditions including a condition that a recreation facility be included with exact configuration/type to be coordinated with planning staff at the final. (8-0)

CONDITIONS

- 1 Uses shall be limited to 196 multi-family residential units.
- 2 On the corrected copy, correct the fallback zoning to RM9-A.
- 3 On the corrected copy, modify the Benzing Road open space note where vegetation is indicated to be retained: Vegetation to remain except as needed to be removed for future sidewalk.
- 4 The final site plan shall include direct pedestrian access to all of the units.
- 5 The final site plan shall include one or more shared entries from the northern stacked flats building to Tusculum Road.
- 6 The final site plan shall include an internal pedestrian network that connects all units to the public sidewalks.
- 7 The final site plan shall itemize the bedroom counts. Parking shall be provided per Metro Parking Requirements.
- 8 Should the adjacent PUD on parcel 055 develop and install public sidewalks prior to development of the SP site, a public sidewalk and grass strip will no longer be required to be installed along the frontage of parcel 055 as part of this SP. However, public sidewalks shall be installed along the project frontage as required and connect to the public sidewalk in front of parcel 055. 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.
- 9 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 Tusculum Road and Benzing Road.
- 10 The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
- 11 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 RM9-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
- 12 The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
- 13 The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
- 14 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.
15. 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.
16. Comply with all conditions and requirements of Metro reviewing agencies.
17. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**25. 2019SP-033-001
RIVERSIDE GLEN SP**

Council District 02 (DeCosta Hastings)

Staff Reviewer: Abbie Rickoff

A request to rezone from OR20 to SP-MU zoning for property located at 1505 Lock Road, approximately 770 feet southeast of Seminary Street (2.95 acres), to permit a mixed use development, requested by Dale and Associates, applicant; Andrew Ostrowski, owner.

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

APPLICANT REQUEST

Zone change to permit a mixed use development.

Preliminary SP

A request to rezone from Office/Residential (OR20) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 1505 Lock Road, approximately 770 feet southeast of Seminary Street, to permit a mixed use development (2.95 acres).

Existing Zoning

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. OR20 would permit a maximum of 59 units.

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The vacant site is located on the south side of Baptist World Center Drive, north of Lock Road. Pages Branch runs along the eastern portion of the site, where it empties into the Cumberland River south of the site. The predominant land use pattern in the area is a mix of industrial, one and two-family residential, and vacant properties. The Combs GUB SP, a mixed-use SP located on several properties east and north of the subject site, was recently approved by Metro Council in May, 2018

Specific Plan

The plan is a regulatory Specific Plan and does not include a detailed site plan. The plan establishes the following standards, which are summarized in the SP District Standards table below.

SP District Standards

Permitted Uses	All uses of MUG-A
Maximum FAR	2.00
Maximum Height	4 stories in 60 feet
Bulk Standards	All other standards of MUG-A
Landscape Buffer Yard	A Type D buffer yard shall be provided along the boundary adjacent to the residential property to the north
Fallback Zone	MUG-A
Access	<ul style="list-style-type: none"> • Parking shall be permitted only at the sides and rears of buildings.
Sidewalks	<ul style="list-style-type: none"> • Sidewalks shall be constructed to the standard of the Major and Collector Street Plan or, if on a local street, to local street standards.
Architectural Standards	<ul style="list-style-type: none"> • All standards of MUG-A shall apply. Developments within this SP shall be reviewed against the standards applicable to properties within the UZO. Building elevations for all street-facing facades shall be provided within the Final Site Plan.
Pages Branch Greenway	<p>The Final Site Plan for any phase of development shall:</p> <ul style="list-style-type: none"> • Depict and dimension a greenway conservation easement to be dedicated to Metro Parks, including the floodway plus a corridor at least 50 feet in width, unless otherwise approved by Metro Parks, along both sides of Pages Branch. • Depict and dimension a public greenway trail to be constructed to meet the standards of Metro Parks and the Metropolitan Greenway Design Standards for Nashville and Davidson County within the greenway easement along both sides of Pages Branch. • The greenway easement shall be dedicated with the final plat for the first phase of development. If no plat is required based on the Final Site Plan submitted, the easement shall be dedicated prior to permit issuance. • Construction, inspection and acceptance of the greenway shall be required prior to issuance of certificates of occupancy.
	<ul style="list-style-type: none"> • See the Greenway Design Standards in this plan for additional standards.

The plan establishes design standards and landscape buffer yards, based generally on the standards for alternative zoning districts, with enhanced requirements in order to provide for transitions between the site and the surrounding neighborhood.

Additionally, the plan contains a set of standards and requirements related to greenways. The greenway standards require dedication of easements and construction of greenways to be dedicated to Metro Parks for any development that has frontage along Pages Branch or the Cumberland River. The greenway standards also include design standards for development located along the greenways, requiring entrances and active ground floor uses, pedestrian connections to the greenway, and standards for materials and screening of parking and other areas.

The plan also requires sidewalks meeting the standards established in the Major and Collector Street Plan or appropriate for a local street with each development.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

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

Parks and Open Space Supplemental Policies

The parks and open space supplemental policies focus on the establishment of primary and secondary greenways, improved access to and enhancement of existing park resources, and incorporation of privately owned public spaces into developments.

ANALYSIS

The land use policies for the SP area were recently established with the adoption of the Haynes Trinity Small Area Plan. The plan, which was the result of an extensive community charrette process, was adopted by the Planning Commission on January 11, 2018. The small area plan updated the land use policy categories for properties within the study area and established supplemental policies to address mobility, parks, and open space.

The SP site is within the T4 Transect and is guided by the Parks and Open Space Supplemental Policy, identifying the need for the creation of an east-west greenway along the Cumberland River and a north-south greenway along Pages Branch. The site includes areas located in Conservation policy which recognize Pages Branch and associated slopes, floodways, and buffers. The site also includes areas of T4 MU policy, where higher intensity residential, mixed use, and commercial development would be supported.

The SP standards include architectural and design standards to encourage mixed use development that ensures the creation of walkable neighborhoods.

The height, bulk, and landscape standards ensure that future development transitions to lower intensity policy areas, and the plan also includes standards requiring dedication of a greenway easement along Pages Branch, consistent with guidance from the Haynes Trinity Small Area Plan to establish a secondary greenway in this area. Design standards require that buildings along greenways include a primary entrance addressing the greenway, pedestrian connections to the greenways, a minimum percentage of active uses on the ground floor, and screening for parking areas.

The proposed SP is consistent with the land use policies and supplemental policies for the area. The SP works to implement the community's vision to enhance the natural environment, connect the community to the river, and grow a vibrant, urban, mixed-use neighborhood near downtown. This SP includes standards that will require street and greenway dedication and construction with the final site plan, in order to ensure those goals are met.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Private water and/or sanitary sewer site utility construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval (see T2019000071 and T2019000078).

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- If sidewalks are required then they should be shown on the plans per MCSP and MPW standards and specs.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Developer shall provide adequate parking and access to site. A TIS may be required prior to final sp approval to determine any roadway improvements.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.5		30 U	186	16	21

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.45	0.8 F	50,529 S.F.	548	74	60

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)	1.45	2.0 F	126 U	912	60	73

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)	0.75	2.0 F	65,340 S.F.	703	88	76

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.75	2.0 F	65,340 S.F.	4021	202	434

Traffic changes between maximum: **OR20 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+4902	+260	+502

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to all uses of MUG-A.
2. The maximum height shall be 4 stories in 60 feet.
3. On the corrected copy, modify the Pages Branch Greenway notes to reference the standards apply “along both sides of Pages Branch” as specified in the SP District Standards table.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

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

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

Resolution No. RS2019-138

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-033-001 is **approved with conditions and disapproved without all conditions. (9-0)**
CONDITIONS

1. Uses shall be limited to all uses of MUG-A.
2. The maximum height shall be 4 stories in 60 feet.
3. On the corrected copy, modify the Pages Branch Greenway notes to reference the standards apply "along both sides of Pages Branch" as specified in the SP District Standards table.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

**26. 2019SP-034-001
 NORTH CANTON PIKE SP**

Council District 12 (Steve Glover)
 Staff Reviewer: Patrick Napier

A request to rezone from RS15 to SP zoning for properties located at 4139, 4161, 4169, 4179, 4185, 4193, and 4211 Central Pike and Central Pike (unnumbered), approximately 590 feet east of Valley Grove Drive (21.73 acres), to permit a mixed use development, requested by Dale and Associates, applicant; various property owners.

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-034-001 to the May 23, 2019 Planning Commission meeting. (9-0)

27. 2017S-250-001

RURAL HILL ROAD BEND SUBDIVISION

Council District 32 (Jacobia Dowell)

Staff Reviewer: Latisha Birkeland

A request for final plat approval to create eight lots on property located at 1152 Rural Hill Road, approximately 630 feet north of Bridgecrest Drive, zoned R10 (2.31 acres), requested by Doyle Elkins, applicant; Sammy Said and Haroun Soltan, owners.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Final plat approval to create eight lots.

Final Plat

A request for final plat approval to create eight lots on property located at 1152 Rural Hill Road, approximately 630 feet north of Bridgecrest Drive, zoned One and Two-Family Residential (R10) (2.31 acres).

Existing Zoning

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

Community Character Manual Policy

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

PLAN DETAILS

This site is located at 1152 Rural Hill Road, approximately 630 feet north of Bridgecrest Drive. The proposal is to create eight lots. The proposed lots have the following area and frontage:

Proposed Lots:

- Lot 1: 10,602 square feet (0.24 acres) and 72 feet of frontage along Rural Hill Road.
- Lot 2: 10,646 square feet (0.24 acres) and 75 feet of frontage along Rural Hill Road.
- Lot 3: 10,972 square feet (0.25 acres) and 75 feet of frontage along Rural Hill Road.
- Lot 4: 15,021 square feet (0.34 acres) and 88 feet of frontage along Rural Hill Road.
- Lot 5: 11,195 square feet (0.26 acres) and 63 feet of frontage along Rural Hill Road.
- Lot 6: 11,787 square feet (0.27 acres) and 58 feet of frontage along Rural Hill Road.
- Lot 7: 10,130 square feet (0.23 acres) and 45 feet of frontage along Rural Hill Road.
- Lot 8: 10,595 square feet (0.24 acres) and 49 feet of frontage along Rural Hill Road.

Analysis

Section 3-5 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

Each proposed lot meets the minimum standards of the One and Two-Family Residential (R10) zoning district. Two lots have been identified as duplex eligible as permitted by the Metro Zoning Code.

Street Frontage

Each proposed lot has frontage on a public street. A shared access easement will provide access to each lot from two access points along Rural Hill Road.

Agency Review

All review agencies have recommended approval.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approval is contingent on construction and completion of Metro Project #'s 17-SL-161. Should the applicant choose to record the plat before completion of these projects, than bonds must be posted with Metro Planning before the plat is recorded.

STORMWATER RECOMMENDATION
Approve

PUBLIC WORKS RECOMMENDATION
Approve

TRAFFIC AND PARKING RECOMMENDATION
Approve

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

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

Approve with conditions. Consent Agenda. (9-0)
Resolution No. RS2019-139

"BE IT RESOLVED by The Metropolitan Planning Commission that 2017S-250-001 is **approved with conditions (9-0)**
CONDITIONS
1 The final plat cannot be recorded until the associated bond is complete.

28. 2018S-208-001
12474 OLD HICKORY BOULEVARD
Council District 33 (Antoinette Lee)
Staff Reviewer: Gene Burse

A request for concept plan approval to create 72 lots on properties located at 12474 and 12478 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 630 feet northeast of Murfreesboro Pike, zoned RS10 (21.36 acres), requested by Dale and Associates, applicant; OHB Land Investment Trust and John Gill, owners.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST
Concept plan approval to permit 72 single-family residential lots.

Concept Plan
A request for concept plan approval to create 72 lots on properties located at 12474 and 12478 Old Hickory Boulevard and Old Hickory Boulevard (unnumbered), approximately 630 feet northeast of Murfreesboro Pike, zoned Single-Family Residential (RS10) (21.36 acres).

Existing Zoning
Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 4.35 dwelling units per acre. *RS10 would permit a maximum of 78 single-family residential lots. Application of the Subdivision Regulations may result in fewer lots.*

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

PLAN DETAILS
This site is located on Old Hickory Boulevard approximately 630 feet northeast of Murfreesboro Pike in the Antioch-Priest Lake Community Plan Area. The proposal is a concept plan to permit 72 single-family residential lots using the cluster lot option, proposed open space and right-of-way dedications. Proposed lots have a minimum area of 5,000 square feet and orient to a public street. The plan provides for three internal roads and three future road connections to parcels to the east and west including the extension of Peaceful Brook Drive. The plan provides 6.1 acres of open space, or 30% of site area, which consists of an amenity area (recreational facility) and stormwater treatment areas.

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 RS10 and RS7.5 zoning districts. The proposed plan reduces the minimum lot area by two zone districts to 5,000 square feet (RS5).

The plan meets the requirements of the subdivision regulations and includes connectivity throughout the site as well as an amenity area. It also provides for future connections to the east and west. This plan proposes new public streets consistent with local regulations and provides stub road connections to the east and west. Each proposed lot is oriented to a public street and away from environmentally sensitive areas on the site. New public streets will have sidewalks improvements consistent with local standards. An 8-foot sidewalk and 6-foot planting strip will be installed along the site frontage on Old Hickory Boulevard Road consistent with Major and Collector Street Plan Standards. Peaceful Brook Drive includes a 6-foot sidewalk with 6-foot planting strip. The plan includes 30 percent open space, which exceeds the 15 percent required by the Subdivision Regulations.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- TURNAROUNDS ARE SHOWN AND WILL BE REQUIRED.
- Fire Code issues will be addressed in the permit phase.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- In accordance with TIS findings, the developer shall construct the following roadway improvements.
- The project access on Old Hickory blvd. should be constructed to include one entering lane and one exiting lane.
- Along the frontage of the project site, Old Hickory Boulevard should be improved to provide standard lane widths and shoulders, consistent with Metro’s Major and Collector Street Plan.
- Due to the increasing density in area, developer shall construct a LTL with a minimum of 75 ft of storage and transition per AASHTO standards at access on Old Hickory Blvd.
- Provide adequate sight distance at access drive.
- The minimum stopping sight distance is 200 feet. This is the distance that a motorist on Old Hickory Boulevard 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 335 feet.
- As planned, the project should include connectivity to future development east of the proposed project.
- The site’s internal traffic should be controlled by stop signs as shown in Figure 9.in the TIS.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. This project shall comply with all conditions of Metro agencies.

Councilmember Bedne stepped out of the room at 8:05 p.m.

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

Hunter Dale, 309 Harwich Ct, spoke in favor of the application.

John Stern spoke in opposition to the process and explained that this district is not represented well.

John Gill, 12474 Old Hickory Blvd, spoke in favor of the application. It is a great project and has the support of the community.

Chairman Adkins closed the Public Hearing.

Councilmember Bedne stepped back in the room at 8:11 p.m.

Ms. Farr moved and Mr. Tibbs seconded the motion to approve with conditions. (7-0-1) Councilmember Bedne abstained because he was not in the room.

Resolution No. RS2019-140

"BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-208-001 is **approved with conditions . (7-0-1)**

CONDITIONS

1 This project shall comply with all conditions of Metro agencies.

**29. 2018S-210-001
MOSSWOOD LOT 57 SUBDIVISION AMENDMENT**

Council District 20 (Mary Carolyn Roberts)

Staff Reviewer: Patrick Napier

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 R8 (0.21 acres), requested by Dale & Associates, applicant; Edward Griffin & Melissa Faucette Michaels, owners.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Amend subdivision plat to remove 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).

Existing Zoning

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

REQUEST DETAILS

The property is located in the northern portion of the Mosswood Subdivision, at the southwest corner of Laredo Avenue and Ries Avenue. The subdivision was recorded in 1958 and created a total of 68 lots. The subject property is identified as lot 57.

This application proposes to remove the platted setbacks to allow the construction of a duplex structure using the setbacks as required by R8 zoning district. The platted setbacks shown on the original plat require a 40 setback from each street frontage.

ANALYSIS

Setbacks are controlled by both the Zoning Code, and if indicated on a plat, by the requirements of the plat. Whichever is more restrictive applies. If removed from the plat, the setbacks will be determined by the Zoning Code. In consultation with the Codes Department it was determined that the required zoning setback along Laredo Avenue will be approximately 40 feet, consistent with the currently platted setback. The Ries Avenue side would be treated as a side yard for the purposes of setbacks requiring only a 10 foot setback. Please note: units could front on Ries Avenue as the Codes Department can designate either street frontage as the front. This does not change the setbacks.

The platted setbacks for this area have created an established pattern for the existing structures along both Laredo Avenue and Reis Avenue. The adjacent structures to the south along Reis Avenue are constructed consistent with the platted setback distance of 40 feet. The requested amendment to the platted setbacks would disrupt the established pattern along Reis Avenue. The amendment would allow for the placement of a structure at least 30 feet in front of the adjacent property immediately to the south (713 Ries Avenue), disrupting the established development pattern.

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 & PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends disapproval.

Mr. Napier presented the staff recommendation of disapproval.

Duane Cuthbertson, 1806 Allison Pl, spoke in favor of the application and explained they are only asking to reduce the setback by 50%, not removed it. The councilmember is in support.

Chairman Adkins closed the Public Hearing.

Dr. Sims spoke in favor of staff recommendation; setbacks do matter in this case.

Mr. Gobbell spoke in favor of staff recommendation.

Mr. Tibbs spoke in favor of staff recommendation.

Ms. Farr moved and Mr. Gobbell seconded the motion to disapprove. (8-0)

Resolution No. RS2019-141

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018S-210-001 is **disapproved. (8-0)**”

30. 2019S-039-001

4830 PAYNE ROAD

Council District 28 (Tanaka Vercher)

Staff Reviewer: Jason Swaggart

A request for concept plan approval to create 20 single-family residential lots on property located at 4830 Payne Road, approximately 600 feet south of Reeves Road, zoned R8 and within the Payne Road Residential Urban Design Overlay District (5.5 acres), requested by Dale and Associates, applicant; Sameh Lous, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Concept plan approval to create 20 single-family lots.

Concept Plan

A request for concept plan approval to create 20 single-family residential lots on property located at 4830 Payne Road, approximately 600 feet south of Reeves Road, zoned One and Two-Family Residential (R8) and within the Payne Road Residential Urban Design Overlay District (5.5 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 30 lots with seven duplex lots for a total of 37 units.*

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

environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code.

Community Character Manual Policy

The site is within the Suburban Neighborhood Maintenance (T3 NM) 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 T3 NM and CO, the conventional regulations found in Chapter 3 are utilized.

PLAN DETAILS

The approximately five acre site is located along the east side of Payne Road. The Debra Heights Subdivision borders the northern property line.

Unbuilt public right-of-way (ROW) permits access from the site to Reeves Road. The site is vacant and is densely wooded. The site also contains steep slopes in excess of 25 percent. The line of steep slopes runs along the northern property line and along Payne Road. The site is located within the Payne Road Residential UDO. This UDO provides building design standards for, but not limited to, height, materials, glazing and access.

Site Plan

The plan proposes 20 single-family residential cluster lots with an overall density of 3.6 dwelling units per acre. Lots range in size from 6,100 square feet to 12,202 square feet. Lots 12 and 13 are identified as critical lots due to steep slopes. Access is provided from a new public street connecting Payne Road and Reeves Road. All lots are accessed from the new street. A four foot wide planting strip and five foot sidewalk are shown along the new street and Payne Road. Approximately 2.1 acres (38%) of the site is designated as open space, and includes landscape buffers and stormwater facilities.

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 R8 zoning districts. The proposed plan reduces the minimum lot area by one zone district to 6,000 square feet (R6). In cluster lot subdivisions, a minimum of 15 percent of the development must be open space. Of the approximately 5.5 acres, 2.1 acres will remain as open space, or 38% of the total area.

The UDO requirements and will be applied with individual building permits. It is important that any new lots be able to accommodate new homes that meet the UDO requirements. In this case the applicant has reviewed the UDO requirements, and has indicated that the lots will permit the construction of homes consistent with the UDO requirements.

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

- Public Works has collaborated with the Planning Department and recommends the following condition: Prior to final plat approval, bond or improve Payne Road from the termini of this development to Reeves Road to provide a minimum pavement width of 20-22 feet where it doesn't already exist. Minor modifications to this requirement may be approved during the development of construction plans, as determined appropriate by Metro Planning, Public Works, Fire Marshall, and Storm Water.

WATER SERVICES

Approve with conditions

- Public sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. These approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development Plan approval.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. All critical lots shall be identified on the concept plan, and any lots that do not meet the critical lots standards specified in Section 17.28.030 of the Zoning Code shall not be permitted. Final determination of critical lots shall be made with the development plan. Any lots on the development plan that does not meet the critical lot requirements shall be placed in open space.
2. All future buildings shall meet the Urban Design Overlay standards.
3. Prior to final plat approval, bond or improve Payne Road from the termini of this development to Reeves Road to provide a minimum pavement width of 20-22 feet where it doesn't already exist. Minor modifications to this requirement may be approved during the development of construction plans, as determined appropriate by Metro Planning, Public Works, Fire Marshall, and Storm Water.
4. 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.
5. Comply with all conditions and requirements of Metro agencies.

Mr. Tibbs moved and Ms. Farr seconded the motion to approve with conditions. (8-0)

Resolution No. RS2019-142

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019S-039-001 is **approved with conditions.**
(8-0)

CONDITIONS

1. All critical lots shall be identified on the concept plan, and any lots that do not meet the critical lots standards specified in Section 17.28.030 of the Zoning Code shall not be permitted. Final determination of critical lots shall be made with the development plan. Any lots on the development plan that does not meet the critical lot requirements shall be placed in open space.
2. All future buildings shall meet the Urban Design Overlay standards.
3. Prior to final plat approval, bond or improve Payne Road from the termini of this development to Reeves Road to provide a minimum pavement width of 20-22 feet where it doesn't already exist. Minor modifications to this requirement may be approved during the development of construction plans, as determined appropriate by Metro Planning, Public Works, Fire Marshall, and Storm Water.
4. 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.
5. Comply with all conditions and requirements of Metro agencies.

**31. 2019S-060-001
OLD FRANKLIN SUBDIVISION**

Council District 33 (Antoinette Lee)
Staff Reviewer: Gene Burse

A request for concept plan approval to create 105 single family residential lots and open space for a portion of property located at Old Franklin Road (unnumbered), approximately 430 feet southeast of the intersection of Cane Ridge Road and Old Franklin Road, zoned RS10 (36.77 acres), requested by Kimley-Horn, applicant; JCK DEV GP, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Concept plan approval to permit 105 single-family residential lots.

Concept Plan

A request for concept plan approval to create 105 single family residential lots and open space for a portion of property located at Old Franklin Road (unnumbered), approximately 430 feet southeast of the intersection of Cane Ridge Road and Old Franklin Road, zoned Single-Family Residential (RS10) (36.77 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings at a density of 4.35 dwelling units per acre. *RS10 would permit a maximum of 136 single-family residential lots.*

Community Character Manual Policy

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

PLAN DETAILS

This site is located approximately 430 feet southeast of the intersection of Cane Ridge Road and Old Franklin Road in the Southeast Community Plan Area. The proposal is a concept plan to permit up to 105 single-family residential lots using the cluster lot option, open space, and right-of-way dedications. Proposed lots have a minimum area of 5,000 square feet and orient to public streets. The plan provides for two internal roads and one future road connection, Road B, with a stub street located in the eastern portion of the site. The plan provides 12.4 acres, or 34% of site area, for open space that consists of an amenity area (recreational facility) and stormwater treatment areas, exceeding the 15 percent required by the Subdivision Regulations.

ANALYSIS

The plan meets the requirements of the Subdivision Regulations. It provides for a future connection to the north and includes connectivity throughout the site. This plan proposes new public streets consistent with local regulations and provides a stub road connection to the north. Each proposed lot is oriented to a public street and away from existing steep slopes on the site. New public streets will have sidewalk improvements consistent with local standards. Sidewalk improvements will also be installed along the site frontage on Cane Ridge Road. These sidewalk improvements include sidewalks 6 feet in width and a planting strip with a minimum width of 8 feet consistent with the Major and Collector Street Plan. Open space and a recreational facility are provided consistent with the cluster lot requirements of the Zoning Code.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Requires 2 means of ingress/egress. PLANS SHOW STUB-OUT FOR FUTURE EXPANSION

WATER SERVICES RECOMMENDATION

Approve with conditions

- Received revised concept plan 2019S-060-001 stamped 3/19/2019. Approved as concept plan only subject to the conditions of the Owner's Responsibility Statement as shown on the concept plan. Public water and sanitary sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans. Capacity must be reserved and any required capacity fees must be paid prior to Final Site/Development Plan approval or the Owner's Responsibility Statement must be added as an alternative if water capacity is still an issue at the time of final review.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

- The proposed development consists of: -Phase 1: Single-Family Detached Housing – 105 dwelling units; -Phase 2 (Full Build Out): Single-Family Detached Housing – 145 dwelling units; - Total: Single-Family Detached Housing – 250 Dwelling units
- The following roadway improvements that will be constructed by Century Farms SP shall be installed and operational prior to U&O permit for Old Franklin Rd subdivision phase 1:
 - Cane Ridge Road at Old Franklin Road intersection:
 - A traffic signal will be installed;
 - A northbound channelized right-turn lane along Cane Ridge Road will be constructed;
 - A northbound left-turn lane along Cane Ridge Road will be constructed with 75 feet of storage;
 - A southbound right-turn lane along Cane Ridge Road will be constructed with 150 feet of storage;
 - A southbound left-turn lane along Cane Ridge Road will be constructed with 150 feet of storage;
 - An eastbound left-turn lane along Old Franklin Road with 175 feet of storage; and
 - A westbound left-turn lane along Old Franklin Road with 125 feet of storage.
 - Old Franklin Road at Cane Ridge Parkway:
 - A southbound left-turn lane along Cane Ridge Road with 150 feet of storage.

- The following roadway improvements that will be constructed by Century Farms SP shall be installed and operational prior to U&O permit for Old Franklin Rd subdivision phase 2:
At Old Franklin Road at Cane Ridge Parkway intersection:
 - A traffic signal will be installed;
 - An eastbound left-turn lane along Old Franklin Road will be constructed with 125 feet of storage; and
 - A westbound right-turn lane along Old Franklin Road will be constructed with 125 feet of storage.
- Old Franklin Road Subdivision phase 1 developer shall construct the following roadway improvements:
Cane Ridge Road at Driveway 2:
 - Install a southbound left-turn lane along Cane Ridge Road with 100 feet of storage
 - Construct Driveway 2 with three (3) lanes for vehicular movement: one (1) lane for vehicle ingress and two (2) for vehicle egress, one (1) left-turn lane and one (1) right-turn lane;
 - Provide STOP control along the westbound approach of Driveway 2;
 - Provide adequate intersection sight distance in accordance with the criteria provided in A Policy on Geometric Design of Highways and Streets. Sight distance exhibit identifies trees on other private property that adversely impacts appropriate sight distance at access of Cane Ridge Rd;
 - Install signs and pavement markings in accordance with the standards provided in the Manual on Uniform Traffic Control Devices (MUTCD); and
 - Adequate guest parking shall be required.
- Old Franklin Road Subdivision phase 2 developer shall construct the following roadway improvements:
Old Franklin Road at Cane Ridge Parkway/ Driveway 1:
 - Install a westbound left-turn lane along Old Franklin Road with 125 feet of storage
 - Construct Driveway 1 with three (3) lanes for vehicular movement: one (1) lane for vehicle ingress and two (2) for vehicle egress, one (1) shared left / through lane and one (1) right-turn lane;
 - Adequate guest parking shall be required;
 - Modify existing traffic signal at Century Farms and Old Franklin Rd intersection with subdivision road to install signal equipment for the 4th leg on intersection. A signal plan will be required; and
 - If a signal has not be installed at Century Farms and Old Franklin Rd intersection, phase 2 developer shall conduct a signal warrant analysis after completion of phase 1 and phase 2 and install signal at Old Franklin Road at Crossings Boulevard if warranted.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. This project shall comply with all conditions of Metro agencies.

Approve with conditions. Consent Agenda. (8-0)

Resolution No. RS2019-143

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019S-060-001 is **approved with conditions** .
(8-0)

CONDITIONS

- 1 This project shall comply with all conditions of Metro agencies.

Ms. Farr moved and Mr. Elam seconded the motion to approve with conditions. (8-0)

**32. 2019S-071-001
LOTS 1, 2 AND 3 AT 1003 NEELYS BEND**

Council District 09 (Bill Pridemore)
Staff Reviewer: Joren Dunnavant

A request for final plat approval to create three lots on property located at 1003 Neelys Bend Road, approximately 90 feet southeast of Center Street, zoned RS10 (1.24 acres), requested by JTA Land Surveying, Inc., applicant; Colin Ellis, owner.

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019S-071-001 to the May 23, 2019 Planning Commission meeting. (9-0)

33. 2019S-073-001

RESUBDIVISION OF LOT 9 ON THE MAP OF ALPINE TERRACE

Council District 02 (DeCosta Hastings)

Staff Reviewer: Patrick Napier

A request for final plat approval to create three lots on property located at Stivers Street (unnumbered), at the northeast corner of West Street and Alpine Park Avenue, zoned R10, (1.08 acres), requested by Clint T. Elliott Survey, applicant; C and H Properties, LLC., owner.

Staff Recommendation: Approve with conditions.

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 Stivers Street (unnumbered), at the northeast corner of West Street and Alpine Park Avenue, zoned One and Two-Family Residential (R10), (1.08 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 4 lots with 1 duplex lot for a total of 5 units.*

Community Character Manual Policy

The site is within the T3 Suburban Neighborhood Evolving (T3 NE) 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 T3 NE and CO, the conventional regulations found in Chapter 3 are utilized.

PLAN DETAILS

This request is for final plat approval to create three lots at the northeast corner of West Street and Alpine Park Avenue. The site is currently vacant and contains some dense vegetation. Goodrich Street contains a 25 foot wide portion of unbuilt right of way. Stivers Street is constructed and contains 25 feet of right of way; while this street provides access to some single family dwellings it functions as an alley in relation to Alpine Park Avenue. The proposed lots range in size from 11,434 square feet to 23,268 square feet. Lots 2 and 3 will contain in excess of 60 feet of frontage. Lot 1 will contain 35 feet of frontage. All of the proposed lots will front onto Alpine Park Avenue. The subdivision regulations allow for the creation of double frontage lots to provide access for residential development or to overcome specific disadvantages of topography and orientation. In this instance, the surrounding topography and existing development patterns would present a hardship for subdividing this site into lots with a single frontage.

ANALYSIS

Section 3-5.3 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Evolving policies.

Zoning Code

The proposed lots meet the minimum standards of the R10 zoning district.

Street Frontage

The three proposed lots have frontage on a public street, Alpine Park.

Agency Review

All reviewing agencies have recommended approval.

Special Policies

There are no applicable special policies that pertain to this property.

Analysis

The proposed subdivision complies with Section 3-5.3 of the Subdivision Regulations, and meets the requirements for the R10 zoning district.

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

WATER SERVICES RECOMMENDATION
Approve with conditions

- Capacity must be reserved before issuance of building permits.

STAFF RECOMMENDATION
Staff recommends approval with conditions.

CONDITIONS

1. Shared access is required for Lots 1 and 2. A single point of access shall be shown for these lots.

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

Resolution No. RS2019-144

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019S-073-001 is **approved with conditions.**
(9-0)

CONDITIONS

1. Shared access is required for Lots 1 and 2. A single point of access shall be shown for these lots.

34. 2019S-077-001
SUBDIVISION OF THE REYNOLDS PROPERTY
Council District 01 (Jonathan Hall)
Staff Reviewer: Amelia Lewis

A request for final plat approval to create two lots on property located at 3854 Stevens Lane, approximately 750 feet west of Winston Drive, zoned RS40 (5.0 acres), requested by Clint T. Elliott Survey, applicant; James and Rollie Reynolds, owners.

Staff Recommendation: Approve with conditions, including a variance to the Rural Subdivision Regulations.

APPLICANT REQUEST
Final plat to create two lots.

Zone Change

A request for a final plat approval to create two lots on property located at 3854 Stevens Lane, approximately 750 feet west of Winston Drive, zoned Single-Family Residential (RS40) (5.0 acres).

Existing Zoning

Single Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of 0.93 dwelling units per acre. *RS40 would permit a maximum of five single-family residential lots. Application of the Subdivision Regulations may result in fewer units.*

Community Character Manual Policy

The property is within the T2 Rural Countryside (T2 RCS) and CO (Conservation) policies. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T2 RCS, the Rural Character Subdivision Regulations found in Chapter 4 are applied.

PLAN DETAILS

The request is to subdivide an existing lot to create two lots zoned RS40. There is an existing structure to remain on the proposed Lot 2. The 5 acre site has frontage on the north side of Stevens Lane. The surrounding properties are zoned RS40 and the area features primarily detached single family structures on large lots.

ANALYSIS

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

Section 4-2.5 outlines two Character Options for development of land in Rural Countryside and Conservation policy areas: the Countryside Character Options and the Agricultural Character Option. In this case, the Agricultural Character Option is not appropriate because the primary function of the subdivision does not involve an agricultural use.

Therefore, the Countryside Character Option is the most appropriate. The Countryside Character Option provides two options: Open Alternative and the Screened Alternative. Each proposed lot is not screened by vegetation or topography, therefore, staff reviewed the plat against the Open Alternative criteria below. For the purposes of this analysis, "Surrounding parcels" is defined as the five RS parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less.

a. Building Setback

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

The residential structure on each lot exceeds the minimum 40-foot street setback established by Metro Zoning Code for the Single-Family Residential (RS40) zoning district. The 40-foot setback is less than the average street setback of the abutting parcels which is approximately 232 feet. The existing structure to remain on the proposed Lot 2 is setback approximately 184 feet and does not meet this setback. Though it does not meet the setback, it is an existing condition and not proposed to change with this proposal. Any future development on the proposed Lot 1 should meet the 232 foot setback.

b. Lot Depth

The minimum depth for lots along existing public streets shall be the building setback required by Section 4-2.5.a.1 plus 300 feet. For this subdivision, a depth of 340 feet is required.

The proposed Lot 1 with a depth of 701 feet and the proposed Lot 2 with a depth of 410 feet meet the requirement.

c. Lot Size

1. Individual Lot sizes shall vary in size to reflect the rural character.
2. The minimum lot size is either equal to or greater than 70% of the lot size of the average size of the surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater.
3. Flag lots shall not be included in the analysis.

Based on the surrounding lots, as defined by the Subdivision Regulations, the minimum required lot size is 1.95 acres. The proposed Lot 1 is 3.04 acres and the proposed Lot 2 is 1.95 acres. Both of these lots meet the minimum required lot area.

d. Lot Frontage

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

Based on the surrounding lots, as defined by the Subdivision Regulations, the minimum lot width is 126 feet. Neither the proposed Lot 1 with a frontage of 87.5 feet or the proposed Lot 2 with a frontage of 104.7 feet meets this requirement.

e. Street Lights

Not applicable to this application.

f. Cluster Lot Option

Not applicable to this application.

VARIANCE REQUESTS

The applicant request variances from the Rural Subdivision Regulations for the lot frontage requirements on both of the proposed lots.

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

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

The variance request is from section 4-2.5.d, Lot Frontage. Neither lot meets this frontage. The proposed lot frontages of 104 feet and 87 feet are smaller than the surrounding parcels but still provide ample frontage for the proposed lots without posing a safety concern. The parcels to the east have been similarly established with smaller parcels in the front, and larger L shaped lots behind. The subdivision meets all the other subdivision standards meeting the character of the existing development pattern.

Staff finds this proposal, with the conditions mentioned below, to be consistent with the established rural character along Stevens Lane.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Capacity fee payment must be confirmed prior to building permits for Lot 1 or Lot 2 (see T2019017240 and T2019017239).

STORMWATER RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

STAFF RECOMMENDATION

Approve with conditions, including a variance to the Rural Subdivision Regulations.

CONDITIONS

1. Add the following note to the plat: Minimum front setback for any new construction shall be 232 feet. All other setbacks shall be as per Metro Zoning Code.
2. Identify the following areas on the plat as unbuildable Primary Conservation Land:
 - a. Areas of over 10,000 square feet of contiguous slopes over 15 percent.

Approve with conditions, including a variance to the Rural Subdivision Regulations. Consent Agenda. (8-0)
Resolution No. RS2019-145

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019-001 is **approved with conditions, including a variance to the Rural Subdivision Regulations. (8-0)**

CONDITIONS

1. Add the following note to the plat: Minimum front setback for any new construction shall be 232 feet. All other setbacks shall be as per Metro Zoning Code.
2. Identify the following areas on the plat as unbuildable Primary Conservation Land:
 - a. Areas of over 10,000 square feet of contiguous slopes over 15 percent.

35. 45-86P-002

BERRYVILLE - GRANVIEW VILLAGE PUD (REVISION)

Council District 11 (Larry Hagar)

Staff Reviewer: Patrick Napier

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District for property located at Old Hickory Boulevard (unnumbered), approximately 435 feet northwest of Granwood Boulevard, zoned R15 (4.92acres), to permit a 156 foot tall wireless telecommunication tower, requested by Baker Donelson, applicant; LEVOG, owner.

Staff Recommendation: Approve with conditions, including conditions requiring the construction of sidewalks per MCSP standards, and the dedication and planting of a scenic landscape easement, unless these requirements are varied by the Board of Zoning Appeals.

APPLICANT REQUEST

Revise the preliminary PUD plan to permit a telecommunications tower.

Revise Preliminary and Final PUD

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District for property located at Old Hickory Boulevard (unnumbered), approximately 435 feet northwest of Granwood Boulevard, zoned One and Two- Family Residential (R15) (4.92acres), to permit a 156 foot tall wireless telecommunication tower.

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. *R15 would permit a maximum of 12 lots with 3 duplex lots for a total of 15 units. The maximum number of units and permitted uses are governed by the currently approved PUD.*

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

PLAN DETAILS

Old Hickory Boulevard (unnumbered), approximately 435 feet northwest of Granwood Boulevard and contains 4.92 acres. This revision consists of a 156 foot tall telecommunications tower. The site is bordered by commercial uses to the south. A multi-family use is located to the northwest of the site. Single family residential uses are located to the west and east of the site.

History

The PUD was approved by Metro Council in 1986 as a residential PUD which included the adjacent Hampton Park subdivision to the west. Council later approved an amendment to the PUD to permit commercial uses for parcels fronting Old Hickory Boulevard. The original Council approved Commercial PUD was approved for 172,800 square feet of office and retail uses. The plan has been revised several times and the last plan approved by Planning Commission was approved in 2013 to permit an automotive convenience facility. The total built floor area is 48,616 square feet which is well below the total the originally approved 172,800 square feet.

Site Plan

The site plan proposes the installation of a telecommunications located towards the rear of the site. The facility will be accessed via an existing access easement along the south property line. The site will consist of a single telecommunications tower multiple antennas as well as sites adjacent to the tower to co-locate additional telecommunications equipment in the future to allow shared use of the tower. A fence will surround the site to provide security for the facility. Landscaping will be provided around the fencing to buffer and screen the base of the tower. An 8 foot right of way dedication is shown along Old Hickory Boulevard.

Variance request

Section 17.20.120 of the Metro Code outlines the requirements for Sidewalks. Section 17.20.120 requires:

1. Multi-family or nonresidential redevelopment. All provisions of this section shall apply to the redevelopment of multi-family or nonresidential property when the property is located within the urban services district, or within a center designated in the general plan, or any of the property frontage is within a quarter mile of the boundary of a

center designated in the general plan, or the property is on a street in the major and collector street plan.

Properties on the opposite side of navigable waterways or controlled access highways from a center designated in the general plan are not subject to this provision. Redevelopment of multi-family or nonresidential property shall include one or more of the following:

- a. Construction of a new structure on a vacant lot, including lots on which all structures have been or are planned to be demolished; or
- b. The cost of any one renovation equal to or greater than fifty percent of the assessed value of all structures on the lot, or the value of multiple renovations during any five-year period equal to or greater than seventy-five percent of the assessed value of all structures on the lot; or
- c. The cost of any one expansion equal to or greater than twenty-five percent of the assessed value of all structures on the lot, or the value of multiple expansions during any five-year period equal to or greater than fifty percent of the assessed value of all structures on the lot; or
- d. The total building square footage of any one expansion is equal to or greater than twenty-five percent of the total square footage of all structures on the lot, or the total building square footage of multiple expansions during any five-year period is equal to or greater than fifty percent of the total square footage of all structures on the lot.

The proposed telecommunications tower represents a new structure on a vacant lot and therefore requires the construction of a sidewalk along the entire frontage of the parcel. Additionally this site fronts Old Hickory Boulevard, which per the Major and Collector Street Plan (MCSP) requires an 8-foot sidewalk and a 6-foot planting strip. The applicant has requested a variance from the sidewalk requirement. The applicant has not provided evidence of a hardship on the site which would support the variance request.

Section 17.24.070 of the Metro Code outlines the requirements for scenic landscape easements, as follows:

Property abutting a street designated a scenic arterial by the major street plan shall comply with the following requirements:

- A. The area of a lot located within ten feet of the right-of-way of a designated scenic arterial shall be designated as a "scenic landscape easement" and shall be planted with a Standard A landscape buffer yard. Existing vegetation may be used, in part or in whole to meet this requirement.
- B. No grading, cutting of trees or brush exceeding one inch in diameter, or disturbance of prominent natural features shall be performed within a scenic landscape easement except for minimal disturbance necessary to permit streets, driveways or utility corridors. Only those improvements allowed in a landscape buffer yard shall be permitted within the scenic arterial easement.

Old Hickory Boulevard, along the frontage of this property, is designated as a Scenic Arterial on the MCSP, which requires the installation of a 10 foot wide A level landscape buffer placed within a landscape easement along the frontage of the property. The applicant has requested a variance from the requirements to provide a landscape easement and to install the required landscaping. The applicant has not provided evidence of a hardship on the site which would support the variance request.

Variance Standards

If the Planning Commission finds that extraordinary hardships or practical difficulties may result from strict compliance with these regulations, a variance may be granted, provided that such variance shall not have the effect of nullifying the intent and purpose of these regulations. The Planning Commission shall make findings based upon the evidence presented to it in each specific case that:

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

ANALYSIS

There are no changes proposed that would be in conflict with the Council approved plan. The proposed telecommunications tower is a permitted use within the PUD. This request would not add any built square footage to the PUD as the facility is a private utility installation and does not contain a habitable structure. Staff finds the revision to be a minor modification as the total floor area of the PUD has not been increased. Section 17.40.120.G permits the Planning Commission to approve "minor modifications" under certain conditions.

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
 2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
 - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
 - m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Prior to building permit granted, submit shared access permission to MPW.

TRAFFIC & PARKING RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with Conditions

- See SWGR 2019025060 for exemption plan

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions, including conditions requiring the construction of sidewalks per MCSP standards, and the dedication and planting of a scenic landscape easement, unless these requirements are varied by the Board of Zoning Appeals.

CONDITIONS

1. 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.
2. A 6 foot wide bike lane, 6 foot wide planting strip, and an 8 foot wide sidewalk are required along the entire frontage of this site unless a variance to these requirements is approved by the Board of Zoning Appeals.
3. A 10 foot wide A level landscape buffer within a dedicated scenic landscape easement is required along the frontage of this site unless a variance to this requirement is approved by the Board of Zoning Appeals.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
5. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
6. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
7. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.

Approve with conditions, including conditions requiring the construction of sidewalks per MCSP standards, and the dedication and planting of a scenic landscape easement, unless these requirements are varied by the Board of Zoning Appeals.. Consent Agenda. (9-0)

Resolution No. RS2019-146

"BE IT RESOLVED by The Metropolitan Planning Commission that 45-86P-002 is **approved with conditions, including conditions requiring the construction of sidewalks per MCSP standards, and the dedication and planting of a scenic landscape easement, unless these requirements are varied by the Board of Zoning Appeals. (9-0)**

CONDITIONS

- 1 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.
- 2 A 6 foot wide bike lane, 6 foot wide planting strip, and an 8 foot wide sidewalk are required along the entire frontage of this site unless a variance to these requirements is approved by the Board of Zoning Appeals.
- 3 A 10 foot wide A level landscape buffer within a dedicated scenic landscape easement is required along the frontage of this site unless a variance to this requirement is approved by the Board of Zoning Appeals.
- 4 If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.
- 5 Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
- 6 Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
- 7 The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require re-approval by the Planning Commission and/or Metro Council.

**36. 88P-040-003
SAM'S CLUB PUD (CANCELLATION)**

Council District 22 (Sheri Weiner)
Staff Reviewer: Joren Dunnavant

A request to cancel a portion of a Planned Unit Development on property located at 615 Old Hickory Boulevard, approximately 440 feet north of Tolbert Road, zoned SCR (21.27 acres), requested by Waller Lansdon Dortch and Davis, LLP., applicant; Sam's Real Estate Business Trust, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

Cancel PUD

A request to cancel a portion of a Planned Unit Development located at 615 Old Hickory Boulevard, approximately 440 feet north of Tolbert Road (21.27 acres), zoned Shopping Center Regional (SCR).

Existing Zoning

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

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

BELLEVUE COMMUNITY PLAN

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

ANALYSIS

The site is located at 615 Old Hickory Boulevard, approximately 440 feet north of Tolbert Road. The site is just southeast of Interstate 40 and surrounded by RM4 and CS zoning to the south, , CS zoning to the north and R20 zoning to the east.

This property is located in the T3 Suburban Mixed Use Corridor (T3 CM) policy area. This policy is designed to encourage a mix of uses along high traffic corridors, in this instance Old Hickory Boulevard. The site has very limited frontage along the Old Hickory and is more oriented to the adjacent interstate. Given the location of the property, its adjacency to the interstate, and surrounding zoning patterns, cancellation of the PUD to allow for development under the SCR zoning is appropriate. SCR permits a mix of uses consistent with the goals of the policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval.

Approved. Consent Agenda (9-0)

Resolution No. RS2019-147

“BE IT RESOLVED by The Metropolitan Planning Commission that 88P-040-003 is **approved. (9-0)**”

37. 2018UD-001-003

RIVER-TRACE UDO (SIGN MODIFICATION)

Council District 35 (Dave Rosenberg)

Staff Reviewer: Jessica Buechler

A request for a Modification to the River-Trace Urban Design Overlay (UDO) sign standards to allow a sign of 30.25 square feet, for property located at 8070 Highway 100, approximately 670 feet east of Old Harking Pike, zoned CL and within a Planned Unit Development Overlay District and within the River-Trace Urban Design Overlay (6.42 acres) requested by Joslin and Son Signs, applicant; Uncle Classic Barbershop, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Modification to the UDO wall sign standards to allow wall signage of 28.5 square feet.

Modification

A request for a modification to the River-Trace Urban Design Overlay (UDO) sign standards to allow a wall sign of 28.5 square feet and a barber pole element of 1.75 square feet, where 12 square feet is the maximum permitted square footage for a wall sign based on façade area; for property located at 8070 Highway 100, zoned Commercial Limited (CL) and within a Planned Unit Development Overlay District (PUD) (6.42 acres).

Existing Zoning

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

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of Title 17. This PUD provides standards for monument signage, but not wall signage. Wall signage is then reviewed against the UDO standards.

River-Trace Urban Design Overlay District (UDO) is intended to preserve and enhance the general development pattern along this portion of Highway 100 through urban design and signage standards. The signage standards of this UDO allow each business to communicate its message clearly without detracting from the envisioned visual character of the area. Signage should be attractive, appropriately scaled, and contribute positively to the surroundings without producing visual clutter.

MODIFICATION REQUEST DETAILS

The applicant is requesting a modification to the following sign standards of the River-Trace UDO:

1) Building Sign - Wall

Sign area (max) 5% of façade area or a maximum of 48 SF for single story building and 64 SF for multi-story building, whichever is less.

The applicant is requesting a modification to permit 28.5 square feet of wall signage and the barber pole element of 1.75 square feet. The barber pole element is not considered signage and therefore does not require a modification. Staff recommends approval of the wall sign since it meets the intent of the UDO to be appropriately scaled and not produce visual clutter.

ANALYSIS

The allowable square footage for the wall sign permitted by the UDO is determined by calculating 5% of the façade area. Per the zoning code, this would be the tenant space width x 12 feet in height when no elevation is provided. The tenant space width is 20 feet and due to this narrowness, the allowable sign square footage is only 12 square feet. The proposed 28.5 square footage sign better meets the intent of the UDO to be appropriately scaled for the building.

The signage will not contribute to visual clutter along Highway 100 since the building is set approximately 400 feet to 500 feet back with other commercial buildings separating it from Highway 100.

STAFF RECOMMENDATION

Staff recommends approval. The wall sign meets the intent of the UDO signage to be appropriately scaled and not produce visual clutter.

Approved. Consent Agenda (9-0)

Resolution No. RS2019-147

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018UD-001-003 is **approved. (9-0)**”

38. 2019Z-050PR-001

Council District 02 (DeCosta Hastings)

Staff Reviewer: Jason Swaggart

A request to rezone from RS5 to RM20-A zoning for properties located at 518 and 520 Weakley Avenue, approximately 55 feet southwest from Vester Avenue (0.22 acres), requested by DBS and Associates Engineering, applicant; Aziz Ashurov and Capital Invest, LLC., owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Rezone from RS5 to RM20-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential – Alternative (RM20-A) zoning for properties located at 518 and 520 Weakley Avenue, approximately 55 feet southwest from Vester 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 two residential units.*

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The policy at this location provides guidance related to providing greater housing choice through having a variety of building types that are characteristic of urban areas.

ANALYSIS

The request consists of two properties that are located on the east side of Weakley Avenue. Each property is approximately 5,000 square feet in size. Both properties are developed with a single-family home. The properties slope up from Weakley Avenue and there is an unbuilt alley along the side of 520 Weakley Avenue. Weakley is classified as a local street.

The T4 Mixed Use Neighborhood policy is intended to provide for a mixture a land uses, with an emphasis on residential. The proposed RM20-A zoning district would permit up to four residential dwelling units, providing for additional housing choice at an intensity consistent with the current development pattern in the neighborhood. The site is located in close proximity to Baptist World Center Drive providing additional residents to support nearby existing and planned commercial services.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed at permit stage.

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	2 U	16	6	2

Maximum Uses in Proposed Zoning District: **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.22		4 U	30	2	3

Traffic changes between maximum: **RS5 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+14	-4	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed RM20-A zoning district would generate three more students than what is typically generated under the existing RS5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. All three schools are identified as having capacity for additional students. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Approved. Consent Agenda (9-0)

Resolution No. RS2019-148

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-050PR-001 is **approved. (9-0)**”

39. 2019Z-052PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Patrick Napier

A request to rezone from RS5 to R6-A zoning for property located at 1003 West McKennie Avenue, approximately 80 feet west of Laurent Street (0.22 acres), requested by Reginald McKeever applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning on property located at 1003 West McKennie Avenue, 80 feet west of Laurent Street (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 2 lots. However, application of the Subdivision Regulations may result in fewer units.*

Proposed Zoning

One and Two-Family Residential (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *The Metro Codes Department has confirmed that R6-A would permit a maximum of 2 duplex lots for a total of 4 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units.*

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The property is approximately 0.22 acres at 1003 West McKennie Avenue, 80 feet west of Laurent Street. The neighborhood consists of a mixture of one and two-family residential uses with an established street network. The site contains an existing single-family dwelling with an improved alley to the north. The T4 Neighborhood Maintenance

policy is intended to maintain the general character of an area; however, some change is anticipated to occur over time. The T4 NM policy provides guidance for and supports gradual changes that retain the existing development pattern and are located in areas adequately served by existing infrastructure. As previously mentioned, this area features high levels of connectivity and a mixture of one and two-family residential uses.

Rezoning to R6-A would allow additional housing types in an area with existing infrastructure that can support additional density while maintaining the existing land use pattern for the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.22	8.71 D	1 U	16	6	2

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)	0.22	7.26 D	2 U	29	7	3

*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	+13	+1	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning district could generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Approved. Consent Agenda (9-0)

Resolution No. RS2019-149

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-052PR-001 is **approved. (9-0)**”

40. 2019Z-060PR-001

Council District 08 (Nancy VanReece)

Staff Reviewer: Abbie Rickoff

A request to rezone from R10 to RM20-A zoning for properties located at 600 and 602 Creative Way, approximately 530 feet west of Inspiration Boulevard, zoned R10 (10.63 acres), requested by Hawkins Partners, Inc., applicant; Janie and Joe Bates, and Doris, Trudie, Fred, and James Thomas, et all, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R10 to RM20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Multi-Family Residential-Alternative (RM20-A) zoning for properties located at 600 and 602 Creative Way, approximately 530 feet west of Inspiration Boulevard (10.63 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 39 lots with 9 duplex lots for a total of 48 units. However, application of the Subdivision Regulations may result in fewer lots at this site.*

Proposed Zoning

Multi-Family Residential – Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 213 units.*

MADISON 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.

D Major Institutional (D MI) is intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.

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.

A small pocket of Conservation policy is located near the eastern property line identifying potential steep slopes.

ANALYSIS

The site includes 2 parcels comprised of approximately 10.63 acres, located on the north side of Creative Way, west of Briarville Road. The site is located east of Interstate-65 and north of Briley and Ellington Parkways. The Nossi College of Art is located adjacent to this site to the east, towards Briarville Road, where the development pattern includes multi-family, non-residential, and institutional uses.

Multi-family development at this site will enhance the area with more housing choice, consistent with the goals of a T3 NE policy area. The site is located in proximity Briarville Road and W. Due West Avenue, both identified as arterial-boulevards on the Major and Collector Street Plan, and is surrounded by existing transportation networks, including I-65, Ellington Parkway, and Briley Parkway.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	10.63	4.35 D	48 U	530	39	51

*Based on two-family residential lots

Maximum Uses in Proposed Zoning District: **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	10.63		213 U	1570	98	116

Traffic changes between maximum: **R10 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+165 U	+1040	+59	+65

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: **8 Elementary 5 Middle 5 High**

Projected student generation proposed RM20-A district: **23 Elementary 19 Middle 19 High**

The proposed RM20-A zoning is expected to generate 43 additional students beyond the existing R10 zoning. Students would attend Chadwell 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.

Approved. Consent Agenda (9-0)

Resolution No. RS2019-150

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-060PR-001 is **approved. (9-0)**

41. 2019Z-061PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Joren Dunnavant

A request to rezone from RS5 to RM20-A zoning for properties located at 1013, 1015, 1017, 1019, 1021, 1023, 1025, and 1027 McClurkan Avenue, at the northwest corner of Trevecca Avenue and McClurkan Avenue and within the Nashville Auto Diesel College Institutional Overlay District (1.46 acres), requested by Councilmember Scott Davis, applicant; various property owners.

Staff Recommendation: Defer to the May 23, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019Z-061PR-001 to the May 23, 2019 Planning Commission meeting. (9-0)

42. 2019Z-062PR-001

Council District 02 (DeCosta Hastings)

Staff Reviewer: Gene Burse

A request to rezone from IWD to MUN-A zoning for property located at 1301 Baptist World Center Drive, approximately 530 feet northwest of Willis Street (0.27 acres), requested by Simons Properties, LLC., applicant; Missy Coleman and Leonora Coleman, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST
Zone change from IWD to MUN-A.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for property located at 1301 Baptist World Center Drive, approximately 530 feet northwest of Willis Street (0.27 acres).

Existing Zoning

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

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.

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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

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

ANALYSIS

The site is located at 1301 Baptist World Center Drive, approximately 530 feet northwest of Willis Street in the Bordeaux-Whites Creek-Haynes Trinity Community Plan Area. Existing site conditions include one parcel of vacant land. This site is part of a larger area of Industrial Warehousing/Distribution zoning. Nearby land uses consist of industrial uses south of the site, single-family residential north of the site and many vacant parcels east and west of the site along Baptist World Center Drive.

The proposed Mixed Use Neighborhood-Alternative (MUN-A) zoning district is consistent with the T4 Urban Mixed Use Neighborhood (T4 MU) and Conservation (CO) policy areas in this location. Conservation policy in this location is in the form of a small area of steep slopes in the northeast corner of the site. These slopes are not part of broader network. The MUN-A zoning district is recommended for approval as it would remove the existing zoning district which is not consistent with the T4 MU policy area in this location. The proposed MUN-A zoning district would provide the opportunity to meet goals of each policy area in this location that include the opportunity to provide a variety of housing and create development that offers a mix of uses.

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: **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.27	0.6 F	7,056 S.F.	13	2	2

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)	0.13	0.6 F	3 U	22	2	2

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)	0.07	0.6 F	1,829 S.F.	18	3	3

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)	0.07	0.6 F	1,829 S.F.	117	6	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+144	+9	+16

METRO SCHOOL BOARD REPORT

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

Projected student generation existing MUN-A district: 1 Elementary 1 Middle 1 High

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

STAFF RECOMMENDATION

Staff recommends approval.

Approved. Consent Agenda (9-0)

Resolution No. RS2019-151

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-062PR-001 is **approved. (9-0)**

43. 2019Z-063PR-001

Council District 26 (Jeremy Elrod)

Staff Reviewer: Patrick Napier

A request to rezone from R6 to RM9 zoning for property located at Wallace Road (unnumbered), at the southeast corner of Towry Drive and Eisenhower Drive (1.11 acres), requested by Baker Donelson, applicant; 1242 Property Solutions, LLC., owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R6 to RM9.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential (RM9) zoning for property located at Wallace Road (unnumbered), at the southeast corner of Towry Drive and Eisenhower Drive (1.11 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 8 lots with 2 duplex lots for a total of 10 units.

Proposed Zoning

Multi-Family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre. *RM9 would permit a maximum of 10 units.*

SOUTHEAST NASHVILLE 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 1.11 acre site is located along Wallace Road at the southeast corner of Towry Drive and Eisenhower Drive. The site is currently vacant and contains some vegetation and several mature trees. This site contains frontage on Wallace Road, a local street, and Harding Place, which is identified as an Arterial Street on the Major and Collector Street Plan (MCSP).

The site is located at the southern edge of an area of T3 NE policy which is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns. The policy supports a range of residential development, including single-family, two-family, and multi-family residential, depending on location and context.

Parcels to the west and north of this site along Towry Drive and Eisenhower Drive are primarily zoned for residential uses and contain residential zoning districts R6 and R8. These parcels are located within a T3 Neighborhood Maintenance and T3 Neighborhood Evolving policy areas. The T3 Neighborhood maintenance policy to the west of the site contains a large area of primarily single family dwellings zoned R8. The T3 Neighborhood Evolving area to the north of the site contains a small area of multifamily garden apartments. The zoning and existing structure types represent typical uses and structures for a suburban area. The requested zone district contains bulk limitations which will provide a transition from an industrial and office uses located across Interstate 24 to the east of the site to the multi-family and single family dwellings to the east.

Additionally, The Growth and Preservation Concept Plan which reflects the desires of the community in regards to how Nashville should grow, identifies this site as a transition or infill area. A guiding principle of the Growth and Preservation Concept Plan is to direct growth toward commercial centers. The request will allow growth at the edge of the policy area near commercial uses to the south and east of the site.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	1.11	7.26 D	10 U	95	8	10

*Based on two-family residential lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.11		10 U	74	5	6

Traffic changes between maximum: **R6 and RM9**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-21	-3	-4

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 2 Elementary 2 Middle 2 High

Projected student generation proposed RM9 district: 4 Elementary 3 Middle 3 High

The proposed RM9 zoning district will generate four additional students beyond what would be generated under the existing R6 zoning. Students would attend Paragon Mills Elementary School, Wright Middle School, and Glencliff High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Mr. Napier presented the staff recommendation of approval.

Joey Hargis, 211 Commerce St, spoke in favor of the application.

Ben Debose, 1601 S Observatory Dr, spoke in favor of the application and clarified that it is not an increase in density.

Ralph Seta, 234 Eisenhower Dr, spoke in opposition to the application due to traffic concerns.

Chairman Adkins closed the Public Hearing.

Mr. Tibbs spoke in favor of staff recommendation as it meets policy.

Ms. Farr spoke in favor of staff recommendation.

Dr. Sims spoke in favor of staff recommendation.

Mr. Gobbell spoke in favor of staff recommendation.

Ms. Moore moved and Dr. Sims seconded the motion to approve. (8-0)

Resolution No. RS2019-152

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-063PR-001 is **approved. (8-0)**”

44. 2019Z-064PR-001

Council District 19 (Freddie O'Connell)

Staff Reviewer: Jason Swaggart

A request to rezone from IWD to MUN-A zoning for property located at 191 Little Green Street, approximately 50 feet northeast of Edgar Street, (0.15 acres), requested by Land Development Solutions, applicant; Jonny V. Crow Jr., owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IWD to MUN-A

Zone Change

A request to rezone from Industrial Warehousing and Distribution (IWD) to Mixed Use Neighborhood – Alternative (MUN-A) zoning for property located at 191 Little Green Street, approximately 50 feet northeast of Edgar Street, (0.15 acres).

Existing Zoning

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

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.

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The subject property is located on the south side of Little Green Street. Hermitage Avenue is just to the north, and a railroad is located behind the property. The property currently contains a duplex. The area consists of an assortment of small office buildings, retail businesses, auto related services, multi-family residential as well as one and two family homes.

The proposed MUN-A is consistent with the T4 MU policy as it provides for a mixture of uses consistent with the policy. The development standards required for MUN-A are also consistent with the goals of the policy. It is also important to note that the existing IWD zoning district is not consistent with the policy.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.15	0.6 F	3,920 S.F.	7	1	1

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)	0.07	0.6 F	2 U	15	1	2

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/Retail (710)	0.08	0.6 F	2,090 S.F.	78	6	10

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+86	+6	+11

METRO SCHOOL BOARD REPORT

Projected student generation existing IWD district: 0 Elementary 0 Middle 0 High
Projected student generation proposed MUN-A district: 0 Elementary 0 Middle 0 High

The proposed MUN-A zoning district would generate no additional students. Students would attend McGavock Elementary, Two Rivers Middle School, and McGavock High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the Urban Mixed Use Neighborhood_policy of the South Nashville Community Plan.

Approved. Consent Agenda (9-0)

Resolution No. RS2019-153

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-064PR-001 is **approved. (9-0)**

45. 2019Z-065PR-001

Council District 02 (DeCosta Hastings)
Staff Reviewer: Amelia Lewis

A request to rezone from RS5 to R6 zoning for property located at 1208 Katie Street, approximately 220 feet north of Fern Avenue, (0.17 acres), requested by Brian and Linda Vance, applicants and owners.

Staff Recommendation: Defer to the June 13, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019Z-065PR-001 to the June 13, 2019 Planning Commission meeting. (9-0)

46. 2019Z-066PR-001

Council District 04 (Robert Swope)
Staff Reviewer: Gene Burse

A request to rezone from AR2a to CS zoning for property located at 5833 Nolensville Pike, approximately 400 feet south of Swiss Avenue (5.07 acres), requested by TGS Nolensville, LLC., applicant; William Patrick Henry (Trustee of the Joint Living Trust), owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from AR2a to CS.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Commercial Service (CS) zoning for property located at 5833 Nolensville Pike, approximately 400 feet south of Swiss Avenue (5.07 acres).

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 2 duplex lots for a total of 4 units.*

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

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

surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

ANALYSIS

The site is located at 5833 Nolensville Pike, approximately 400 feet south of Swiss Avenue in the Southeast Community Plan Area. Existing site conditions include one parcel with a single-family house. Nearby land uses consist of commercial uses north of the site. Office, multi-family and vacant parcels are located to the south along Nolensville Pike. The proposed Commercial Service (CS) zoning district is consistent with the Suburban Community Center (T3 CC) and Conservation (CO) policy areas in this location. Conservation policy in this location is in the form of a small area of steep slopes and a stream buffer area located along the south site boundary. The slopes are not part of broader network.

The CS zoning district is recommended for approval as it would remove the existing zoning district which is not consistent with the T3 CC policy area in this location. The proposed CS zoning district would provide the opportunity to meet goals of each policy area in this location that include the opportunity to create development that will serve surrounding communities and support existing transit on Nolensville Pike.

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: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	4.3	0.5 D	4 U	54	8	5

*Based on two-family residential lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	5.07	0.6 F	132,509 S.F.	7281	219	670

Traffic changes between maximum: **AR2a and CS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+7227	+211	+665

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (9-0)

Resolution No. RS2019-154

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-066PR-001 is **approved. (9-0)**"

47. 2019Z-067PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Patrick Napier

A request to rezone from RS5 to R6-A zoning for property located at 832 Lischey Avenue, approximately 95 feet north of Wilburn Street (0.4 acres), requested by Luke Searcy, applicant; Roger and Gloria Evans, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 832 Lischey Avenue, approximately 95 feet north of Wilburn Street (0.4 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 three single-family residential lots.*

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The 0.4-acre site contains a single family dwelling and is located at 832 Lischey Avenue, approximately 210 feet south of the intersection of Lischey Avenue and Cleveland Street. Cleveland Street is a collector-avenue designated by the Major and Collector Street Plan. Alley #352 runs parallel with the western property line, extending from Cleveland Street to the south, providing rear access to properties on either side of the alley. Surrounding properties are zoned for mixed residential, commercial and non-residential districts and include a mixture of land uses. A multi-family building is located adjacent to the site (north), at the southwest corner of Cleveland Street and Lischey Avenue, and a commercial use is located directly opposite the site, on the east side of Lischey Avenue. The site is also located in proximity to multiple properties containing institutional uses, including the Murrell School (west) and several neighborhood churches.

The proposed zone change is consistent with the site’s T4 NE policy, as the requested R6-A zoning would add diversity in housing stock for the immediate neighborhood, while also requiring enhanced design and building placement standards. The site is located near non-residential policy areas along the Cleveland Street corridor, including Urban Neighborhood Center and Civic policies, where a slight increase in residential density could be supported. An existing MTA bus route runs along Cleveland Street and Lischey Avenue, north of the site, and includes multiple bus stops in proximity to the site.

The R6-A zoning district includes standards for the location of access, driveways, and parking designed to enhance the pedestrian environment. Its location close to the corridor and the availability alley access make the site an appropriate location for two-family residential development.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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)	0.4	8.71 D	3 U	42	7	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.4		6 U	44	3	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	+2	-4	0

METRO SCHOOL BOARD REPORT

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

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

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

STAFF RECOMMENDATION

Staff recommends approval.

Approve, Consent Agenda (9-0)

Resolution No. RS2019-155

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-067PR-001 is **approved. (9-0)**

48. 2019Z-069PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Jason Swaggart

A request to rezone from CS, CL, OR20, and R6 to MUL-A zoning for various properties located along East Trinity Lane between the CSX railroad and Gallatin Pike, (11.98 acres), requested by Councilmember Scott Davis, applicant; various owners.

Staff Recommendation: Disapprove as submitted, and approve with the removal of parcels 07205015500, 072050C90000CO, 072050D90000CO, 072050D00200CO, 072050D00100CO, 072050C00100CO, 072050C00200CO.

APPLICANT REQUEST

Zone change from CS, CL, OR20 and R6 to MUL-A

Zone Change

A request to rezone from Commercial Services (CS), Commercial Limited (CL), Office and Residential (OR20), and One and Two-Family Residential (R6) to Mixed Use Limited – Alternative (MUL-A) zoning for various properties located along East Trinity Lane between the CSX railroad and Gallatin Pike, (11.98 acres).

Existing Zoning

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

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

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

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.

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

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

T4 Urban Neighborhood 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.

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

ANALYSIS

The approximately eleven acre area proposed for MUL-A is located along the north and south side of East Trinity Lane between Gallatin Pike and the CSX railroad. This stretch of East Trinity Lane includes large areas that are currently zoned MUL-A. The majority of the area proposed for MUL-A is within the T4 CM and T4 CC land use policies. The MUL-A zoning district is consistent with the T4 CM and the T4 CC land use policies. MUL-A permits a variety of uses at a scale, and is appropriate along this section of East Trinity Lane. It is also consistent with the overall zoning pattern.

There are two properties located on the south side of Thomas Avenue, and one property located in the bend of Dozier Place within the area proposed for rezoning. The properties located along Thomas Avenue and Dozier Place that are included in this request are within a T4 NM policy area. MUL-A is not consistent with T4 NM as it permits nonresidential uses as well as a density that is not consistent with the surrounding area within the T4 NM policy area. Staff is recommending that the Planning Commission approve MUL-A for the properties within the T4 CM and T4 CC policy areas, and that the properties in the T4 NM policy area along Thomas Avenue and Dozier Place remain R6.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.95	0.6 F	24,829 S.F.	1576	79	170

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)	11.92	0.6 F	311,541 S.F.	13020	308	1260

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.80	20 D	16 U	81	9	12

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.79	0.8 F	27,529 S.F.	304	53	34

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)	2.97	7.26 D	26 U	302	24	28

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	9.43	1.0 F	411 U	3067	183	208

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	4.0	1.0 F	174,240 S.F.	1819	191	193

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)	4.0	1.0 F	174,240 S.F.	8771	239	820

Traffic changes between maximum: **CS, CL, OR20, R6 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-1626	+140	-283

STAFF RECOMMENDATION

Disapprove as submitted, and approve with the removal of parcels 07205015500, 072050C90000CO, 072050D90000CO, 072050D00200CO, 072050D00100CO, 072050C00100CO, 072050C00200CO.

Disapproved as submitted, and approved with the removal of parcels 07205015500, 072050C90000CO, 072050D90000CO, 072050D00200CO, 072050D00100CO, 072050C00100CO, 072050C00200CO. Consent Agenda (9-0)

Resolution No. RS2019-156

BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-069PR-001 is disapproved as submitted, and approved with the removal of parcels 07205015500, 072050C90000CO, 072050D90000CO, 072050D00200CO, 072050D00100CO, 072050C00100CO, 072050C00200CO. (9-0)

49. 2019Z-071PR-001

Council District 11 (Larry Hagar)
Staff Reviewer: Joren Dunnivant

A request to rezone from R10 to MUL zoning for property located at 302 Old Lebanon Dirt Road, at the southeast corner of Old Lebanon Dirt Road and Old Hickory Boulevard (1.93 acres), requested by Baker Donelson, applicant; Mary T. Payne (LE) et al, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Rezone from R10 to MUL.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Mixed Use Limited (MUL) zoning for property located at 302 Old Lebanon Dirt Road, at the southeast corner of Old Lebanon Dirt Road and Old Hickory Boulevard (1.93 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 8 lots with 2 duplex lots for a total of 10 units.*

Proposed Zoning

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

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies.

T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

ANALYSIS

The property is located at 302 Old Lebanon Dirt Road, at the southeast corner of Old Lebanon Dirt Road and Old Hickory Boulevard. The site is just east of Old Hickory Boulevard and surrounded by CL zoning to the north, R10 zoning to the east and south, and CS zoning to the west. The current land use on the site is residential. There is a commercial center to the north and the west and a large residential lot to the east and south.

This property is located in the T3 Suburban Community Center (T3-CC) policy area. This policy intends to create and enhance suburban community centers encouraging their development or redevelopment as intense mixed use areas

that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm.

The proposed MUL zoning is consistent with the policy for this site as it will support an increase in intensity. Close proximity to Old Hickory Blvd will support the increase in density. Since there are already two large commercial shopping centers in this area, a site that allows for residential will diversify the uses and support the policy to encourage an intense mix of uses.

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: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	1.93	4.35 D	10 U	126	12	12

*Baes on two-family residential lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.93	1.0 F	41 U	270	21	27

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.5	1.0 F	21,780 S.F.	242	47	27

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.5	1.0 F	21,780 S.F.	1383	70	149

Traffic changes between maximum: **R10 and MUL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1769	+126	+191

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 1 Elementary 1 Middle 1 High

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

The proposed MUL zoning district would generate 3 more students than what is typically generated under the existing R10 zoning district. Students would attend Tulip Grove Elementary School, DuPont Tyler Middle School, and McGavock High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-071PR-001 is **approved. (9-0)**

50. 2019Z-072PR-001

Council District 19 (Freddie O’Connell)

Staff Reviewer: Gene Burse

A request to rezone from IR to MUL-A zoning for property located at 806 16th Avenue North, approximately 280 feet northwest of Clinton Street (2.6 acres), requested by Catalyst Design Group, applicant; 14th Avenue North, LLC., owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IR to MUL-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 806 16th Avenue North, approximately 280 feet northwest of Clinton Street (2.6 acres).

Existing Zoning

Industrial Restrictive (IR) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

Proposed Zoning

Mixed Use Limited-Alternative is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The site is located at 806 16th Avenue North, approximately 280 feet northwest of Clinton Street in the North Nashville Community Plan Area. Existing site conditions include one parcel with surface parking for an industrial use. Nearby land uses consist of industrial, multi-family residential and vacant parcels along 16th Avenue North. The proposed MUL-A zoning district is consistent with the Urban Mixed Use Neighborhood (T4 MU) policy area in this location. The MUL-A zoning district is recommended for approval as it would remove the existing IR zoning district which is not consistent with the T4 MU policy. The proposed MUL-A zoning district would provide the opportunity to meet goals of the T4 MU policy that include the opportunity to allow for a greater diversity of uses including retail, office, and residential uses. Also, it would require design and access requirements that are consistent with the goals of the policy. Additionally, the request will permit a variety of non-residential uses that could serve the existing residents of the immediate area.

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)	2.6	0.6 F	67,953 S.F.	153	34	36

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.2	1.0 F	52 U	353	26	34

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.7	1.0 F	30,492 S.F.	336	56	37

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.7	1.0 F	30,492 S.F.	1936	97	209

Traffic changes between maximum: IR and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2472	+145	+244

METRO SCHOOL BOARD REPORT

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

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

The proposed MUL-A zoning is expected to generate eight more students than the existing IR zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. Each school is 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.

Approve. Consent Agenda (9-0)

Resolution No. RS2019-158

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-072PR-001 is **approved. (9-0)**”

51. 2019Z-073PR-001

Council District 19 (Freddie O’Connell)

Staff Reviewer: Gene Burse

A request to rezone from IR to MUL-A zoning for property located at 804 14th Avenue North, at the southeast corner of 14th Avenue North and Herman Street (1.10 acres), requested by Catalyst Design Group, applicant; 14th Avenue North LLC., owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IR to MUL-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 804 14th Avenue North, at the southeast corner of 14th Avenue North and Herman Street (1.10 acres).

Existing Zoning

Industrial Restrictive (IR) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The site is located at 804 14th Avenue North at the southeast corner of 14th Avenue North and Herman Street in the North Nashville Community Plan Area. Existing site conditions include one parcel with a distribution warehouse. Nearby land uses consist of industrial, multi-family residential and vacant parcels along 14th Avenue North. The proposed MUL-A zoning district is consistent with the Urban Mixed Use Neighborhood (T4 MU) policy area in this location. The MUL-A zoning district is recommended for approval as it would remove the existing IR zoning district which is not consistent with the T4 MU policy. The proposed MUL-A zoning district would provide the opportunity to meet goals of the T4 MU policy that include the opportunity to allow for a greater diversity of uses including retail, office, and residential uses. Also, it would require design and access requirements that are consistent with the goals of the policy. Additionally, the request will permit a variety of non-residential uses that could serve the existing residents of the immediate area.

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)	1.1	0.6 F	27,749 S.F.	90	29	32

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.5	1.0 F	22 U	126	12	16

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.3	1.0 F	13,068 S.F.	148	39	17

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.3	1.0 F	13,068 S.F.	830	42	90

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
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					Hour	
-	-	-		+1014	+64	+91

METRO SCHOOL BOARD REPORT

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

Projected student generation existing MUL-A district: 1 Elementary 1 Middle 1 High

The proposed MUL-A zoning is expected to generate three more students than the existing IR zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School. Each school is 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.

Approved. Consent Agenda (9-0)

Resolution No. RS2019-159

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-073PR-001 is **approved. (9-0)**”

52. 2019Z-076PR-001

Council District 17 (Colby Sledge)

Staff Reviewer: Patrick Napier

A request to rezone from IR to MUL-A zoning for properties located at 500 and 510 Houston Street, at the northwest corner of Brown Street and Houston Street (1.19 acres), requested by Fulmer Engineering, applicant; Nashville Phase 1 Property Holders, LLC., owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IR to MUL-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Limited – Alternative (MUL-A) zoning for properties located at 500 and 510 Houston Street, at the northwest corner of Brown Street and Houston Street (1.19 acres).

Existing Zoning

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

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

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The requested rezoning to MUL-A is consistent with the policy for the area and is an appropriate zoning given the surrounding land uses and land use policy. The site is located south of Chestnut Street which is designated in the Major and Collector Streets Plan as an urban, mixed-use collector-avenue. The rezoning allows for redevelopment of a lot that has existing infrastructure in a way that enhances the street frontages and meets the goals of the policy. The rezoning is consistent with the T4 Urban Mixed Use Neighborhood policy. The proposed zoning allows for a mixture of uses including commercial and residential, with building placement and bulk standards designed to create walkable neighborhoods.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A traffic study may be required at the 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)	1.19	0.6 F	51,836 S.F.	204	38	40

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.69	1.0 F	30 U	186	16	21

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.25	1.0 F	10,890 S.F.	124	37	14

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.25	1.0 F	10,890 S.F.	692	35	75

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+798	+50	+70

METRO SCHOOL BOARD REPORT

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

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

The proposed MUL-A zoning district will generate 8 additional students than what could be generated under the existing IWD zoning. Students would attend Fall-Hamilton Elementary, Cameron Middle School, and Glencliff High School. Fall-Hamilton Elementary has been identified as over capacity. There is capacity within the cluster for elementary school students. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Urban Mixed Use Neighborhood policy.

Approved. Consent Agenda (9-0)

Resolution No. RS2019-160

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-076PR-001 is **approved. (9-0)**

53. 2019Z-077PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Amelia Lewis

A request to rezone from SP to RM15-A zoning for various properties located on Lucile Street, approximately 450 feet east of Dickerson Pike (1.23 acres), requested by Pantheon Development, applicant; Cleveland Parke Partners, G.P., owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from SP to RM15-A.

Zone Change

A request to rezone from Specific Plan (SP) to Multi-Family Residential (RM15-A) zoning for various property located on Lucile Street, approximately 450 east of Dickerson Pike (1.23 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential (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 18 units.*

EAST NASHVILLE COMMUNITY PLAN

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

Highland Heights Supplemental Policy

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

The community character policy for this site did not change with adoption of the Highland Heights plan. This site is within the R4 sub-district of the Building Regulating Plan, which is intended to enhance neighborhoods with greater housing choice and improved connectivity.

ANALYSIS

The 1.23 acre site has frontage on the north side of Lucile Avenue and the South side of Marie Street, and is located between Dickerson Pike and Meridian Street. To the west of the site is an existing commercial building with frontage along Dickerson Pike and to the east are two detached single story, single family structures. The surrounding properties are zoned commercial, one and two family residential, and single family residential. The area has primarily been developed with commercial structures to the west and one and two story single family detached structures to the north, south, and east.

In 2015, a SP was approved for the site (Case No. 2015SP-019-001). This SP permitted 18 detached single family units. Access to these units is provided by a north-south alley on the west portion of the site. This SP is currently under construction.

The intent of the T4 NE policy is to create and enhance neighborhoods to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The policy calls for higher densities, smaller lot sizes, an alternative housing style for the neighborhood and improved connectivity. These factors were all considered in the previously approved SP.

The building regulating plans within the small area study specify the types and scale of development that are generally appropriate for subdistricts and a means of guiding the intensity of development intended within each subdistrict. The house court - townhouse style of development currently under construction and the proposed zoning to RM15-A is consistent with the R4 sub-district of the building regulation plan in the Highland Heights study.

The proposed rezoning is consistent with the policy to increase density through infill development and adjacent to Dickerson Pike. With the site currently under construction, all rights-of-way dedications, required sidewalks and vehicular access points as well as the additional requirements of the SP have been achieved.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

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)	1.23		18 U	96	10	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.23		18 U	96	10	13

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

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

METRO SCHOOL BOARD REPORT

As there is no change in the number of permitted units, there is anticipated to be no change in student generation.

STAFF RECOMMENDATION

Staff recommends approval.

Ms. Lewis presented the staff recommendation of approval.

Joey Hargis, 211 Commerce, spoke in favor of the application.

John Root, 753 Alloway St, spoke in favor of the application.

Gordon Harmon, 1826 Joy Cir, spoke in opposition to the application.

Chairman Adkins closed the Public Hearing.

Mr. Gobbell spoke in opposition; this is a zoning change right in the middle of something under construction.

Ms. Moore expressed concerns with changing this midway through a project.

Councilmember Bedne spoke in opposition.

Mr. Elam spoke in favor of the application.

Mr. Tibbs spoke in favor of the application from a planning perspective.

Ms. Farr spoke in opposition to the application; rezoning SP's will set a bad precedent. Multi-family is not consistent with the existing residential pattern on Lucile.

Dr. Sims expressed concerns with setting a bad precedent.

Ms. Farr moved and Dr. Sims seconded the motion to disapprove. (6-2) Mr. Elam and Mr. Tibbs voted against.

Resolution No. RS2019-161

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-077PR-001 is **disapproved. (6-2)**

54. 2019Z-079PR-001

Council District 02 (DeCosta Hastings)

Staff Reviewer: Abbie Rickoff

A request to rezone from R6 to RM20-A zoning for properties located at 2407 Hyde Street and 2125 24th Avenue North, at the southwest corner of Hyde Street and 24th Avenue North (0.79 acres), requested by Woodford Construction, LLC, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R6 to RM20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential-Alternative (RM20-A) zoning for properties located at 2407 Hyde Street and 2125 24th Avenue North, at the southwest corner of Hyde Street and 24th Avenue North (0.79 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 5 lots with 1 duplex lot for a total of 6 units.*

Proposed Zoning

Multi-Family Residential-Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 16 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.

ANALYSIS

The 0.79-acre vacant site includes 2 parcels located on the west side of 24th Avenue North, north of Clarksville Pike. The site has frontage on 24th Avenue North and Hyde Street, both local streets. Surrounding land uses include a mixture of single-family and two-family, with multi-family development and non-residential uses located closer to the Clarksville Pike corridor.

The site is located on the eastern edge of a T4 NE policy area, across the street from a large area of T4 NM, Neighborhood Maintenance, policy where properties have primarily developed as single-family and two-family uses. The site is also in proximity to the T4 Urban Mixed Use Corridor policy area located south of the site on either side of the Clarksville Pike corridor, where land uses include commercial and non-residential developments.

Rezoning to RM20-A will create more opportunity for housing choice, consistent with the T4 NE policy, in a manner that transitions from the existing residential development interior to the neighborhood to the more intense land uses

along the corridor.. The bulk and building placement standards associated with the RM20-A district ensure that development addresses the pedestrian realm and limits the amount of parking between the building and the street, and the surrounding street network and public transportation service allows for improved pedestrian, bicycle and vehicular connectivity.

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: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.79	7.26 D	6 U	79	10	7

*Based on two-family residential lots

Maximum Uses in Proposed Zoning District: **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.79	20 D	16 U	118	8	9

Traffic changes between maximum: **R6 and RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 10 U	+39	-2	+2

SCHOOL BOARD REPORT

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

Projected student generation proposed RM20-A district: 3 Elementary 2 Middle 2 High

The proposed RM20-A zoning district will generate 7 additional students than what would be generated under the existing R6 zoning. Students would attend Churchwell Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (9-0)

Resolution No. RS2019-162

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-079PR-001 is **approved. (9-0)**”

H: OTHER BUSINESS

55. Historic Zoning Commission Report
56. Board of Parks and Recreation Report
57. Executive Committee Report

58. Accept the Director's Report and Approve Administrative Items

Resolution No. RS2019-163

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

59. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

May 23, 2019

MPC Meeting

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

June 13, 2019

MPC Meeting

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

June 27, 2019

MPC Meeting

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

July 18, 2019

MPC Meeting

4 pm, 1441 12th Avenue South, Midtown Hills Police Precinct

J: ADJOURNMENT

The meeting adjourned at 9:12 p.m.

Chairman

Secretary