

# Metropolitan Planning Commission



Staff Reports

**May 23, 2019**



## Metro Planning Commission Meeting of 5/23/2019

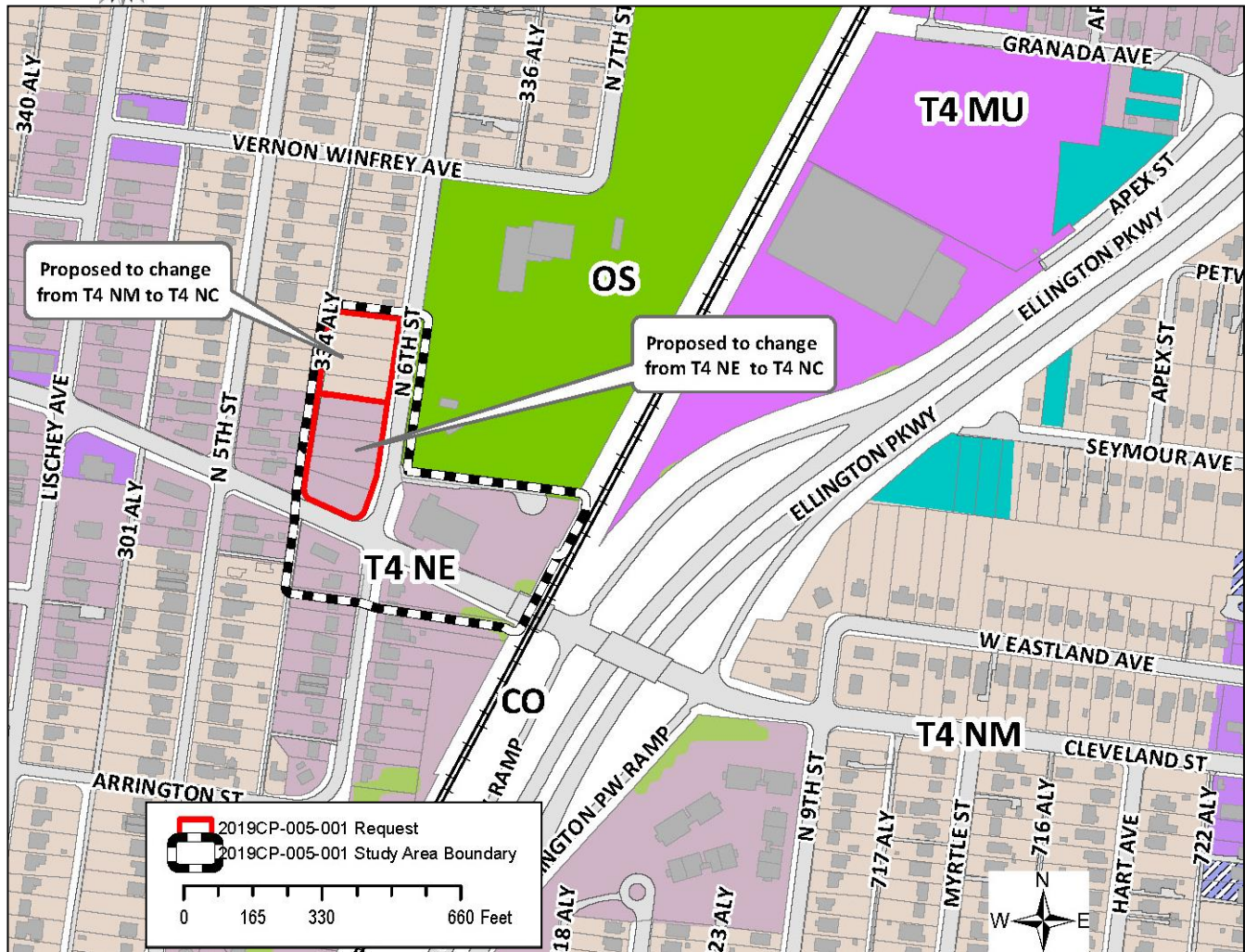
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/2019



## 2019CP-005-001

### EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Various Maps; Various Parcels

26, Southeast

05 (Davis)



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

**Deferrals** This request was deferred at the March 28, 2019, April 11, 2019, and April 25, 2019, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Sewell
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

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

Major Plan Amendment

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

**EAST NASHVILLE COMMUNITY PLAN**

**Current Policy**

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

T4 Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

**Requested Policy**

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



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### BACKGROUND

The community plan amendment was requested in conjunction with Case #2019Z-004PR-001, a request to change the zoning for properties located at 900-916 North 6<sup>th</sup> Street from a residential Specific Plan (SP-R) to Mixed Use Neighborhood Alternative (MUN-A). The current SP-R district permits single-family residential and detached accessory dwelling units. The requested MUN-A zoning district permits a mix of neighborhood-scale commercial, office, and residential. Existing policies applied to these properties – T4 NM and T4 NE – do not support the commercial uses permitted by MUN-A. Due to the conflict between the applicant's zoning request and existing policy, the applicant has proposed a policy change to T4 Urban Neighborhood Center (T4 NC), which supports commercial and higher-intensity residential uses. T4 NC is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a five-minute walk of their customers.

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

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

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

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

### COMMUNITY PARTICIPATION

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



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Key themes expressed to staff include the following concerns:

- Pursuit of MUN-A zoning district over Specific Plan (SP);
- MUN-A zoning district permits non-owner occupied short-term rental properties (STRP);
- Metro staffing not being adequate to effectively police non-owner occupied STRPs, especially during weekends;
- Openness to mixed use if the applicant changed his zoning request to a site-plan-based SP that excluded non-owner occupied STRPs;
- Traffic increases and access via alley for new development; and
- Privacy impacts to adjacent homes.

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

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

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

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

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

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

#### **Community Character Policy**

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

Area land use is dominated by single-family residential, institutional, and open space without the concentration of mixed use or commercial property described by CCM for T4 NC policy.



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Additionally, surrounding existing or planned residential development is not evident within the immediate area. As such, surrounding development intensity does not support intensification via a change to T4 NC.

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

### **Transportation and Connectivity**

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

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

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

### **Relationship to Surrounding Policies**

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

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





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

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

### Analysis Summary

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

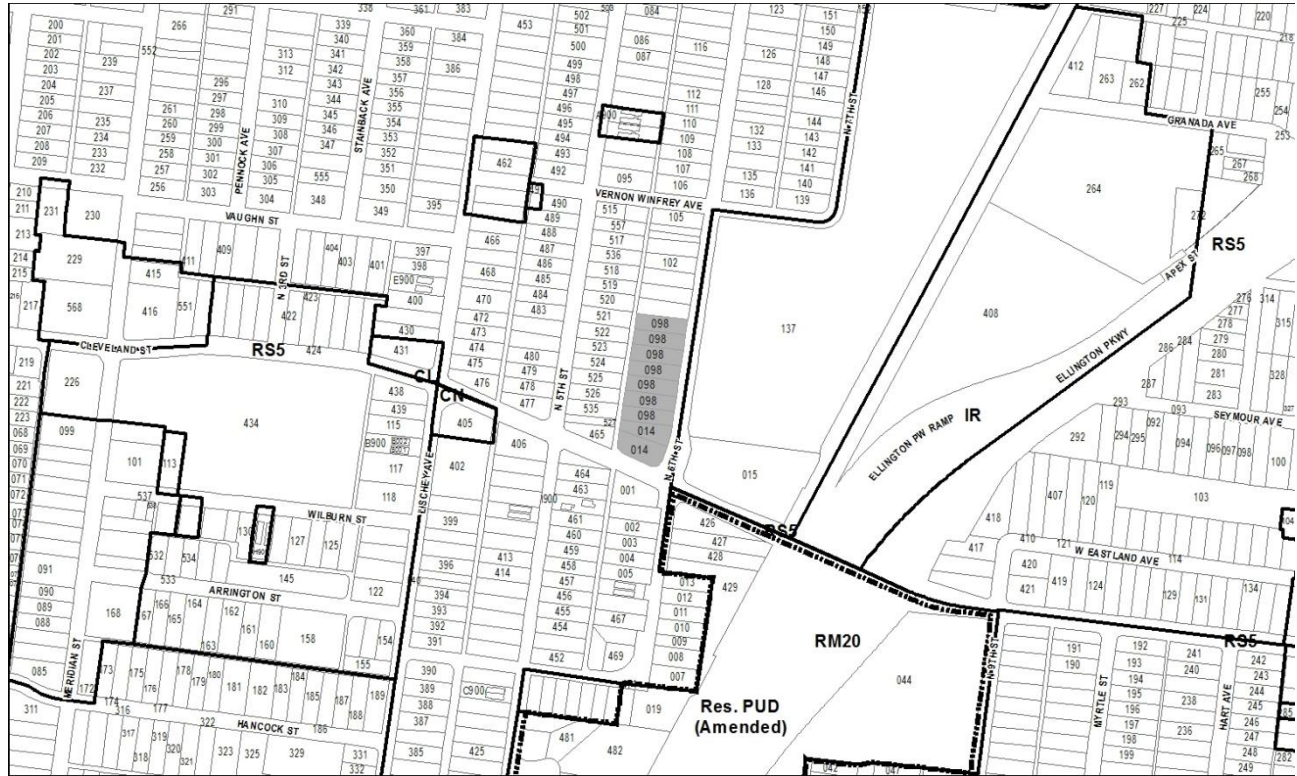
- The community expressed some willingness to accept mixed use near the intersection of Cleveland Street/North Sixth Street, but not via the approach proposed by the applicant.
- Request is premature since nearby T4 NC centers have yet to reach their potential.
- Lack of a concentration of land zoned,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

### STAFF RECOMMENDATION

Staff recommends disapproval.



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-004PR-001**

Various Maps; Various Parcels

05, East Nashville

05 (Scott Davis)



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

**Deferrals** This item was deferred at the March 28, 2019, April 11, 2019, and the April 25, 2019, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Disapprove.*

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

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

**Existing Zoning**  
Specific Plan-Residential is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes detached accessory dwelling unit and all uses permitted in RS5.

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

**EAST NASHVILLE COMMUNITY PLAN**

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

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular



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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.

### **Proposed Policy**

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

### **ANALYSIS**

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

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

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

The request of MUN-A zoning would permit a range of mixture of residential, retail, and office uses on all 9 parcels. Neither the T4 NM nor the T4 NE policies support non-residential uses. The proposed rezoning would allow for development that would disrupt the existing character of the residential neighborhood and would permit uses that are not supported by the policy.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.75	8.71 D	15 U	182	16	17

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

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

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

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

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

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

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

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

### METRO SCHOOL BOARD REPORT

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

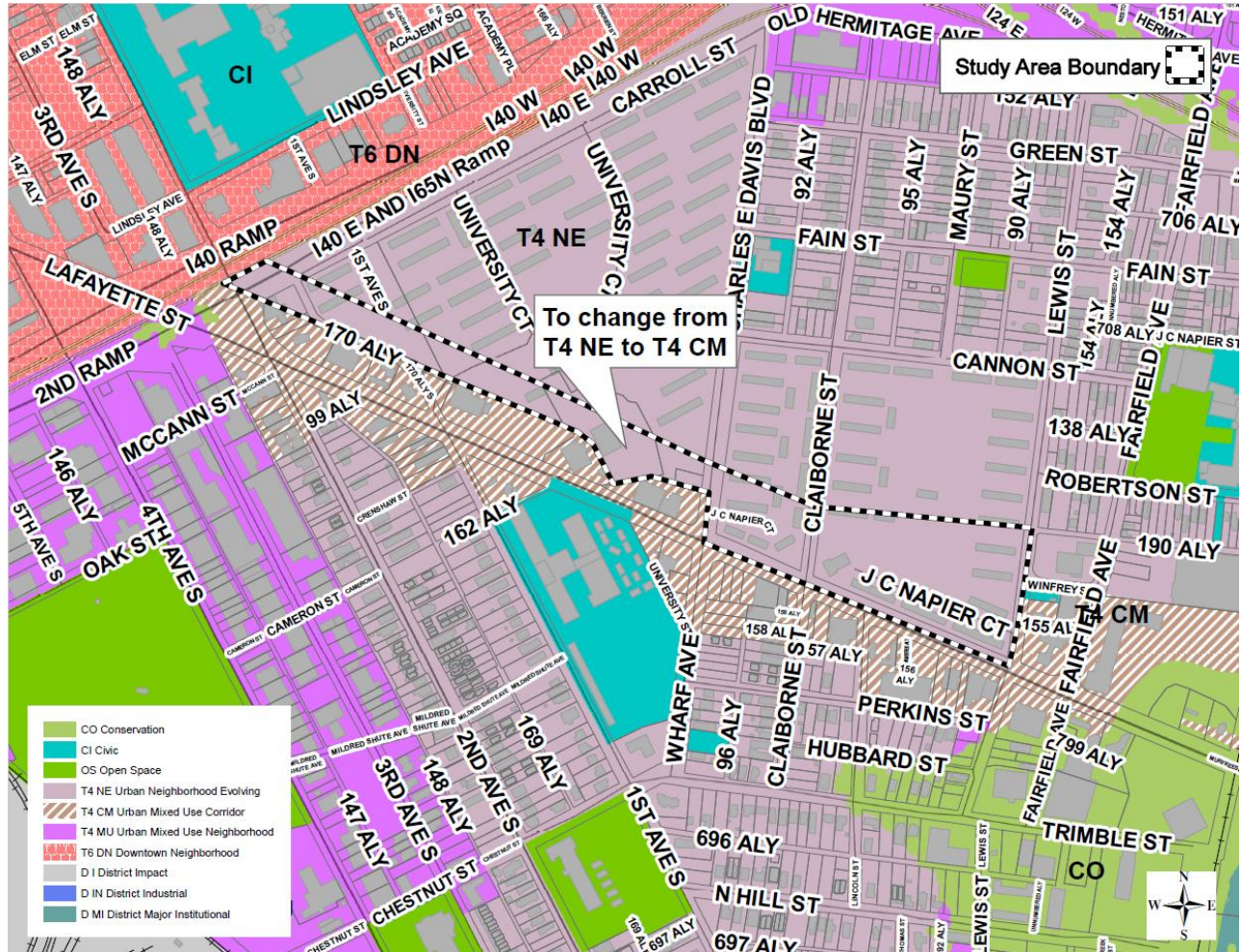
The proposed MUN-A zoning district would generate one more student than what is typically generated under the existing SP-R zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxtor Middle School, and Maplewood High School. All three schools have been identified as having additional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

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 5/23/2019



**2019CP-011-001**

**SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT**

Map 093-15, Parcel(s) 106, 108, 111, 392

Map 093-16, Parcel(s) 041, 150

11, South Nashville

19 (Freddie O'Connell)



**Project No.** Major Plan Amendment 2019CP-011-001  
**Project Name** South Nashville Community Plan Amendment  
**Associated Cases** 2019SP-036-001 and 93P-025-001  
**Council District** 19 – O’Connell  
**School District** 5 – Buggs  
**Requested by** Kimley-Horn and Associates, applicant; Metropolitan Development and Housing Authority (MDHA), owner.

**Deferrals** This item was deferred at the May 9, 2019, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Grider  
**Staff Recommendation** Approve.

**APPLICANT REQUEST**

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

Major Plan Amendment

A request to amend the South Nashville Community Plan by changing the Community Character policy from Urban Neighborhood Evolving (T4 NE) policy to Urban Mixed Use Corridor (T4 CM) policy on a portion of properties located at the Metropolitan Development and Housing Agency’s (MDHA) J.C. Napier Homes and Tony Sudekum Apartments, generally located between I-40 and Lewis Street, adjacent to Lafayette Street, zoned Commercial Service (CS) and Multi-Family Residential (RM20), and within a Planned Unit Development Overlay (PUD) (13.45 acres).

**SOUTH NASHVILLE COMMUNITY PLAN**

**Current Policy**

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.

**Proposed Policy**

T4 Urban Mixed Use Neighborhood (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



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street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

### **BACKGROUND**

The community plan amendment was requested in conjunction with a request to cancel a Planned Unit Development (PUD) Overlay District (93P-025-001) and a request to rezone from CS and RM20 to SP-MU (2019SP-036-001) to permit a mixed-use development. The proposed community plan amendment, PUD cancellation and zone change are all part of the process of implementing the *Envision Napier and Sudekum Transformation Plan* (Transformation Plan) as proposed by the Metropolitan Development and Housing Agency (MDHA). The Transformation Plan is a comprehensive neighborhood plan to revitalize the Napier and Sudekum public housing properties and the surrounding neighborhood.

### **ENVISION NAPIER AND SUDEKUM**

#### **Community Participation**

MDHA developed the Transformation Plan through a 20-month participatory planning process that incorporated substantial input from a wide variety of area stakeholders. The process included nine community advisory group (CAG) meetings, seven resident-only meetings, seven public town hall meetings, 34 work group sessions, and three community charrettes. These meetings occurred between November 2016 and June 2018. There has been a high level of community involvement in the process. Planning Staff attended many of the MDHA-hosted meetings for this process.

#### **Transformation Plan**

Napier and Sudekum together cover 56 square acres and provide 821 multifamily units. The Transformation Plan includes Napier and Sudekum and the surrounding neighborhood. The Plan envisions a mix of housing types at a variety of price ranges, community-serving retail uses, community institutional and office uses, and a variety of public open spaces.

The *Transformation Plan* provides a framework to accomplish the following:

- One for one replacement of the 821 existing federally subsidized units
- Prioritize a resident and community-driven planning process
- Establish a mixed-income, mixed-use community that will welcome, support and improve opportunities for new and existing residents
- Enhance and improve the economic and cultural diversity of South Nashville
- Ensure green, sustainable, and financially feasible development
- Connect with and leverage other local initiatives

### **PLAN AMENDMENT REQUEST**

The request is to amend the T4 Urban Neighborhood Evolving (T4 NE) policy adjacent to Lafayette Street to T4 Mixed Use Corridor (T4 CM) policy.

#### **Community Participation**

Staff facilitated a community meeting on April 18, 2019, at Pruitt Library located at 117 Charles E. Davis Boulevard. Approximately 30 people attended including members of the development team, MDHA staff, and Planning Staff. The Envision Napier and Sudekum planning process included





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extensive public participation. Its resulting plan for a mixed use community has been widely shared and discussed in the community. With that in mind, those who attended the community plan amendment meeting unanimously supported the Transformation Plan and its implementation through this plan amendment. No concerns were expressed specific to the community plan amendment. The development team answered multiple clarifying questions related to the proposed Specific Plan including timeline, phasing of redevelopment, and other MDHA concerns.

### **ANALYSIS**

Less than one mile from downtown, the plan amendment area is bounded by I-40 to the north, and Lewis Street to the south. It follows the length of Lafayette Street within these boundaries and includes portions of MDHA's Napier and Sudekum public housing properties. Existing commercial uses along Lafayette Street are surrounded by large areas of T4 NE policy for the residential neighborhoods and the public housing community located off the corridor.

The proposed amendment area is a suitable location for T4 CM policy for the following reasons:

### **NashvilleNext**

NashvilleNext is Nashville's plan to guide how and where the city grows over the next 25 years. Seven Guiding Principles present the long-term view of what Nashvillians want for their future. Envision Napier and Sudekum critically advances two of those principles: "Ensure Opportunity for All" and "Foster Strong Neighborhoods." The plan proposes 1,900-2,100 units, with an overall target of 40% affordable, 20% workforce, and 40% market-rate. Providing a variety of housing price points and types – from single-family to townhouses and various scales of multifamily – accommodates the housing needs of a diverse population. Applying T4 CM policy in this location will support the mix of housing types and uses proposed by the Transformation Plan to provide opportunity for all and foster a strong neighborhood.

### **Policy Intent**

T4 CM policy is intended to enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development along arterial and collector streets in Nashville. This policy is currently applied to the south side of Lafayette Street in this area and to a portion of the Sudekum side of Lafayette on the north. The proposed amendment would apply T4 CM policy to the Napier side of Lafayette to match what exists at Sudekum and across the street. This will also increase the overall depth of T4 CM policy along the entirety of the corridor. Applying this policy change will allow the consolidation of the Transformation Plan's density and non-residential uses along the Lafayette Street corridor where it is most appropriate, allowing the transition in height, density, and use into the surrounding neighborhood to occur in the T4 NE policy area. Increasing the depth of T4 CM policy along Lafayette Street, a major east-west connector to downtown, will increase the functionality of the area to attract and develop retail and commercial services to be oriented to the corridor.

### **Urban Design**

The Transformation Plan knits this neighborhood back into the urban fabric by integrating the surrounding street grid. The construction of Napier (1941) and Sudekum (1953) dramatically changed the neighborhood and disrupted the character and street grid of the former single-family home community.



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The construction of I-40 further eroded connectivity to the rest of the city and created both physical and psychological barriers to downtown. T4 CM policy is characterized by high access management, served by highly connected street networks, sidewalks and mass transit. Increasing walkability and connectivity between Napier and Sudekum and the surrounding community – as called for by T4 CM policy through the provision of walkable blocks, multiple street connections, and a mix of uses – is appropriate at this location.

### **Streets and Connectivity**

T4 CM areas are pedestrian-friendly, prominent arterials that accommodate residential, commercial, and mixed use development, and are served by multiple modes of transportation. Lafayette Street is classified as a five-lane Arterial-Boulevard in the Major & Collector Street Plan. It is also identified as a High Capacity Transit Corridor on the Growth and Preservation Concept Map from NashvilleNext. WeGo provides BRT Lite service along Lafayette Street with a stop in the plan amendment area at Charles E. Davis Boulevard and Lafayette Street. nMotion, the region's transit vision, places high capacity transit along Lafayette Street with a stop at this intersection along with a new rapid bus route to run crosstown from this same intersection to Charlotte Pike. Protected bike lanes and a neighborway are planned for streets within the plan amendment area. Applying T4 CM policy to the plan amendment area to allow for a mix of higher density residential and commercial uses along a multi-modal arterial-boulevard with plans for high capacity transit is appropriate.

### **ANALYSIS SUMMARY**

The proposed community plan amendment is consistent with and is necessary for the implementation of the Transformation Plan. Developed via a robust participatory planning process, the Transformation Plan envisions an urban neighborhood with a mixture of housing types and price points along with needed consumer and community facilities and services.

Amending the Community Character Policy from T4 NE to T4 CM is appropriate for the following reasons:

- To further the implementation of NashvilleNext and, in particular, two of its Guiding Principles.
- To extend T4 CM policy along a major corridor and to a depth of land that can reasonably be designed and developed to be oriented to the corridor.
- To integrate a street grid throughout the Napier and Sudekum communities to provide pedestrian and vehicular travel to and through the community.
- To permit a mix of high density uses along a five-lane arterial with existing and planned transit and multi-modal options.

### **STAFF RECOMMENDATION**

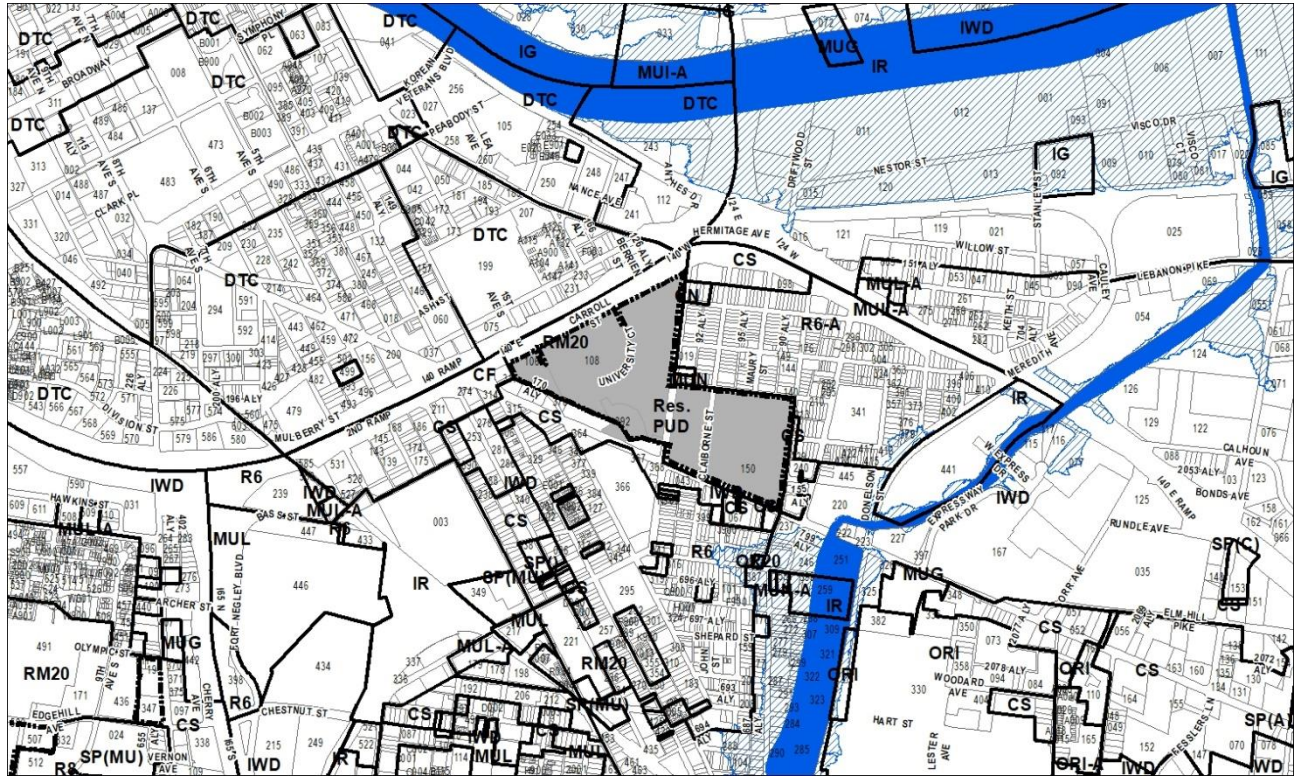
Staff recommends approval.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 5/23/2019



**2019SP-036-001 & 93P-025-001**

**NAPIER AND SUDEKUM SP AND PUD (CANCELLATION)**

Various Maps, Various Parcels

11, South Nashville

19 (Freddie O'Connell)



**Project No.** Specific Plan 2019SP-036-001  
**Project Name** Planned Unit Development 93P-025-001  
 Napier and Sudekum SP and PUD  
 (Cancellation)  
**Associated Case** 2019CP-011-001  
**Council District** 19 – O’Connell  
**School District** 5 – Buggs  
**Requested by** Kimley-Horn and Associates, Applicant; Metropolitan  
 Development and Housing (MDHA), Owner

**Deferrals** This item was deferred at the May 9, 2019 Plan  
 Commission meeting. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Approve SP with conditions and disapprove without all  
 conditions if the associated plan amendment is approved.  
 Disapprove if the associated plan amendment is not  
 approved.*  
*Approve the PUD cancellation if the associated zone  
 change is approved and disapprove if the associated zone  
 change is not approved.*

**APPLICANT REQUEST**

**Preliminary SP to permit a mixed-use development, and cancel an existing Planned Unit  
Development Overlay District.**

Preliminary SP

A request to rezone from Commercial Service (CS) and Multi-Family Residential (RM20) to  
Specific Plan – Mixed Use (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, and within a Planned Unit Development Overlay District (PUD), to permit a mixed use  
development.

Cancel PUD

A request to cancel a Planned Unit Development Overlay District (PUD) 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.

**Existing Zoning**

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

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings  
at a density of 20 dwelling units per acre.



# Metro Planning Commission Meeting of 5/23/2019



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/23/2019

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. 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.

This PUD is an older “Res-E” residential PUD. The Res-E PUDs were adopted in the early 1970s to recognize existing public housing developments that were put in place prior to comprehensive zoning. There was never a master PUD plan adopted for any Res-E PUD.

### **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.

### **SOUTH NASHVILLE COMMUNITY PLAN**

#### **Current Policy**

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.

**Proposed Policy (Note: the policy is proposed to change for a portion of the site, with the remainder to remain T4 NE. See the staff report for associated case 2019CP-011-001 for details)**

T4 Urban Mixed Use Neighborhood (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.

### **REQUEST DETAILS**

The site, which is owned by the Metropolitan Development and Housing Agency (MDHA), is currently developed with multi-family housing and associated uses.



## Metro Planning Commission Meeting of 5/23/2019

While the site is within an existing PUD, the PUD was approved prior to comprehensive zoning and there is not an approved site plan.

The site, which is owned by the Metropolitan Development and Housing Agency (MDHA) is currently developed with multi-family housing and associated uses. While the site is within an existing PUD, it was approved prior to comprehensive zoning and there is not approved site plan.

The site will be located within the Napier-Sudekum Redevelopment District. The timeline for this process is unknown at this time. With the established of the Redevelopment District, MDHA must also approve design guidelines for the development. These design guidelines will contain the bulk of the design requirements for the development. The SP provides the appropriate zoning districts to allow the flexibility for the implementation of the development.

### Site Plan

The proposed SP plan includes an overall layout and specific regulations. The SP consists of four subareas which are as follows:

- Neighborhood Center
- Neighborhood Core
- Neighborhood Edge
- Civic

The uses in the SP include a variety of residential, civic, recreational, office, and commercial uses. Each subarea includes standards for height and references an alternative zoning district for any standards that are not specified in the SP. The SP limits the uses to 1,700 residential units (multi-family, two-family, and single family). Non-residential space with the SP is limited to 800,000 square feet.

The Neighborhood Center subarea is located along the southern edge of the SP, along the north side of Lafayette Street. From a land use standpoint, this subarea is the most intense in regards to the types of permitted uses, the permitted floor area, and building heights. This is appropriate given the subarea's adjacency to a corridor. Buildings in this subarea are permitted to be up to 6 stories in height.

The Neighborhood Core subarea is located on the western portion of the site, between Charles E. Davis Boulevard and Carroll Street. The maximum height in this subarea is 4 stories. This area is meant to provide a mixture of housing choice at a slightly higher intensity from the existing neighborhood on the east side of Charles E. Davis Boulevard.

The Neighborhood Edge subarea is north of the Neighborhood Center area, bound by Cannon Street to the north, Lewis Street to the east, and Charles E. Davis Boulevard to the West. The southern portion includes all frontages to the extended Robertson Street. The maximum height in this area is 3 stories. This subarea is intended to step down in height with the more intense units adjacent to the Neighborhood Center subarea to the south, with lower intensity transitioning into to the existing single family development on the north side of Cannon Street.





## **Metro Planning Commission Meeting of 5/23/2019**

The Civic subarea fronts Charles E. Davis Boulevard and bound to the south by Cannon Street. This area is surrounded by the Neighborhood Core area to the west. The existing public library is located across from this area on the east side of Charles E. Davis Boulevard.

### **ANALYSIS**

The SP and supplemental draft MDHA design guidelines support land uses and design consistent with the proposed land use policies. The plan proposes to redevelop the existing area with a dense, urban development pattern. The site is located at the edge of an existing residential neighborhood. It calls for higher intensity (height, floor area, use) uses to be located furthest away from the residential neighborhood, and provides for a transition to lower intensity uses as you move closer to the residential neighborhood.

The SP provides for a mixture of uses, including park space, civic space, residential, office and commercial. The plan proposes mixed use along Lafayette Avenue and a variety of residential forms including mixed use units, townhomes and flats in addition to the mixed use. The SP and design guidelines provide for a design that will be urban in nature, creating a pedestrian friendly environment that encourages people to walk to the new services that will be provided with the SP. The SP also provides for an adequate street network with the re-establishment of the grid pattern throughout the area to enhance connectivity.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approved with conditions**

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

### **HISTORIC ZONING RECOMMENDATION**

#### **Approved with conditions**

- The SP project area contains properties that are eligible for listing in the National Register of Historic Places (NRE): Napier Place (aka J.C. Napier Homes), 1941, and Sudekum Apartments, 1953. These public housing projects have been identified as eligible for listing in the National Register of Historic Places by the Metropolitan Historical Commission (MHC) and Tennessee Historical Commission, which serves as the State Historic Preservation Office (TN-SHPO). The properties meet National Register criteria in the areas of Architecture, Community Planning and Development, Ethnic Heritage, Politics/Government and Social History. As the SP will likely result in the demolition of these NRE properties, MHC staff recommends consultation between the owner (MDHA), applicant, and MHC staff regarding documentation of the properties, interpretation of the sites, and potential for retaining historic buildings, such as the administration buildings, as part of any new development.
- This project may require Section 106 review (Section 106 is the portion of the National Historic Preservation Act that is concerned with Federal undertakings, including projects funded by Federal Agencies). MHC staff review of this SP does not imply that MHC staff has reviewed and/or approved this project for Section 106 compliance, as those cases are handled through a separate review process.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Comply with MPW Traffic Engineer.



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- Additional comments may follow pending traffic study review.
- All construction with Lafy ROW shall comply w/ TDOT standards and specs.
- All construction within public ROW shall comply w/ MPW standards and specs.
- Record all ROW dedication, prior to bldg. permits.
- Show BOH for each block.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

In accordance with the recommendations of the traffic impact study, the following improvements are required:

- At the intersection of Lafayette Street and Charles E. Davis Boulevard/Wharf Avenue, modify the pavement markings for the northbound approach of Wharf Avenue to add a right turn lane with approximately 50' of storage and appropriate tapers. Modify the traffic signal detection to accommodate these changes.
- At the intersection of Lafayette Street and Charles E. Davis Boulevard/Wharf Avenue, modify the pavement markings for the southbound approach of the Charles E. Davis Boulevard to provide 175' of storage and appropriate tapers for the southbound left turn movement.
- At the intersection of Lafayette Street and Charles E. Davis Boulevard/Wharf Avenue, optimize signal timing splits and coordination in the AM and PM peak hours.
- At the intersection of Fairfield Avenue and Hermitage Avenue, modify the pavement markings for the northbound approach of Fairfield Avenue to provide 230' of storage and appropriate tapers for the northbound left turn movement.
- At the intersection of Fairfield Avenue and Hermitage Avenue, widen the westbound approach of Hermitage Avenue to accommodate a lane shift through the intersection to create a left-turn pocket. This improvement is dependent on the availability of right-of-way. This improvement requires additional coordination with Metro Nashville to determine the most appropriate treatment for the intersection.
- At the intersection of Fairfield Avenue and Hermitage Avenue, optimize signal timing splits and coordination in the AM and PM peak hours.

#### Development and Offsite Improvement Phasing

Due to the nature of the proposed development, it is infeasible at this time to develop an accurate development phasing plan. Therefore, the following phasing guidelines will apply to this project:

- Upon redevelopment of a given block or parcel, streetscape improvements shall be completed along the adjacent frontages concurrent with construction of the proposed development. Any proposed roadway connections within or adjacent to the parcel shall also be completed.
- MDHA does not own property along the north side frontage of Lafayette Street between Charles E. Davis Boulevard and 2nd Avenue S, including the property in the northwest corner of Lafayette Street and 2nd Avenue S. At such time that the property is acquired and the associated Final Specific Plan is submitted, this intersection shall be analyzed to determine whether additional storage is warranted for the northbound right-turn lane which may be accommodated through right-of-way dedication.
- The traffic analysis contained in this report will be updated as an addendum every 3 years or at increments of 25% of buildout, whichever is sooner. Traffic counts will be collected at key intersections and trip generation updated to reflect current buildout levels. The offsite improvements proposed in this report will be reviewed with each addendum to confirm that the



## Metro Planning Commission Meeting of 5/23/2019

improvement is sufficient for traffic operations at the intersection and to verify turn lane storage length prior to design and construction. The results of the addendum may indicate that an alternative mitigation measure may be effective, and with concurrent from Metro Nashville Public Works, a substantially equivalent improvement that addresses operation concerns may be proposed.

- Upon each future Final Specific Plan submission for development within Napier Sudekum, the traffic engineer shall submit a memorandum to Metro Nashville Public Works that describes the proposed development and net new trips generated. Each memorandum will track progress towards the 25%, 50%, 75%, and 100% buildout milestones and traffic study addendums.
- Appropriate traffic control will be determined at the internal intersections of this SP at the time that these intersections are improved. This may require additional traffic analysis.

### STORMWATER RECOMMENDATION

**Approve**

### WATER SERVICES RECOMMENDATION

**Approve with conditions**

- Approved as a Preliminary SP only. Public water and/or 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 T2019019891 and T2019019904).

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)	2.87	0.6 F	75,010 S.F.	4945	190	440

Maximum Uses in Existing Zoning District: RM20

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)	53.6	20 D	1,072 U	8064	455	488

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)	56.47		1,994 U	15034	819	848

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
General Office (710)			12,800 S.F.	145	39	17



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Shopping Center (820)			166,043 S.F.	8488	235	791

Traffic changes between maximum: **CS, RM20 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+10658	+448	+728

### METRO SCHOOL BOARD REPORT

Given the mix of uses permitted, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students would attend Napier Elementary, Two Rivers Middle School and McGavock High School. None of these schools have been identified as overcapacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends that the SP be approved with conditions and disapproved without all conditions if the associated plan amendment is approved. Disapprove if the associated plan amendment is not approved.

Staff recommends that the PUD cancellation be approved if the associated zone change is approved, and disapproved if the associated zone change is not approved.

### CONDITIONS

1. Uses shall be limited to a maximum of 1,700 residential units and a maximum of 800,000 square feet of non-residential uses, as indicated on the plan.
2. MDHA shall continue to work with Planning Staff on finalization of the Redevelopment District Design Guidelines. A finalized version of the guidelines shall be submitted prior to approval of the first final site plan. Should the establishment of a redevelopment district not move forward, a finalized version of the design guidelines shall be made part of all final site plans.
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 fallback zoning listed in the subareas as follows: the Neighborhood Center shall fallback to the MUG-A zoning district, the Neighborhood Core subarea shall fallback to the RM40-A zoning district, the Neighborhood Edge subarea shall fallback to the RM20-A zoning district, and the Civic subarea shall fallback to the R6-A zoning district.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions.



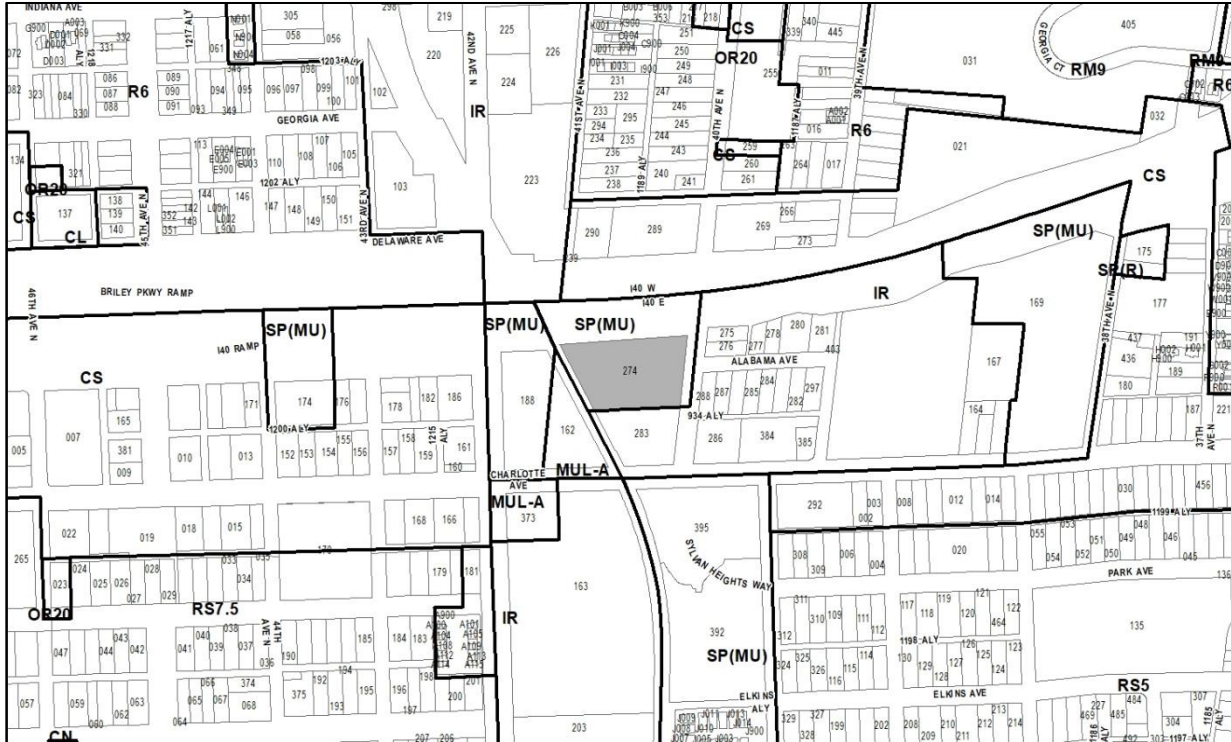
## **Metro Planning Commission Meeting of 5/23/2019**

All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

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



# Metro Planning Commission Meeting of 5/23/2019



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



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

**Deferrals** This item was deferred at the March 14, 2019, March 28, 2019, April 25, 2019, and May 9, 2019, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

**Amend an existing SP to permit a mixed use development.**

Preliminary SP (Amendment)

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

**Existing Zoning**

Specific Plan-Mixed Use (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.

**Proposed Zoning**

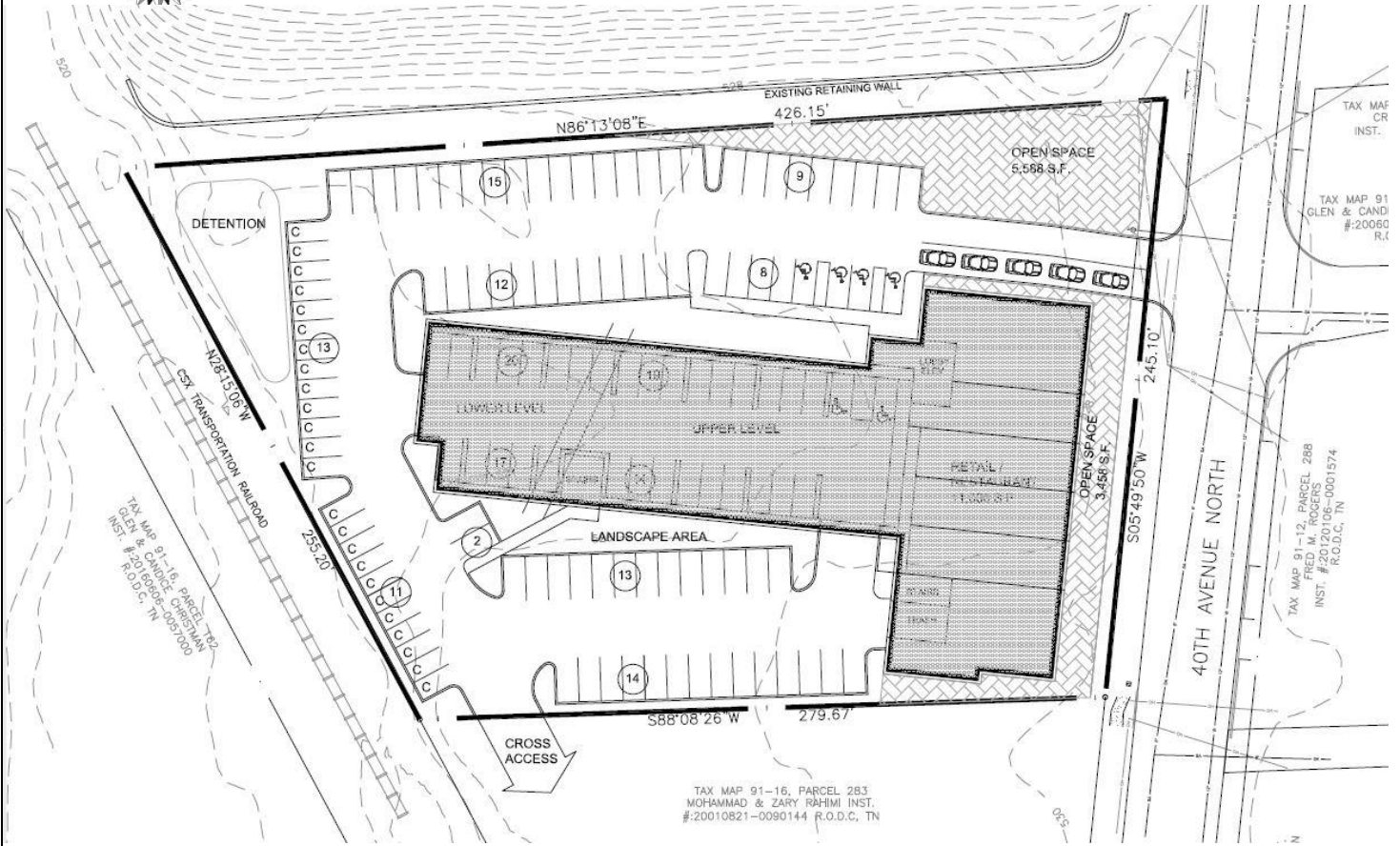
Specific Plan-Mixed Use (SP-MU) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

**WEST NASHVILLE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 5/23/2019



**Proposed Site Plan**





## Metro Planning Commission Meeting of 5/23/2019

### **Supplemental Policy (07-T4-CM-01)**

The site is located within Subdistrict 5- Industrial Heritage of the Charlotte Avenue Corridor Study supplemental policy. This supplemental policy provides guidance to create mixed-use development through adaptive reuse and redevelopment that pays homage to the industrial character of the immediate area. The supplemental policy provides guidance on the height of structures with a limit of 6 stories with provision of publicly accessible open space or adaptive reuse of existing structures.

### **PLAN DETAILS**

The 1.92-acre site is located on the west side of 40th Avenue North, approximately 200 feet north of the intersection of 40th Avenue North and Charlotte Avenue. The site is bounded to the north by Interstate 40 and by a railroad line to the west. The property is currently developed with several industrial buildings. The property immediately to the south contains a used automobile sales lot. A recently constructed mixed use development is located on the south side of Charlotte, opposite 40th Avenue north. The larger area contains a mix of commercial and industrial uses along the Charlotte corridor, with residential development south of the corridor.

The plan proposes a maximum of 11,000 square feet of non-residential floor area and 152 multi-family residential units in a single building located in the center of the site. Permitted uses are as listed on the plan, and include educational, office, medical, and commercial uses, including retail and restaurant, and industrial uses limited to artisan distillery, microbrewery and tasting room. Sidewalk improvements consistent with Major and Collector Street Plan standards are provided along site frontage on 40<sup>th</sup> Avenue North. Vehicular access is provided from a single driveway along 40th Avenue North aligned with existing Alabama Avenue to the east. A driveway stubs to the southern property line and a cross-access easement is noted on the plan. The adjacent property to the south, located at the intersection of Charlotte Avenue and 40th Avenue North currently takes access directly from Charlotte. The cross-access easement would permit that property to redevelop with access via the subject property, reducing curb-cuts along Charlotte and minimizing driveways in proximity to the intersection.

The plan includes a total of 167 parking spaces as a combination of surface and structured parking. The plan limits building height to a maximum of six stories in 105 feet. The plan also includes architectural standards for minimum glazing, awnings, and materials, and to avoid continuous uninterrupted wall planes for street facing facades. In addition to the architectural standards, preliminary elevations are included with the SP.

### **ANALYSIS**

The proposed SP is consistent with the goals of the proposed T4 Urban Mixed Use Corridor policy and supplemental policy in this location. The site is located approximately 200 feet north of Charlotte Avenue, which is designated as arterial-boulevard and an immediate need high capacity transit corridor in the Major and Collector Street Plan, and has frontage on 40th Avenue North, which is a collector. The SP includes approximately 11,000 square feet of mixed non-residential uses appropriate for the context that will help support transit service along the corridor.

The site is constrained to the north by the interstate and to the west by a railroad line. Those factors coupled with the location of existing Alabama Avenue on the east side of 40th Avenue North, greatly limit the access and site layout options for this property.



## **Metro Planning Commission Meeting of 5/23/2019**

The proposed building will address 40<sup>th</sup> Avenue North. In order to address the policy goals for activation and enhancement of the pedestrian realm, the plan includes public accessible open space in the form of a plaza in the northeastern corner of the site. A sidewalk with a minimum width of 20 feet along site frontage on 40<sup>th</sup> Avenue North provides opportunities for outdoor seating or dining or other uses that will further activate and enhance the street.

The plan proposes a maximum height of six stories in 105 feet. The supplemental policy supports a maximum height of six stories depending on context, location and the provision of publicly accessible open space. Given the site's location adjacent to the interstate and a railroad line and the provision of a publicly accessible plaza and wider pedestrian zone along the site frontage, this site is an appropriate location for height at the upper end of the range supported by the policy.

### **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. (stamped-received March 19, 2019), Please update Availability study to reflect the latest site layout and uses prior to Final Site Plan/SP approval, (Study has expired ). The required capacity fees must also be paid prior to Final Site Plan/SP approval. (see previous capacity permits T2018006456 and T2018006455).

### **STORMWATER**

#### **Approve with conditions**

- Site must comply with full development plan requirements (to be evaluated during Final SP review).

### **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.
- Additional comments may follow pending TIS review.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- In accordance with findings of TIS, developer shall construct the following roadway improvements.
- The project access should be constructed to include one entering lane and one exiting lane. The exiting turn lane should include at least 75 feet of storage, and no parking spaces should be located within this storage for exiting vehicles.
- 40th Avenue, N. should be restriped as a three-lane roadway from Charlotte Avenue to the project access. A dedicated southbound left turn lane with at least 200 feet of storage should be provided for motorists turning onto Charlotte Avenue if adequate ROW is available on 40th



## Metro Planning Commission Meeting of 5/23/2019

Ave., and a dedicated northbound left turn lane with at least 50 feet of storage should be provided for motorists turning into the project site.

- A DO NOT BLOCK INTERSECTION sign such as that identified as R10-7 within the Manual on Uniform Traffic Control Devices (MUTCD), which is published by the Federal Highway Administration, should be installed on southbound 40th Avenue, N. in advance of the project access.
- Provide adequate sight distance at access drives. Sight triangles should be provided for the project access in conjunction with construction documents for the proposed project. The Green Book indicates that for a speed of 30 mph, the minimum stopping sight distance is 200 feet. This is the distance that a motorist on 40th Avenue, N. 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. This is the distance that a motorist on a project access will need to safely complete a turn onto 40th Avenue, N.
- Currently, Metro bus stops are provided on Charlotte Avenue at 37th Avenue and 42<sup>nd</sup> Avenue. Also, a bicycle lane is provided for the eastbound lanes of Charlotte Avenue. Sidewalks are provided on both sides of 40th Avenue, N., and pedestrian crosswalks and pedestrian signals are provided at the intersection of Charlotte Avenue and 40th Avenue, N. These facilities should be maintained in conjunction with the proposed project.
- Provide parking per metro code.
- All move in and loading zones shall be on site.
- Developer shall apply to T&P to restrict standing, loading and parking along 40th Ave frontage.
- Cross access to parcel 283 shall be provided.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.46		4,245 S.F.	356	4	34

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.46		30,235 S.F.	1920	97	207

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.0		90,705 S.F.	966	112	104

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)	1.92		152 U	1109	72	86



## Metro Planning Commission Meeting of 5/23/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			5,400 S.F.	343	18	37

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)			4,600 S.F.	386	4	36

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-1404	-119	-186

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-C district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed SP-MU district: 9 Elementary 8 Middle 6 High**

The proposed SP-MU zoning is expected to generate 23 more students than the existing SP-C 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. Permitted uses shall be limited up to 152 multi-family residential units and up to 11,000 square feet of non-residential uses. Non-residential uses shall be as indicated on the plan.
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 MUL-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. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by



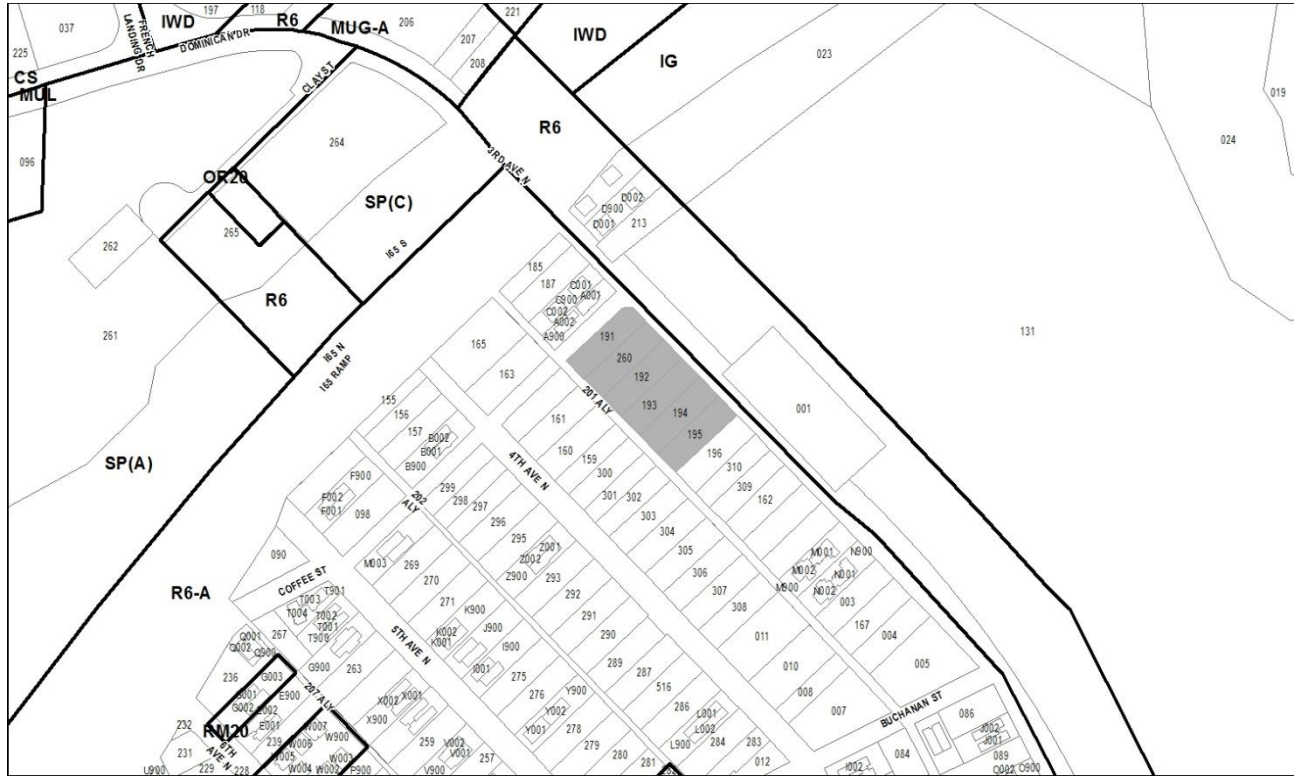
## **Metro Planning Commission Meeting of 5/23/2019**

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

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



# Metro Planning Commission Meeting of 5/23/2019



**2019SP-006-001**

3RD AVENUE NORTH SP

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

08, North Nashville

19 (Freddie O'Connell)



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

**Deferrals** This item was deferred at the January 24, 2019, February 14, 2019, February 28, 2019, March 14, 2019, March 28, 2019, April 11, 2019, April 25, 2019, and May 9, 2019, Planning Commission meetings. No public hearing was held. The applicant completed a second set of public notices for the application.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the June 13, 2019, Metro Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.*

**APPLICANT REQUEST**

**Preliminary SP to permit up to 22 multi-family residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential – Alternative (R6-A) to Specific Plan-Residential (SP-R) zoning on properties located at 1825, 1827, 1829, 1831, 1833, and 1835 3rd Avenue North, at the southeast corner of Coffee Street and 3rd Avenue North (1.18 acres), to permit 22 multi-family residential units.

**Existing Zoning**

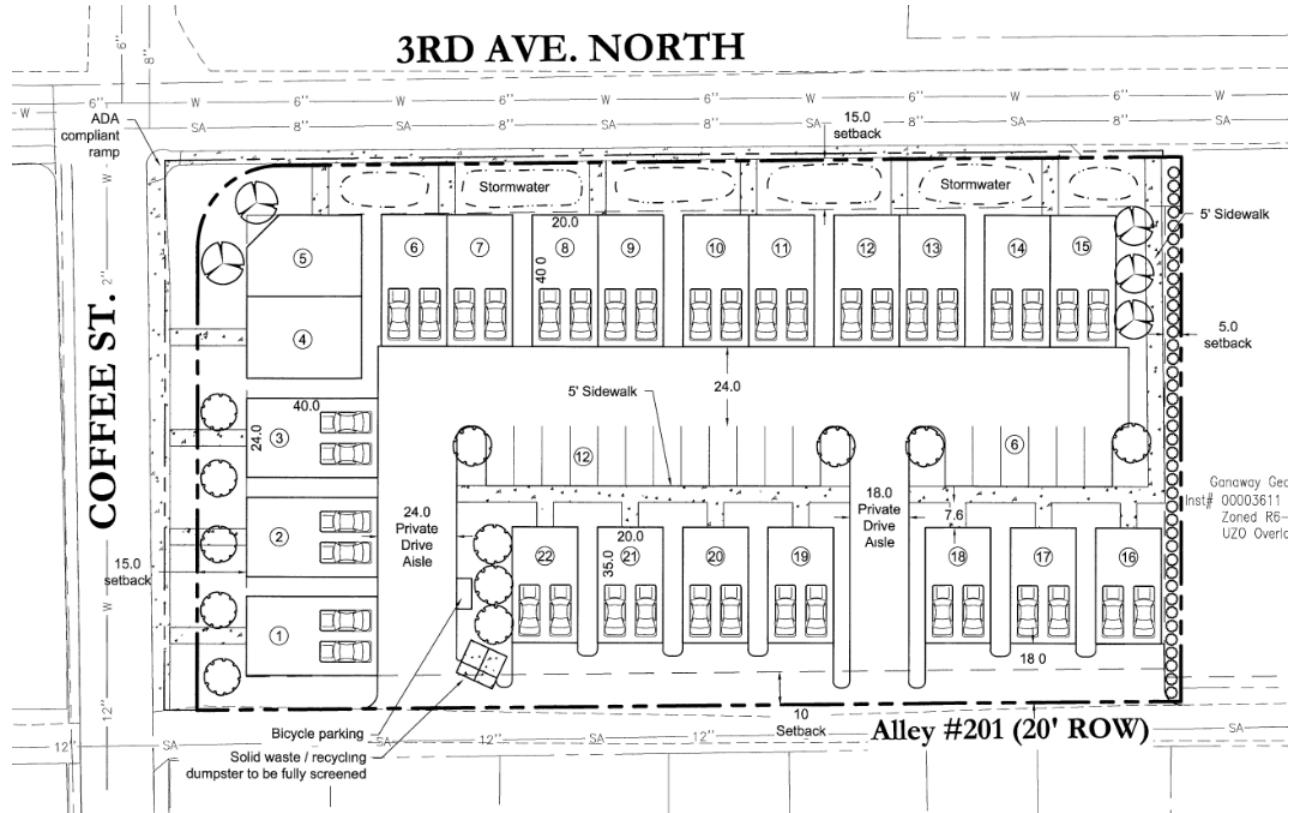
One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of eight lots with 2 duplex lots for a total of ten 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.



# Metro Planning Commission Meeting of 5/23/2019



**Proposed Site Plan**





## Metro Planning Commission Meeting of 5/23/2019

### **NORTH NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Maintenance (T4 NM) policy is intended to preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. 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, in terms of its development pattern, building form, land use and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle and vehicular connectivity.

### **PLAN DETAILS**

The site is located at 1825, 1827, 1829, 1831, 1833, and 1835 3rd Avenue North, at the southeast corner of Coffee Street and 3rd Avenue North. The site is currently vacant and contains some mature vegetation. Surrounding zoning includes R6-A and IG, and the primary uses in the area are one and two-family residential dwellings units. A water treatment plant is located across from the site along 3<sup>rd</sup> Avenue North.

#### Site Plan

The plan proposes 22 multi-family residential units. A total of 15 units will front either Coffee Street or 3<sup>rd</sup> Avenue North; the remaining units will be located within the interior of the site. The units proposed along 3<sup>rd</sup> Avenue are shown as duplex units. The corner of the site contains duplex unit which will have a principle entrance fronting each street. Three units will front Coffee Street; these will be detached. All of the units fronting a street will contain a pedestrian connection to the required sidewalks. A pedestrian connection from the rear units to 3<sup>rd</sup> Avenue North is provided along the southeast property line. The interior units will be limited to a lower height than the units fronting public streets and will have smaller footprints. The maximum building height is limited to 3 stories in 40 feet for the units fronting public streets. The interior units will be limited to 2 and a half stories in 30 feet.

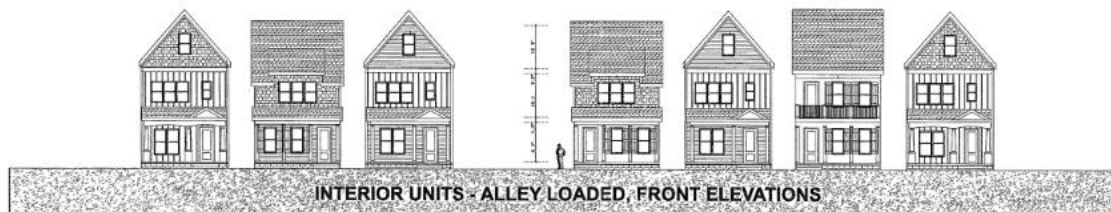
The SP proposes two access points to the site. Both points of access are driveway connections to the existing alley at the rear of the site. Parking is provided in the form of rear loaded garages and surface spaces. Bicycle parking is provided on site consistent with the parking requirements for infill sites within the Urban Zoning Overlay.

Sidewalks are currently located along the both street frontages. However, the conditions of approval will require the improvement of each frontage to be consistent with the required sidewalks standards. The 3<sup>rd</sup> Avenue North frontage requires the installation of a 4 foot planting strip, an 8 foot wide sidewalk, and a 4 foot frontage width. Coffee is a local street which requires the installation of a 4 foot planting strip and a 5 foot wide sidewalk. A 5 foot wide landscape buffer is provided along the southeast property line.

Architectural elevations included with the SP indicate that the design is to take cues from the Salemtown Neighborhood located to the west. Elevations provided with the preliminary site plan illustrate the reduced bulk of the units located within the interior of the site.



## Metro Planning Commission Meeting of 5/23/2019



### ANALYSIS

The proposed plan provides an additional housing choice within the neighborhood and provides for an appropriate transition given the surrounding land use pattern. The SP proposes attached and detached dwelling units, these units types are representative of the predominant development pattern within the larger area of the surrounding neighborhood, while the immediate character is reflected by the transition created through the site. The plan provides a transition from the larger bulk of the units fronting 3<sup>rd</sup> Avenue North and Coffee Street to the existing single family detached dwellings located within the interior of the neighborhood. This is accomplished by limiting the overall height and footprint as well the placement of the detached unit type. The SP is consistent with the Urban Neighborhood Maintenance policy which is intended to preserve the character of the existing neighborhood.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Fire Code issues for the structures will be addressed at permit application review

### STORMWATER RECOMMENDATION

#### Approve with conditions

- Offsite improvements may be required.

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- Approved as a Preliminary SP only, on the condition the applicant submits an updated availability study reflecting the latest layout (latest study on file shows less units than this SP)



## Metro Planning Commission Meeting of 5/23/2019

shows.) Depending on the final layout, public utility relocation may be required. If so, these public construction plans must be approved before Final SP stage.

### PUBLIC WORKS RECOMMENDATION

#### Returned for correction

- 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.
- In general, ROW dedication (sidewalks, grass strips, lane pavement) shall be called out on plans and in accordance, with MCSP and MPW standards. Per MCSP, there appears to 17 ft. of ROW dedication along 3rd Ave. North; 2 ft. ROW dedication in alley;
- Label/Dimension: sidewalks, grass strip and curb/gutter along Coffee St. (ref MPW standards)

### TRAFFIC & PARKING RECOMMENDATION

#### Returned for corrections

- At a minimum comply with MSCP. Bulb in along 3rd Ave frontage to provide rideshare and short term delivery loading area and bus loading area.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	1.18	7.26 D	10 U	126	12	12

\*based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.18		22 U	183	12	14

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+12 U	+57	0	+2

### SCHOOL BOARD REPORT

**Projected student generation existing R6-A district: 2 Elementary 1 Middle 1 High**  
**Projected student generation proposed SP-R district: 0 Elementary 0 Middle 0 High**

The proposed SP-R zoning district would generate fewer students beyond what is typically generated under the existing R6-A zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as



## Metro Planning Commission Meeting of 5/23/2019

having additional capacity. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2019, Metro Planning Commission meeting unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all reviewing agencies, staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS (if approved)**

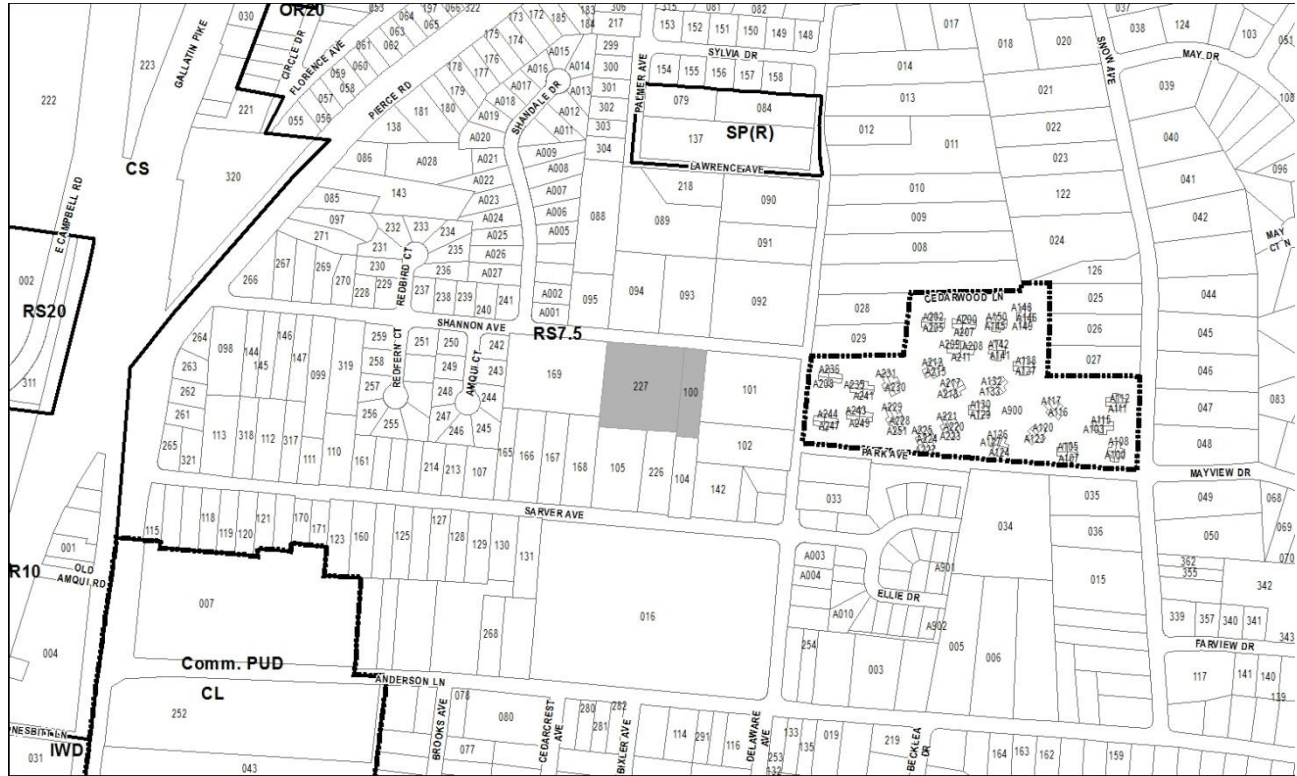
1. Uses shall be limited to up to 22 multi-family residential units.
2. Sidewalks along Coffee Street shall be built to local street standards. Sidewalks along 3<sup>rd</sup> Avenue N shall be built to the Major and Collector Street standards as determined in coordination with Planning and Public Works..
3. Comply with all conditions of Metro Agencies.
4. The height of all buildings on 3<sup>rd</sup> Avenue North and Coffee Street shall be limited to a maximum height of 40 feet to the highest point of the roof. Units 16 through 22 shall be limited to a maximum height of 30 feet to the highest point of the roof.
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 RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/2019



**2019SP-010-001**

0 SHANNON AVENUE

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

04, Madison

09 (Bill Pridemore)



**Project No.** Specific Plan 2019SP-010-001  
**Project Name** 0 Shannon Avenue  
**Council District** 09 - Pridemore  
**School District** 3 – Speering  
**Requested by** Clint T. Elliott Surveying, applicant; Elite Nashville Development, LLC., owner.

**Deferrals** This request was deferred from the March 14, 2019, March 28, 2019, April 25, 2019, and the May 9, 2019, Planning Commission meetings. A public hearing was held on May 9, 2019. The public hearing was closed.

**Staff Reviewer** Swaggart  
**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**

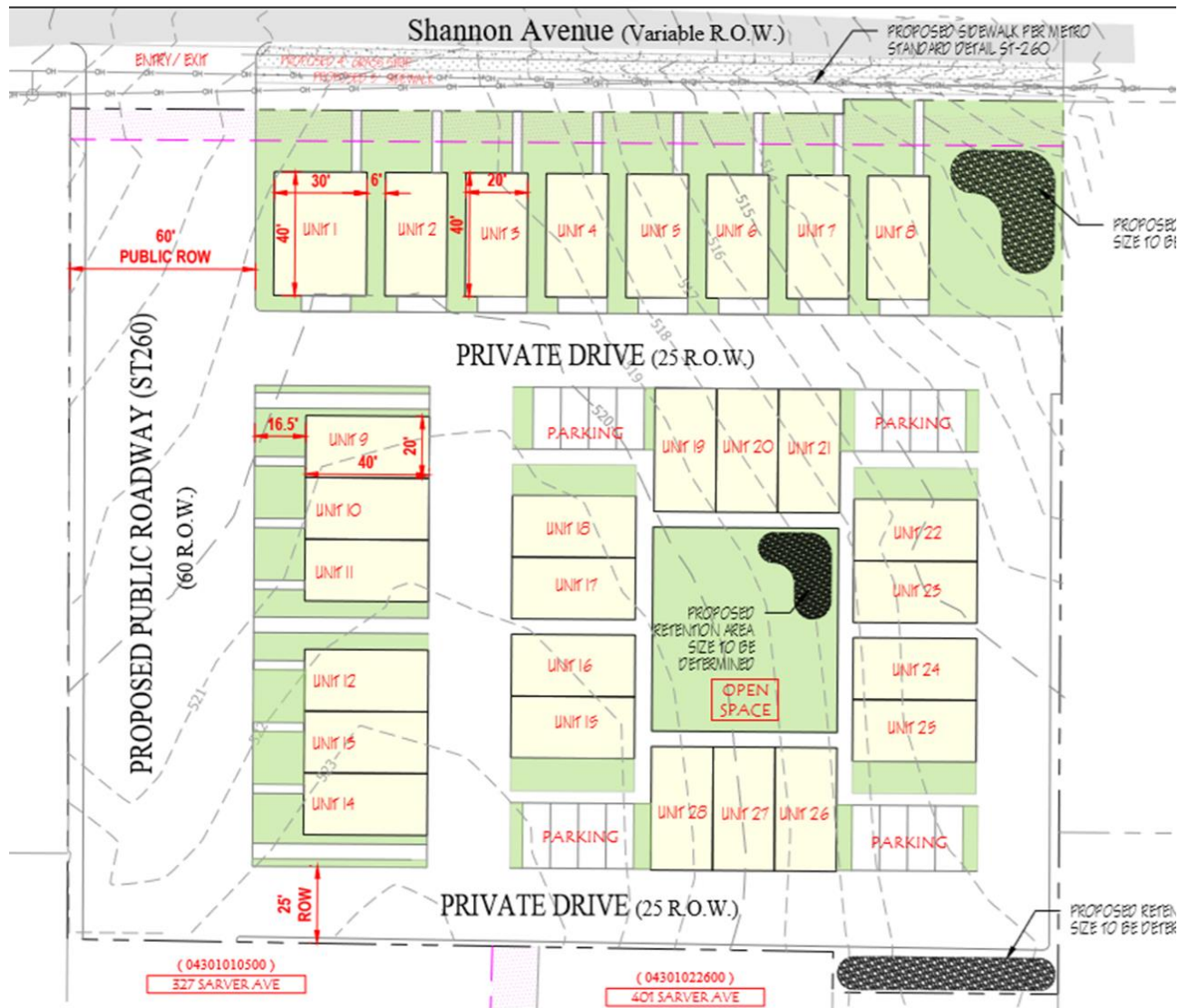
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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



# Metro Planning Commission Meeting of 5/23/2019



**Proposed Site Plan**





## Metro Planning Commission Meeting of 5/23/2019

### 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 RECOMMENDATION

#### Approve

### STORMWATER RECOMMENDATION

#### 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 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.
- Submit copy of ROW dedication to MPW, prior to Bldg. permit.
- Remove all '25 ROW' dims and call outs labels on drawing.



## Metro Planning Commission Meeting of 5/23/2019

- 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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/2019



**2019SP-028-001**  
1418 AND 1420 3<sup>RD</sup> AVENUE NORTH  
Map 082-09, Parcel(s) 123-124  
08, North Nashville  
19 (Freddie O'Connell)



**Project No.** Specific Plan 2019SP-028-001  
**Project Name** 1418 and 1420 3<sup>rd</sup> Avenue North  
**Council District** 19 – O’Connell  
**School District** 1 – Gentry  
**Requested by** Smith Gee Studio, applicant; Woodland Street Partners, LLC., owner.

**Deferrals** This request was deferred from the May 9, 2019, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**

**Zone change from 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 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.

**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.

**NORTH NASHVILLE COMMUNITY PLAN**

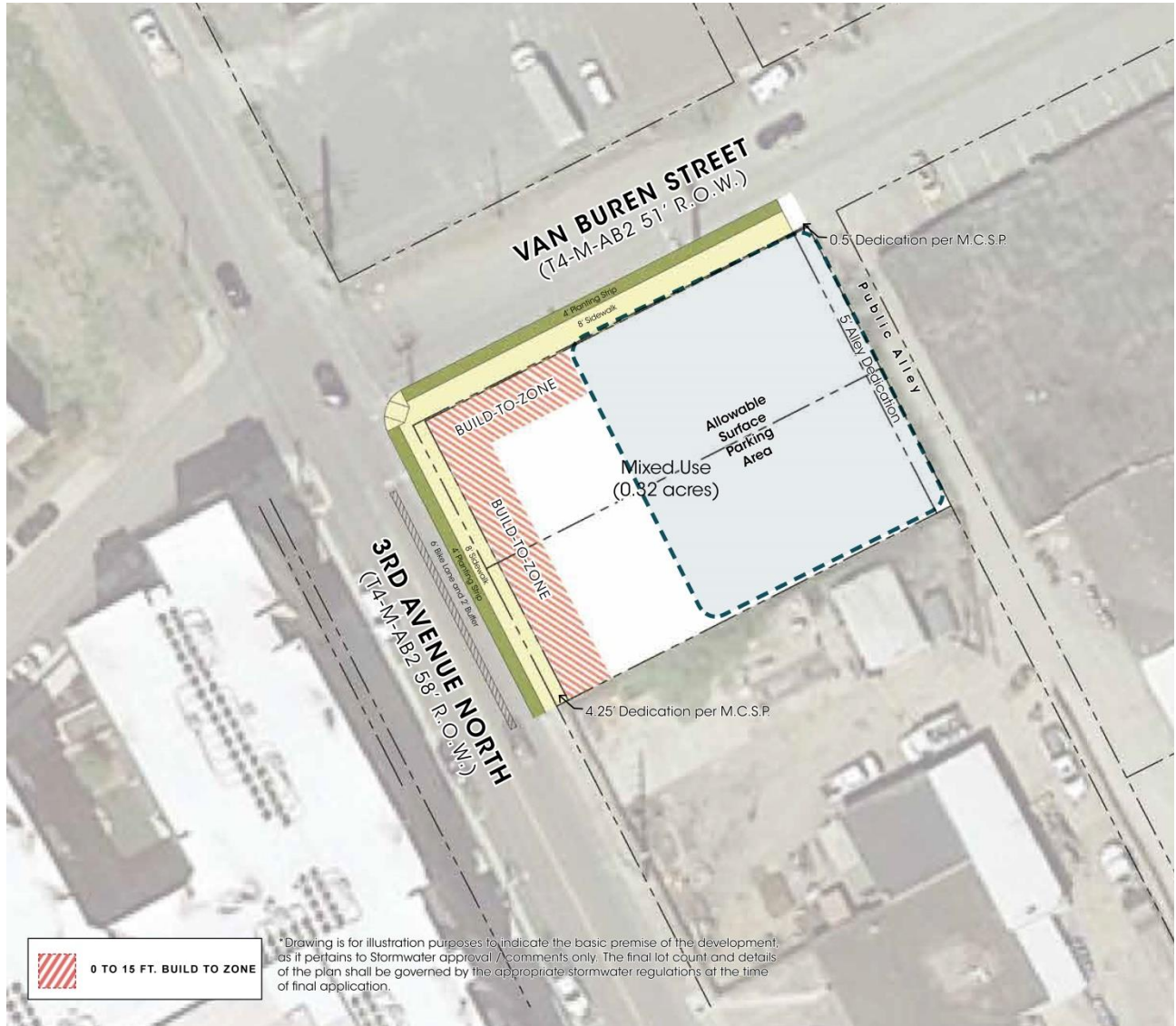
T4 Urban Mixed Use Neighborhood (T4 MU) is intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels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

**PLAN DETAILS**

The approximately quarter acre site consist of two properties located at the southeast corner of Van Buren Street and 3<sup>rd</sup> Avenue North. There is an alley located at the rear of the site connecting to Van Buren Street. The site is vacant and is relatively flat. The adjacent property to the east on the opposite side of the alley includes a church, and the adjacent property to the south includes a light industrial use.



# Metro Planning Commission Meeting of 5/23/2019



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/23/2019

There is a fairly new five story multi-family development on the opposite side of 3<sup>rd</sup> Avenue North. The Major and Collector Street Plan identifies Van Buren Street and 3<sup>rd</sup> Avenue North as arterials.

### Site Plan

This is a regulatory SP. As proposed the SP permits a veterinary clinic, and all uses of the MUL-A zoning district except alternative financial services, beer/cigarette market, fast food restaurant, satellite dish, utility uses, waste management, bail bond company, and short term rentals, owner and not-owner occupied, which are prohibited. Regulatory requirements include the following bulk standards:

Max Far: 1.5

Max ISR: 0.8

Max Height: 4 stories in 60 feet

Build-to-zone: 0-15 feet

The requirements of the SP include architectural standards, pertaining to, but not limited to, building orientation, entry ways, façade elements, glazing and materials.

The SP requires on-site parking to be located behind any new building facing 3<sup>rd</sup> Avenue North. It permits surface parking along Van Buren Street and requires that any parking visible from a public street be screened by landscaping or hardscape. The SP calls access to be from the alley at the rear of the site or from Van Buren Street. Bicycle parking is to meet the minimum standards of the Metro Zoning Code.

### **ANALYSIS**

As proposed the SP is consistent with the T4 MU policy. The use and architectural standards provide for additional housing options and services with design requirements that foster urban design. Concerns going into the initial review of the proposed SP was that the plan does not require at least 60% of the Van Buren frontage to be occupied by building (consistent with MUL-A), it will permit surface parking to be placed along Van Buren Street and for direct vehicular access to Van Buren Street. Staff originally requested that the SP be modified to limit access to the alley, and require that at least 60% of the Van Buren frontage be occupied by building consistent with the goals of the T4 MU policy. Powerlines runs parallel along 3<sup>rd</sup> Avenue North and Van Buren Street. Due to the location of the powerlines aerial fire apparatus access is not possible from either street. Aerial access must be located within 15 feet and a maximum of 30 feet from the building, and must be positioned parallel to one entire side of the building. The alley is too far away to provide the required aerial access. The drive directly off of Van Buren is intended to serve as the only access point, and as a fire lane to meet the aerial fire apparatus access requirement. While direct access to Van Buren is not ideal, the SP provides landscaping/hardscaping requirements to screen the parking area to create/maintain an urban character consistent with the T4 MU policy.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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



# Metro Planning Commission Meeting of 5/23/2019

## 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 (T2019015496 and T2019015504).

## 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.
- MCSP calls for 7 ft. planting strip along 3rd Ave North. A 4 ft. planting strip is shown.
- Final drawings, indicate curb/gutter, should be shown on plans per MPW standards and specs. Graphically show curb/gutter lip along ext. edge of pavement. Show ROW dedications to back of proposed sidewalks.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- TIS may be required prior to final SP plan approval.

### 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)	0.32	0.6 F	8,363 S.F.	59	27	29

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.16	1.5 F	10 U	35	6	8

### 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)	0.08	1.5 F	5,227 S.F.	51	7	7

### 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)	0.08	1.5 F	5,227 S.F.	232	17	36





## Metro Planning Commission Meeting of 5/23/2019

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
-	-	-		+259	+3	+22

### METRO SCHOOL BOARD REPORT

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

**Projected student generation existing SP-MU district: 0 Elementary 0 Middle 0 High**

The proposed SP-MU zoning is expected to generate no more students than the existing IR zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

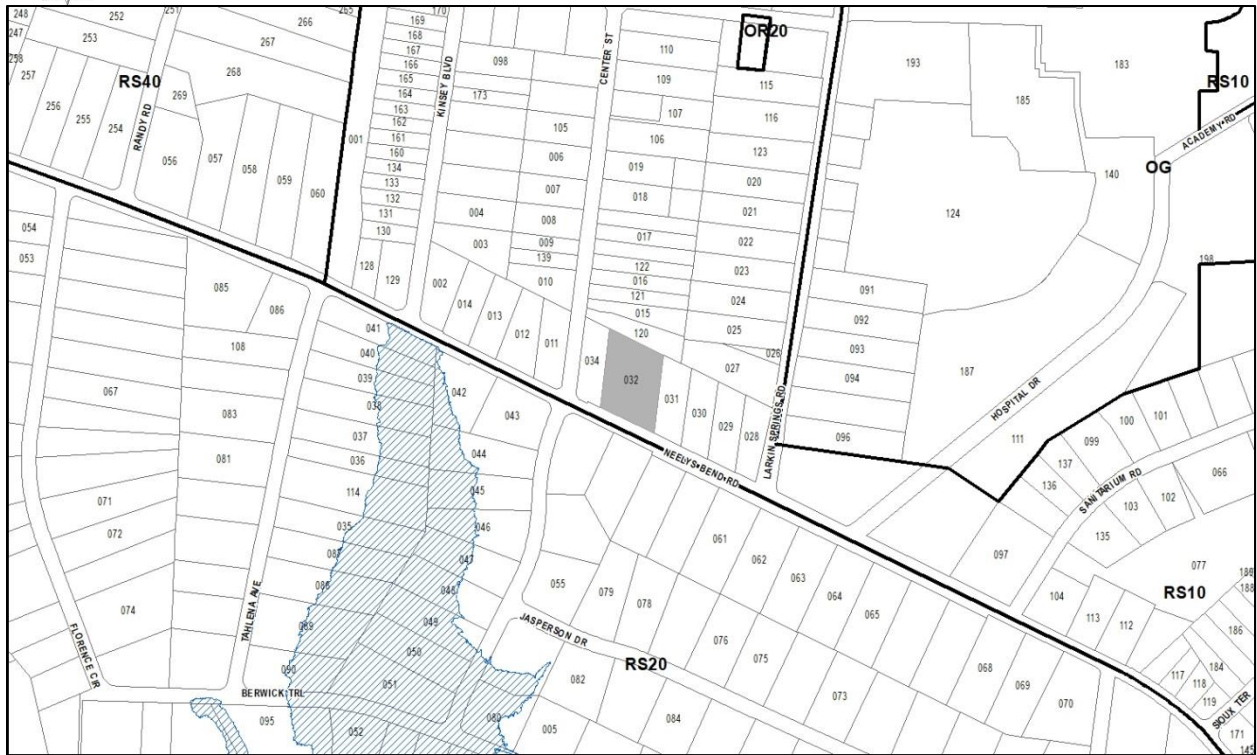
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses are limited to veterinarian clinic as defined in the SP, and all uses permitted by MUL-A excluding: Alternative Financial Services, Beer/Cigarette Market, Fast Food Restaurant, Satellite Dish, Utility Uses, Waste Management Uses, Bail Bond Company, Short Term Rental – Owner and Not Owner Occupied.
2. Any final site plan shall comply with all requirements of the Major and Collector Street Plan. With the corrected copy, preliminary SP shall be revised to show sidewalks and planting strips consistent with the MCSP.
3. Any parking visible from any public street shall be screened with hardscape and/or landscape. Planning staff shall evaluate the appropriateness of any proposed screening with final site plan review.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 5/23/2019



**2019S-071-001**  
LOTS 1, 2, & 3 AT 1003 NEELYS BEND  
Map 052-07, Parcel(s) 032  
04, Madison  
09 (Bill Pridemore)



**Project No.** **Final Plat 2019S-071-001**  
**Project Name** **Lots 1, 2, & 3 at 1003 Neely's Bend**  
**Council District** 9- Pridemore  
**School District** 3- Speering  
**Requested by** JTA Land Surveying, Inc., applicant; Colin Ellis, owner.

**Deferrals** This item was deferred at the May 9, 2019, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Dunnivant  
**Staff Recommendation** *Defer to the June 13, 2019, Planning Commission meeting.*

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**APPLICANT REQUEST**

Final plat approval to create three lots.

Final Plat

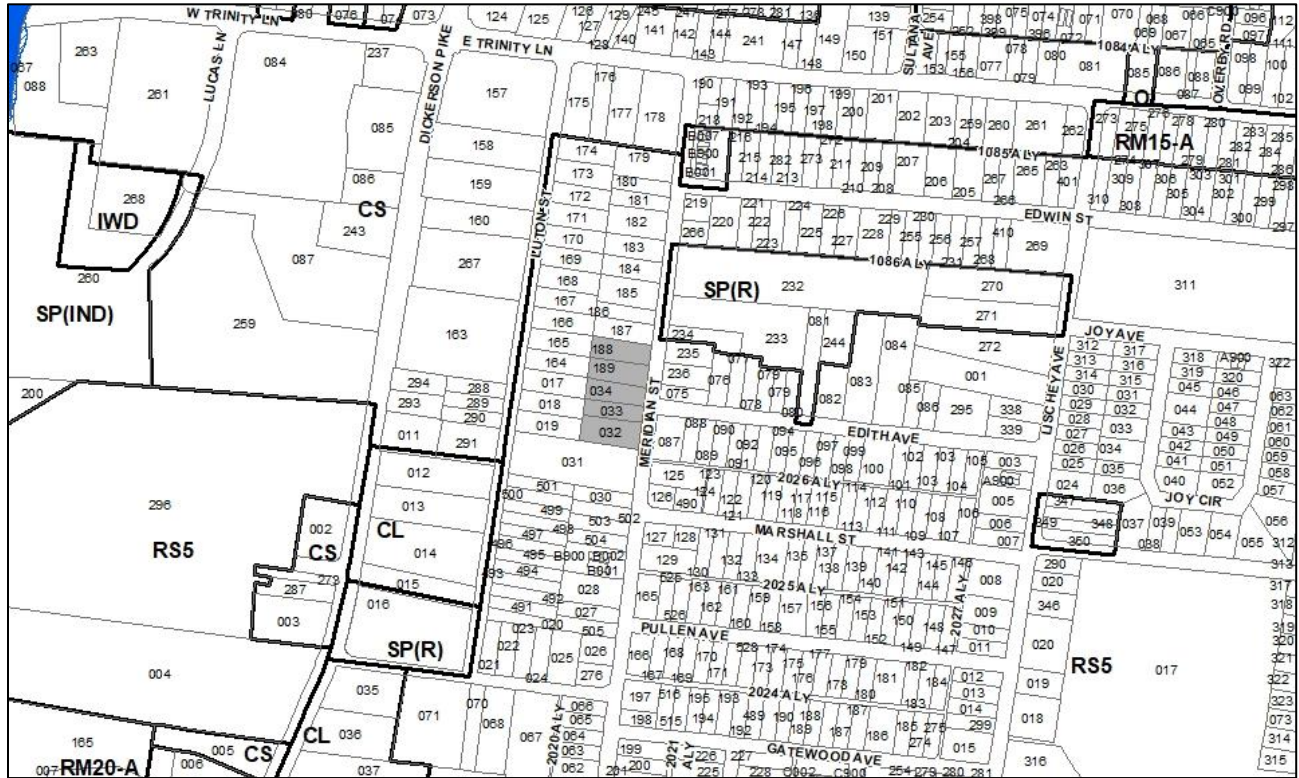
A request for final plat approval to create three lots on property located at 1003 Neely's Bend Road, approximately 90 feet southeast of Center Street (1.24 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/23/2019



## 2018Z-039PR-001

Map 071-07, Parcel(s) 188-189

Map 071-11, Parcel(s) 032-034

5, East Nashville

05 (Scott Davis)



**Project No.** **Zone Change 2018Z-039PR-001**  
**Council District** 05 - Davis  
**School District** 5 - Buggs  
**Requested by** Councilmember Scott Davis and Land Development Solutions, applicants; various owners.

**Deferrals** This item was deferred at the April 25, 2019 and May 9, 2019, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the June 27, 2019 Planning Commission meeting.*

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

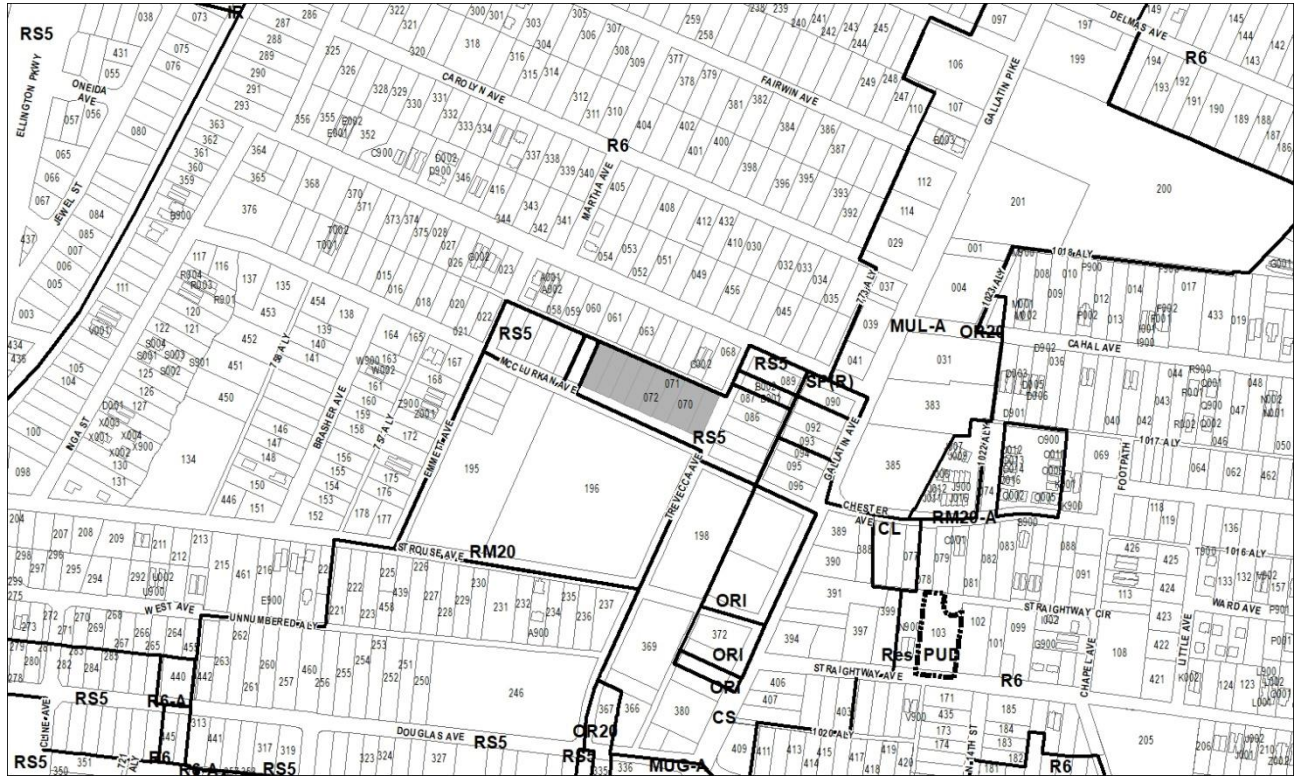
Zone Change  
A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential - Alternative (RM20-A) zoning on properties located at 1602, 1604, 1606, 1702, and 1704 Meridian Street, approximately 30 feet northwest of Edith Avenue (1.68 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 27, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-061PR-001**

Map 072-13, Parcel(s) 069-076

05, East Nashville

05 (Scott Davis)



**Project No.** **Zone Change 2019Z-061PR-001**  
**Council District** 05 – Davis  
**School District** 5 - Buggs  
**Requested by** Councilmember Scott Davis, applicant; various owners.

**Deferrals** This item was deferred at the May 9, 2019, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Dunnavant  
**Staff Recommendation** *Disapprove as submitted. Approve RM9-A.*

**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 1013, 1015, 1017, 1019, 1021, 1023, 1025, and 1027 McClurkan Avenue, at the northwest corner of Trevecca Avenue and McClurkan Avenue (1.46 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 10 units, based on acreage alone. Application of the Subdivision Regulations may result in fewer 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 29 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.



## Metro Planning Commission Meeting of 5/23/2019

### ANALYSIS

The properties to be rezoned are located along McClurkan Avenue, at the northwest corner of Trevecca Avenue and McClurkan Avenue. The site is surrounded by R6 zoning to the north, RS5 to the east and west, and RM20 to the south. The current land use on the site is residential. There is a school to the south, and mostly single-family residential use on all other sides with some scattered two-family units.

This property is located in the T4 Urban Neighborhood Evolving (T4-NE) policy area. This policy intends to create neighborhoods with a greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

The proposed RM20-A zoning is not consistent with the T4-NE policy for this area. This site is located along a minor street of single-family residential properties, and RM20-A would not provide a transition from the higher intensity development associated with the Lincoln College of Technology to the surrounding residential neighborhood. RM-9 zoning would provide opportunities for increased housing choice while ensuring a more appropriate transition from the more intense development to the south into the residential neighborhood. Staff recommends disapproval of RM20-A and approval of RM9-A.

### 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: **RS5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.46	8.71 D	12 U	148	14	14

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)	1.46		29 U	179	15	20

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
-	-	-	+17 U	+31	+1	+6





## **Metro Planning Commission Meeting of 5/23/2019**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed RM20-A district: 3 Elementary 3 Middle 3 High**

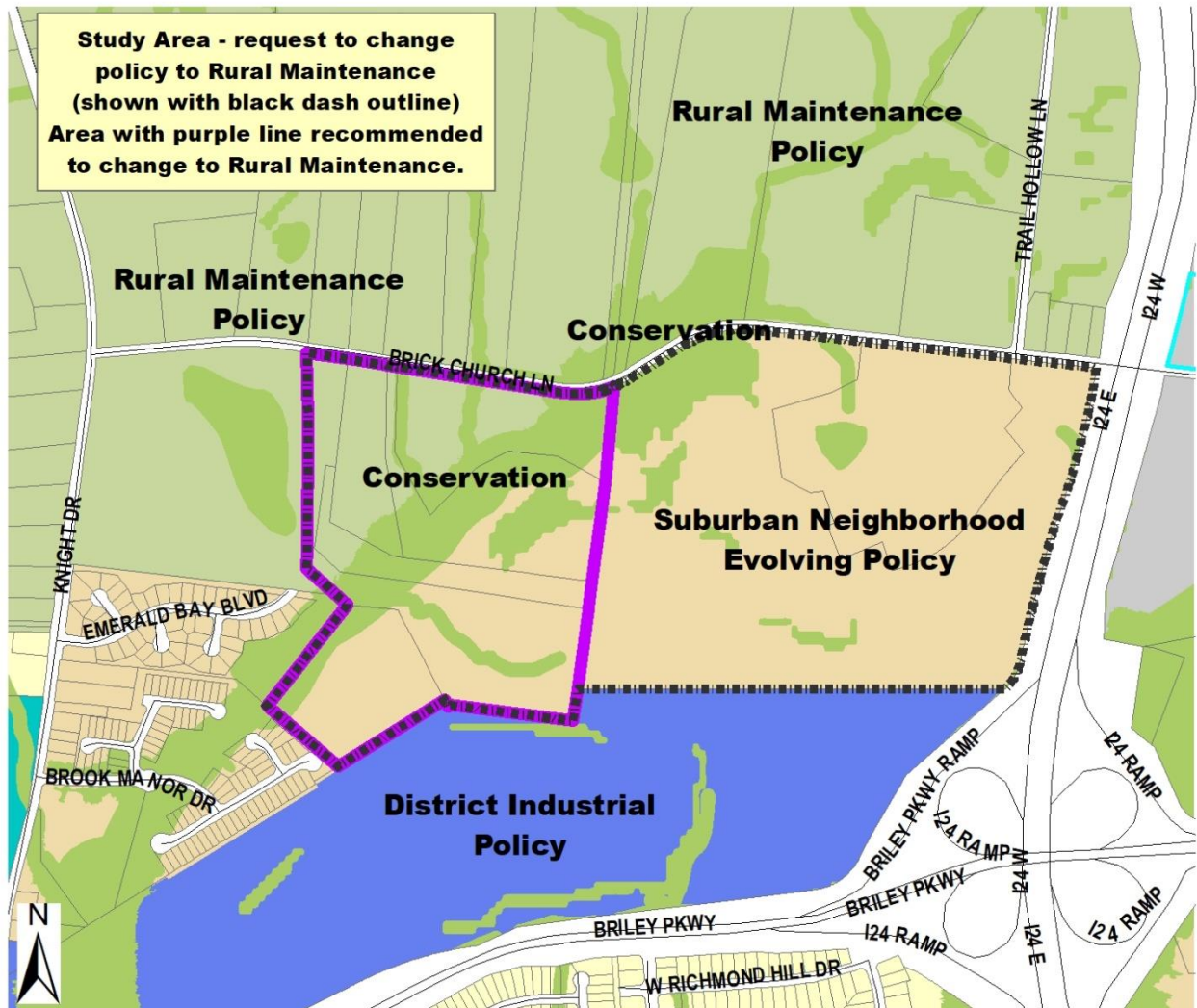
The proposed RM20-A zoning district would generate 6 more students than what is typically generated under the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. None of the schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

Staff recommends disapproval as submitted and approval of RM9-A.



## Metro Planning Commission Meeting of 5/23/2019



**2019CP-003-001**

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

Various Properties

03, Bordeaux-Whites Creek-Haynes Trinity

3 (Haywood)



**Project No.** Major Plan Amendment 2019CP-003-001  
**Project Name** Bordeaux-Whites Creek-Haynes Trinity Community Plan Amendment  
**Council District** 03 – Haywood  
**School District** 1 – Gentry  
**Requested by** Elise Hudson and James Frierson Hudson, applicants; various owners.

**Staff Reviewer** McCaig  
**Staff Recommendation** *Defer to the June 27, 2019, Planning Commission meeting.*

**APPLICANT REQUEST**

**Amend Bordeaux-Whites Creek-Haynes Trinity Community Plan to change the policy.**

Major Plan Amendment

A request to amend the Bordeaux/Whites Creek Community Plan by changing from T3 Suburban Neighborhood Evolving Policy to T2 Rural Maintenance Policy for properties located at 534, 658, 672, 676, and 680 Brick Church Lane and Brick Church Lane (unnumbered), and Knight Drive (unnumbered), zoned One and Two-Family Residential (R10) (142.74 acres).

**STAFF RECOMMENDATION**

The request is to apply T2 Rural Maintenance Policy to property with existing zoning entitlements currently in place for suburban residential intensities (R10).

Overall, rural subdivision cases are less common on the Commission docket. However, staff is developing lessons learned, particularly in instances where the rural subdivision standards are applied to property with existing residential zoning. In light of these prior experiences, staff is recommending a two meeting deferral to continue its evaluation of the policy request.

The rural subdivision regulations were extensively vetted with the community over a year-long period and include provisions for the subdivision of land that is zoned residential. However, despite the public process that underpinned the creation and approval of the rural regulations, there has been strong opposition to recent subdivision plats in rural policy, even where the Commission has determined the plan meets the regulations.

Staff’s principle concern is that changing the policy, as proposed, without considering *existing zoning* will likely not address community goals for the area. Further, existing zoning – *not policy* – affects subdivision plats, which may generate additional conflict around planning outcomes. Based on recent experiences, this is particularly true in areas where rural policy is applied to properties already zoned with suburban or urban residential intensities.

Given the factors above, staff recommends deferral to the June 27, 2019, Planning Commission meeting to allow additional time for review of the proposal. During the deferral period, staff will evaluate whether expanding the study area to include a more comprehensive approach to policy and zoning, or some other approach, is warranted.



# Metro Planning Commission Meeting of 5/23/2019



**2017SP-067-003**

**DELTA AVENUE TOWNHOMES SP (AMENDMENT)**

Map 081-08, Parcel(s) 318, 325-327, 531-532

08, North Nashville

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Specific Plan 2017SP-067-003</b>
<b>Project Name</b>	<b>Delta Avenue Townhomes SP (Amendment)</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	1 – Gentry
<b>Requested by</b>	March Developments, applicant; March Developments and O.I.C. Delta Avenue Townhomes, owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**A request to amend a Specific Plan to permit owner occupied short term rental.**

Preliminary SP

A request to amend a Specific Plan for various properties located west of Jenkins Street, zoned Specific Plan-Residential (SP-R) (0.85 acres), to permit owner occupied Short Term Rental Properties.

**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.

**HISTORY**

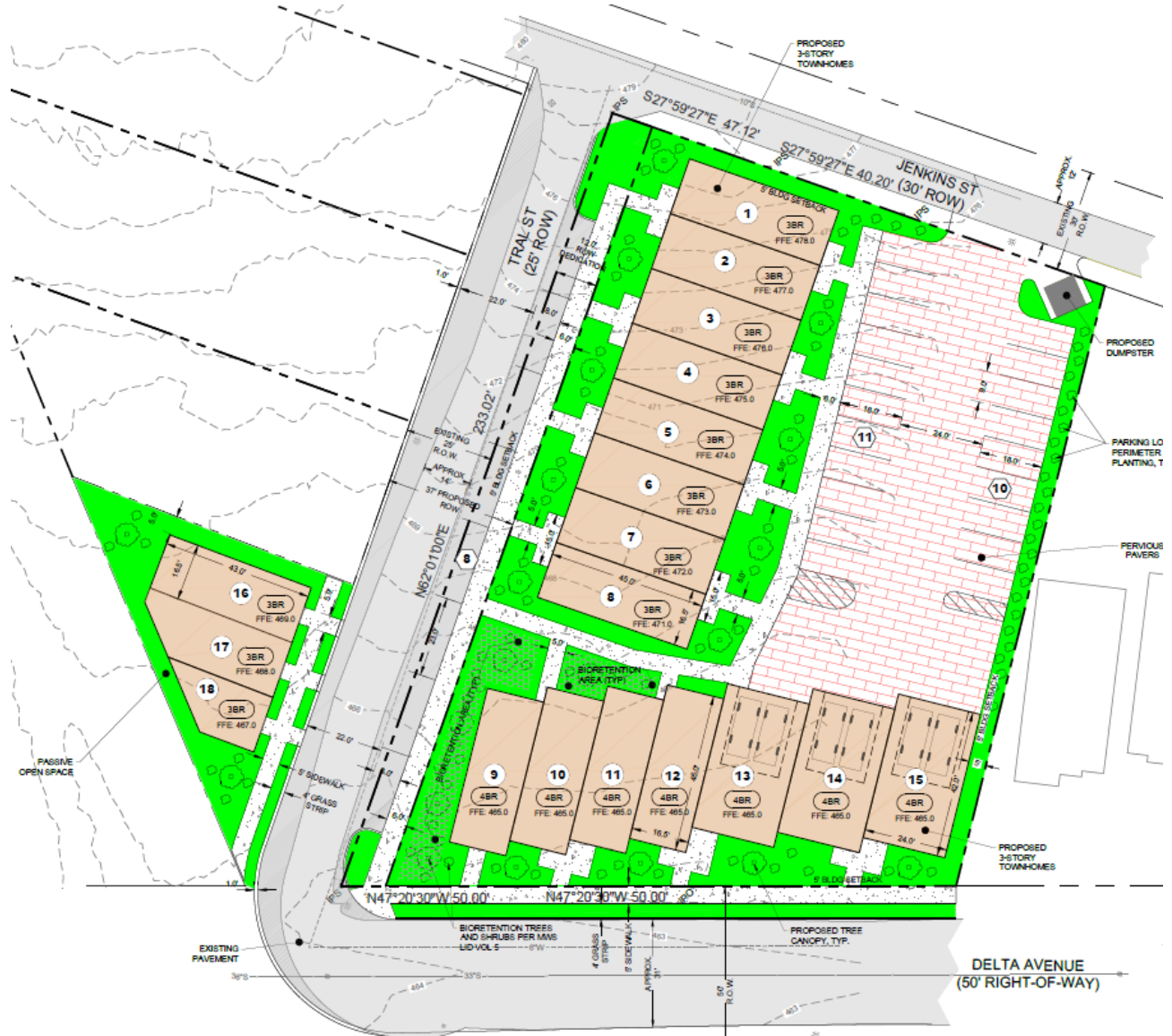
Metro Council approved the Specific Plan for the 1722 Delta Avenue development on November 22, 2017. The approved SP permits a maximum of 18 multi-family residential units. A final site plan for the development was approved in June of 2018. The current application proposes to amend the allowed uses within the SP to permit owner occupied short term rental. No changes are proposed to the building type or plan layout.

**NORTH NASHVILLE COMMUNITY PLAN**

T4 Urban Neighborhood Evolving (T4 NE) policy is intended to create and enhance urban neighborhoods that are compatible with the general character of existing urban neighborhoods as characterized by their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lots sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land (without sensitive environmental features) and the cost of developing housing.



# Metro Planning Commission Meeting of 5/23/2019



Proposed Site Plan



## **Metro Planning Commission Meeting of 5/23/2019**

### **PLAN DETAILS**

This site is located at the northeast and southeast corners of Tral Street and Delta Avenue, in north Nashville. The site consists of a single parcel located at 1716 B Tral Street. The units approved by the SP have been constructed.

### **ANALYSIS**

Specific Plan zoning is intended to provide the ability to implement the specific details of the General Plan. Uses permitted by each SP are specific to the approved plan and are reviewed in context of the land use policy and location of the property. The original approval of this SP determined that multi-family residential development was appropriate at this location.

The amendment proposes to add owner occupied short term rental property (STRP) as a permitted use within the SP. The Metro Zoning Code permits owner-occupied STRPs as an accessory use in all residential districts. The use of the existing dwelling units as owner occupied short term rental units would be consistent with the adopted countywide framework for short term rental properties and the T4 Neighborhood Evolving Policy.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- See previous SP comments

### **TRAFFIC AND PARKING RECOMMENDATION**

N/A

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions as the proposed SP is consistent with the T4 Neighborhood Evolving policy.

### **CONDITIONS**

1. Uses shall be limited to those uses approved by BL2017-920 (18 multi-family residential units) and the use of owner occupied short-term rental property (STRP).



## Metro Planning Commission Meeting of 5/23/2019

2. This SP shall comply with the Short Term Rental permit provisions of the Metropolitan Code.
3. All applicable conditions of Council Bill BL2017-920 shall remain in effect.
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 RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The final site plan shall include architectural elevations for all units fronting a public street.
6. Comply with all conditions of Metro agencies.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

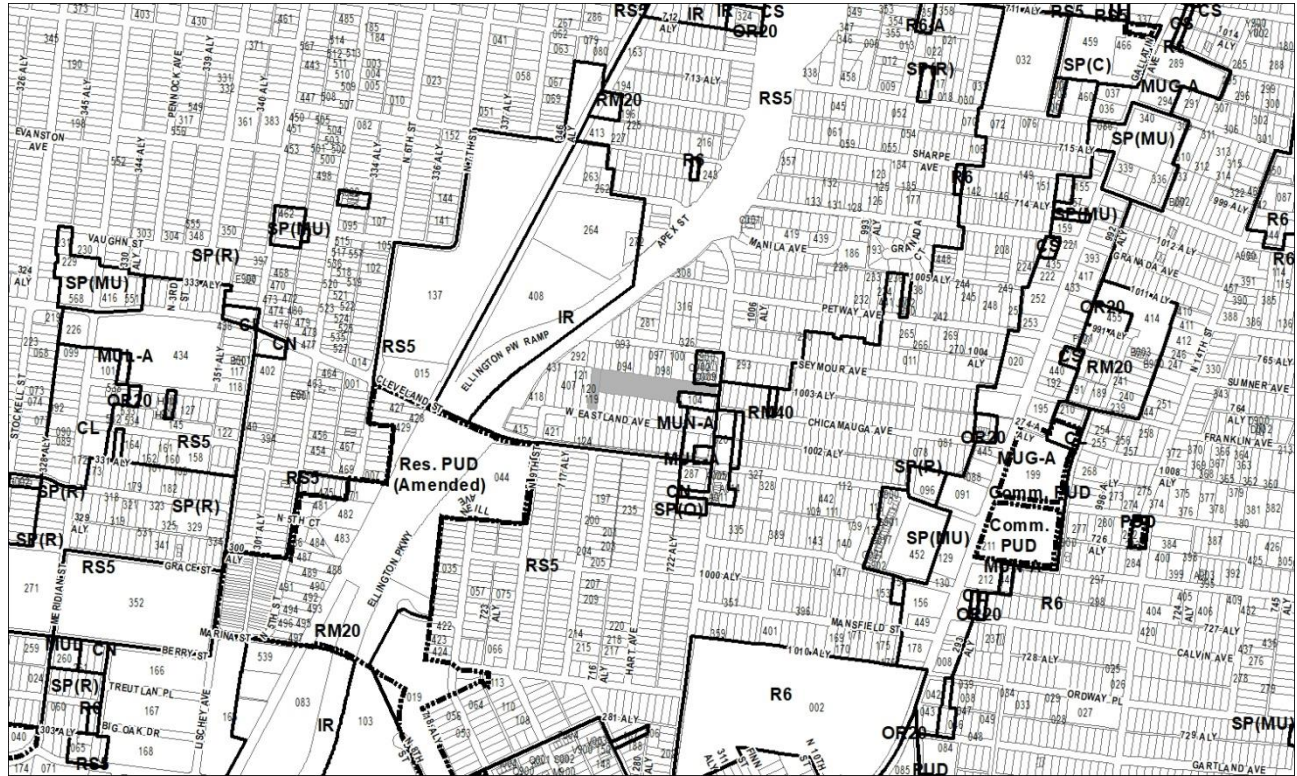




**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/2019



**2019SP-027-001**  
**ROOTS EAST SP**  
Map 082-08, Parcel(s) 103, 119  
05, East Nashville  
05 (Scott Davis)



<b>Project No.</b>	<b>Specific Plan 2019SP-027-001</b>
<b>Project Name</b>	<b>Roots East SP</b>
<b>Council District</b>	05 - Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Smith Gee Studio, applicant; Woodland Street Partners, LLC, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the June 13, 2019 Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Rezone from OR20, RM20-A, and RS5 to SP-MU to permit a mixed use development.**

Preliminary SP

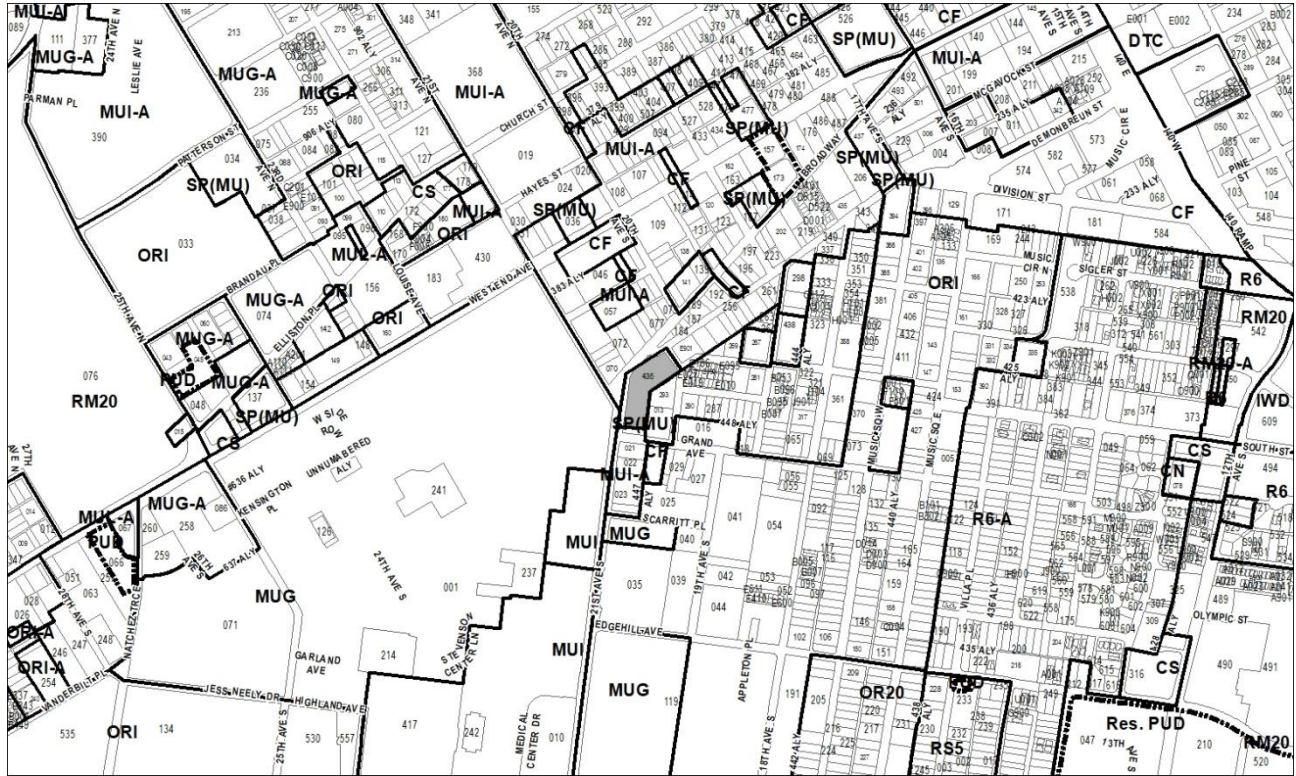
A request to rezone from Office/Residential (OR20), Multi-Family Residential – Alternative (RM20-A), and Single-Family Residential (RS5) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 930 McFerrin Avenue and 907 W Eastland Avenue, approximately 180 feet south of Seymour Avenue and within the Greenwood Neighborhood Conservation Overlay District (2.46 acres), to permit a mixed use development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/23/2019



**2012SP-032-003**

**NASHVILLE WEST END SP (AMENDMENT)**

Map 092-16, Parcel(s) 436

10, Green Hills - Midtown

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Specific Plan 2012SP-032-003</b>
<b>Project Name</b>	<b>Nashville West End SP (Amendment)</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	8 – Pupo-Walker
<b>Requested by</b>	Waller, Lansden, Dortch & Davis, LLP, applicant; Lagasse Family Partners, LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Amend SP to permit egress to 20th Avenue South.**

SP Amendment

A request to amend a Specific Plan for property located at 200 21st Ave S, approximately 75 feet north of Grand Avenue, zoned SP (1.85 acres), to permit egress to 20th Avenue South.

**Existing Zoning**

Specific Plan-Mixed Use 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.

**GREENHILLS – MIDTOWN COMMUNITY PLAN**

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

**PLAN DETAILS**

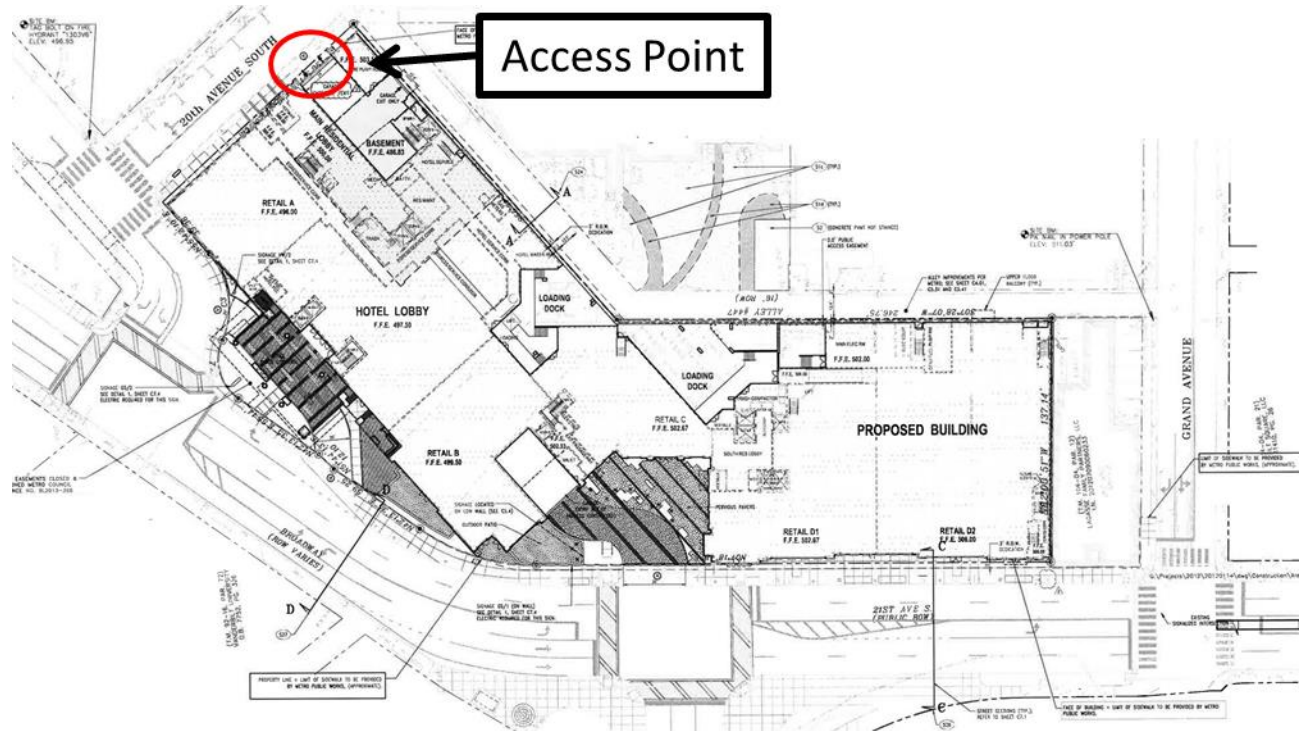
The proposed amendment is to legally permit egress from the existing development to 20<sup>th</sup> Avenue South. The SP was approved by Council in 2012, for a mixed-use development. The SP received final site plan approval. Since approval the project has been constructed and is occupied., The Council approved plan identifies an entry into the garage along 20<sup>th</sup> Avenue South, and it does not permit egress from that drive. While the Council approved plan identifies entry only, the drive was constructed for ingress and egress. Since the Council adopted plan did not permit egress onto 20<sup>th</sup> Avenue South, the SP must be amended to legally permit the exit point.

**ANALYSIS**

As proposed, staff has no issues with the amendment. While it is important to limit curb cuts for vehicular access within urban areas, the curb cut and drive was approved with the original SP, and



# Metro Planning Commission Meeting of 5/23/2019



Proposed Site Plan



## **Metro Planning Commission Meeting of 5/23/2019**

exists today. As proposed, the amendment simply permits the drive to be used for egress, in addition to ingress.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

N/A

### **STORMWATER RECOMMENDATION**

Ignore

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Comply with MPW traffic engineer.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Install signage at exit to alert drivers to watch for pedestrians.

As there is not anticipated to be an increase in traffic, no traffic table was prepared.

### **STAFF RECOMMENDATION**

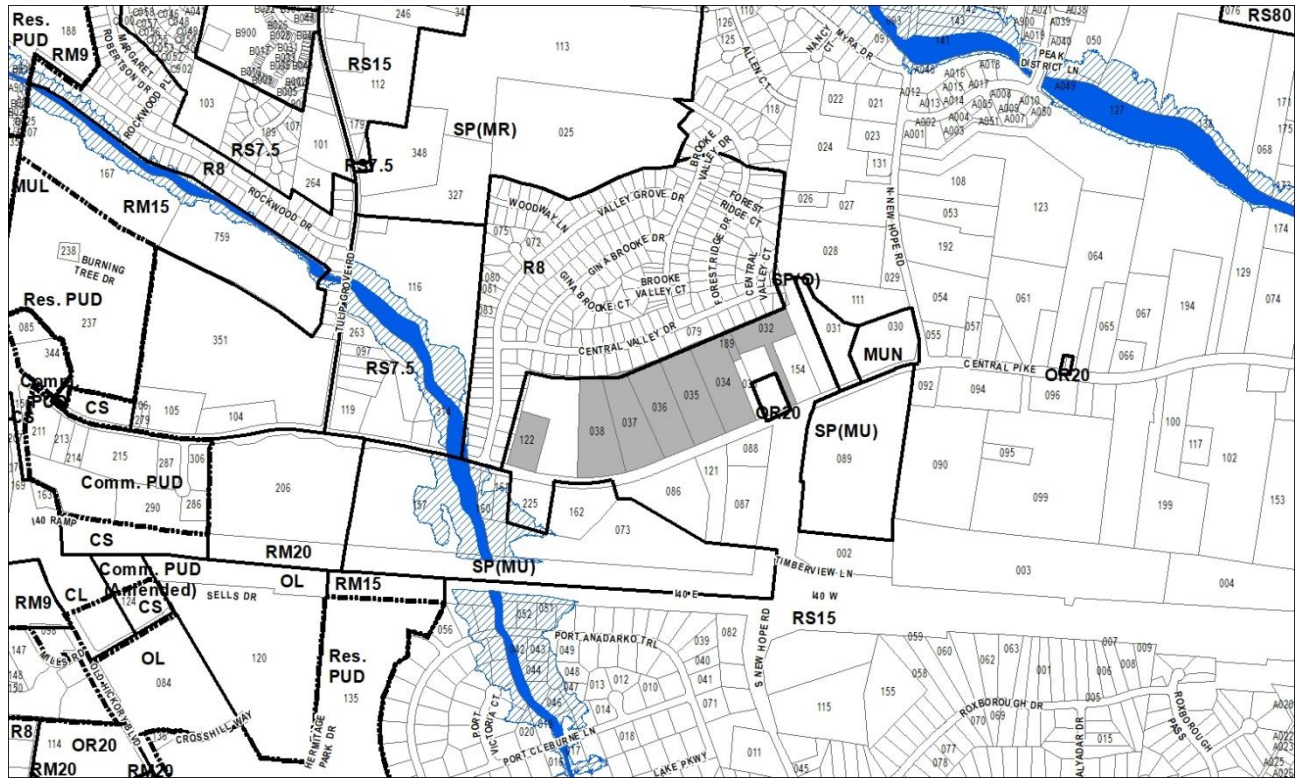
Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. All previous conditions per the original plan and BL2013-351 shall apply.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Uses shall be limited to uses shown on the plan.
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 MUI-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.



# Metro Planning Commission Meeting of 5/23/2019



**2019SP-034-001**

**NORTH CENTRAL PIKE SP**

Map 087, Parcel(s) 032, 034-038, 189

14, Donelson - Hermitage - Old Hickory

12 (Steve Glover)





<b>Project No.</b>	<b>Specific Plan 2019SP-034-001</b>
<b>Project Name</b>	<b>North Central Pike SP</b>
<b>Council District</b>	12 - Glover
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	Dale and Associates, applicant; various owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change RS15 to SP-MU to permit a mixed use development.**

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Commercial (SP-MU) 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.

**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 53 lots based upon acreage alone. The application of the Subdivision Regulations may result in fewer lots.*

**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 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.

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



# Metro Planning Commission Meeting of 5/23/2019



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/23/2019

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.

### Land Use Supplemental Policy

This site is within the Hermitage area, just south of the Central Pike corridor. In August of 2018, the Planning Commission approved updates to the community character policies for this area, including the adoption of supplemental policies providing more detailed guidance on the appropriate mix of land uses and on mobility, connectivity and pedestrian infrastructure.

### **PLAN DETAILS**

The site is comprised of various parcels fronting Central Pike approximately 590 feet east of Valley Grove Drive and contains 21.73 acres. The site is currently contains single family dwellings on large lots. All of the parcels identified within the site plan front Central Pike which is identified as a Residential Collector Street within the Major and Collector Street Plan. The plan indicates 13 feet of right-of-way will be dedicated along the Central Pike street frontage.

The plan is a regulatory Specific Plan and does not include a detailed site plan. The site plan submitted with this application identifies two zones with residential and mixed use zoning shown in locations consistent with the supplemental policy for the area. The plan permits all uses of the MUL-A and RM20-A zoning districts and contains bulk standards pertaining to build-to zones, building form, and maximum allowed heights. Zone 1 which fronts Central Pike will permit all uses of MUL-A, and requires future street connections as shown on the site plan as well as the construction of sidewalks and architectural standards. Zone 2, located towards the rear of the site, will permit all uses of the RM20-A zone district. Zone 2 will require a C level landscape buffer along the northern property line. The plan also requires future street connections as shown on the plan as well as the construction of sidewalks and architectural standards. Additional requirements for access and open space are included in the plan.

### **ANALYSIS**

This site falls within a large area of T3 CM policy, which extends along Central Pike from Valley Grove Drive on the west to the Wilson County line to the east, and from Central Pike south to Interstate 40. T3 CM policy generally supports a range of residential, mixed use and commercial uses. The proposed SP is consistent with the goals of the surrounding T3 CM policy as it would permit a mixture of office, retail, and residential uses. The supplemental policy adopted for this area provides additional refinement of the policy, breaking up the larger area within a system of existing and proposed streets, sub-districts, establishing planned residential areas, neighborhood centers, and commercial and mixed use districts. The plan provides design standards ensuring future development would be pedestrian oriented and would include an appropriate level of intensity given the location of the site and the surrounding uses. The applicable stormwater regulations and hillside development standards will ensure proposed development is respectful of the environmentally sensitive features of the site.



# Metro Planning Commission Meeting of 5/23/2019

## FIRE DEPARTMENT RECOMMENDATION

### Approve with conditions

- Plans do not show access or building details. Conditional approval pending review of master permit prior to any construction.

## STORMWATER RECOMMENDATION

### Approve

## WATER SERVICES RECOMMENDATION

### Approve with conditions

- Approved as a Regulatory 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 SP plans. Need confirmation of a submittal of availability study by the applicant, the required capacity fees must also be paid prior to Final SP approval.

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- Final SP, Label and dimension ramps, sidewalks, etc. per the MCSP and MPW standards and specs.
- Show ROW dedication per MCSP (96') along Central Pk.
- North-South connector end; turnaround needed.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- A TIS will be required prior to final SP approval.
- All future roads shall align opposite with existing roads and drives. Show opposing drives to new road.
- A turn around on the north south connection will be required prior to Final SP approval.

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)	16.34	2.9 D	47 U	520	39	50

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)	6.0	2.0 F	523 U	3914	230	258

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)	3.02	2.0 F	263,102 S.F.	2712	274	286



## Metro Planning Commission Meeting of 5/23/2019

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
Shopping Center (820)	3.02	2.0 F	263,102 S.F.	11607	284	1112

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)	4.3	20 D	86 U	610	42	52

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
-	-	-		+18323	+791	+1658

### METRO SCHOOL BOARD REPORT

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

### STAFF RECOMMENDATION

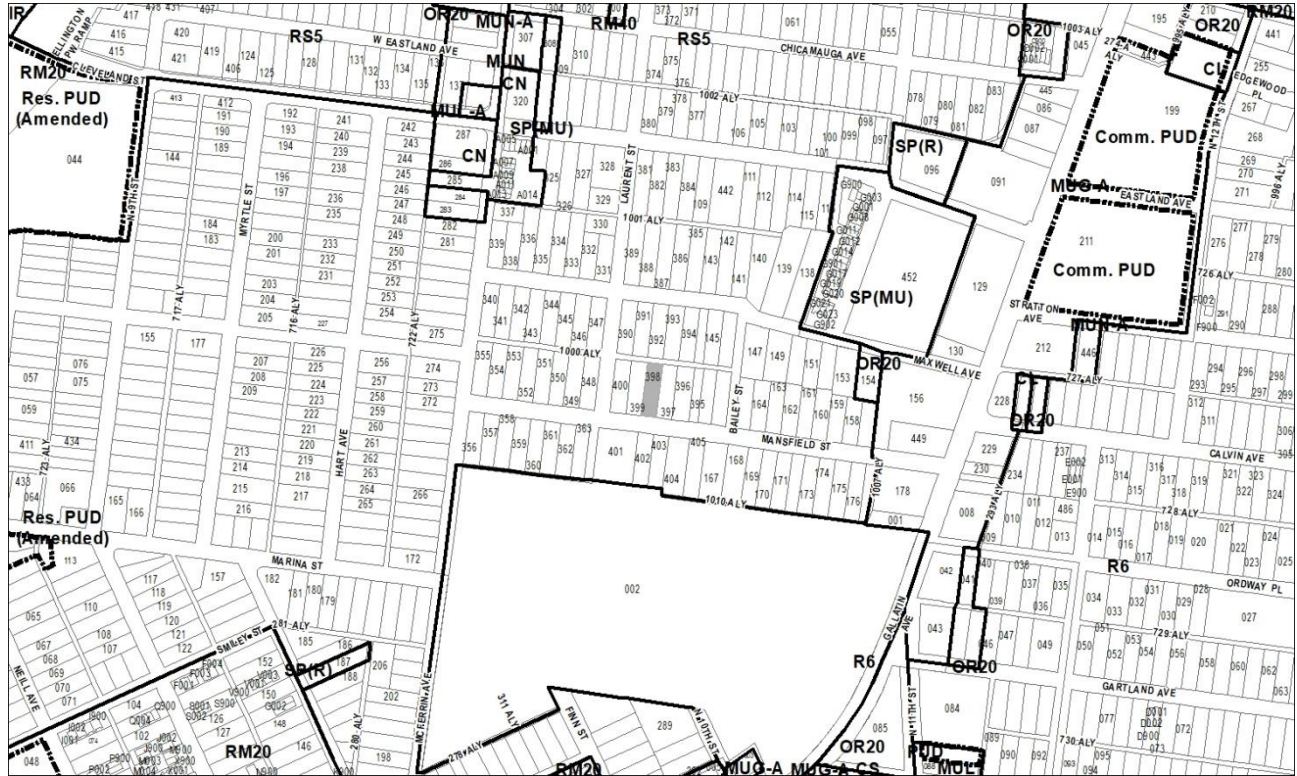
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Uses shall be limited to all uses permitted the MUL-A zoning district in zone 1. Uses shall be limited to all uses permitted the RM20-A zoning district in zone 2. Prohibited uses shall be as specified in the plan.
2. Comply with all conditions and requirements of Metro agencies.
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 MUL-A zoning district within zone 1 and RM20 zoning district in zone 2.
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.



# Metro Planning Commission Meeting of 5/23/2019



**2019SP-038-001**  
1005 MANSFIELD STREET SP  
Map 082-08, Parcel(s) 398  
05, EAST NASHVILLE  
05 (Scott Davis)



<b>Project No.</b>	<b>Specific Plan 2019SP-038-001</b>
<b>Project Name</b>	<b>1005 Mansfield Street SP</b>
<b>Council District</b>	05 – Davis
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Wojtek Krupka, applicant & owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone from RS5 to SP-R to permit a detached accessory dwelling unit (DADU).**

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan-Residential (SP-R) zoning for property located at 1005 Mansfield Street, approximately 225 feet west of Bailey Street and located within the Maxwell Heights Neighborhood Conservation District, (0.20 acres), to permit a Detached Accessory Dwelling Unit (DADU).

**Existing Zoning**

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

**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.

**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.



## Metro Planning Commission Meeting of 5/23/2019

### 1005 Mansfield Street Specific Plan (SP) Regulations

Development Summary	
SP Name	1005 Mansfield Street 2019SP-038-001
Council District	5
Map & Parcel	Map 082-08, Parcel(s) 398

Site Data Table	
Site Data	0.20 acres
Existing Zoning	RS5
Proposed Zoning	SP
Allowable Land Uses	All uses permitted by the RS5 zoning district and a detached accessory dwelling unit.

#### Specific Plan (SP) Standards

1. The purpose of this SP is to permit all uses permitted by the RS5 zoning district and a detached accessory dwelling unit (DADU).
2. No driveway connection to Mansfield Street is permitted. This site must be accessed from the alley only.
3. A DADU structure will be regulated by the standards of the Metro Code.
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 RS5 zoning district as of the date of the applicable request or application.
5. 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.
6. This property is located in the Maxwell Heights Neighborhood Conservation District. Any new construction must meet the design guidelines for the Maxwell Heights Neighborhood Conservation Zoning Overlay.





## Metro Planning Commission Meeting of 5/23/2019

### ANALYSIS

The site is located on the north side of Mansfield Street, just east of the intersection of Laurent Street and Mansfield Street. All properties on the north side of Mansfield Street along this block have access via Alley #1000, which forms the southern property line to the site. The surrounding properties are also zoned RS5 and have been developed primarily with detached single family structures.

The permitted accessory use of a Detached Accessory Dwelling Unit (DADU) is consistent with the T4 NM policy to still provide for a variety of housing in an existing residential district without disrupting the existing development pattern or established character of the neighborhood. This SP request will allow the construction of DADU unit which will be regulated by the requirements of the Metro Code. The DADU provides for an additional housing option while maintaining the existing character of the area.

The Metro Code establishes the requirements for detached accessory dwelling units. For a lot to be eligible, a lot must meet the minimum lot size for the zone district. In this instance the lot exceeds 5,000 square feet. The property contains 8,712 square feet of area which satisfies the minimum lot size of the zoning code.

### METRO HISTORIC ZONING COMMISSION RECOMMENDATION

#### Approved with conditions

- The applicant submit revised second floor and roof plans showing the dormers as inset two feet (2') from the wall below; and
- MHZC staff approve the final choices for all windows and doors prior to purchase and installation.

### FIRE DEPARTMENT RECOMMENDATION

#### Approved with Conditions:

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

### STORMWATER RECOMMENDATION

#### Approved with Conditions:

- Development must comply with the Stormwater Residential Infill Requirements (to be determined during Building Permit Review).

### TRAFFIC AND PARKING RECOMMENDATION

#### Approved

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



## Metro Planning Commission Meeting of 5/23/2019

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)	0.2		1 U	16	6	2

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
-	-	-	-	0	0	0

### 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 anticipated to generate more students than what is typically generated under the existing RS5 zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. These schools have not been identified as over 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

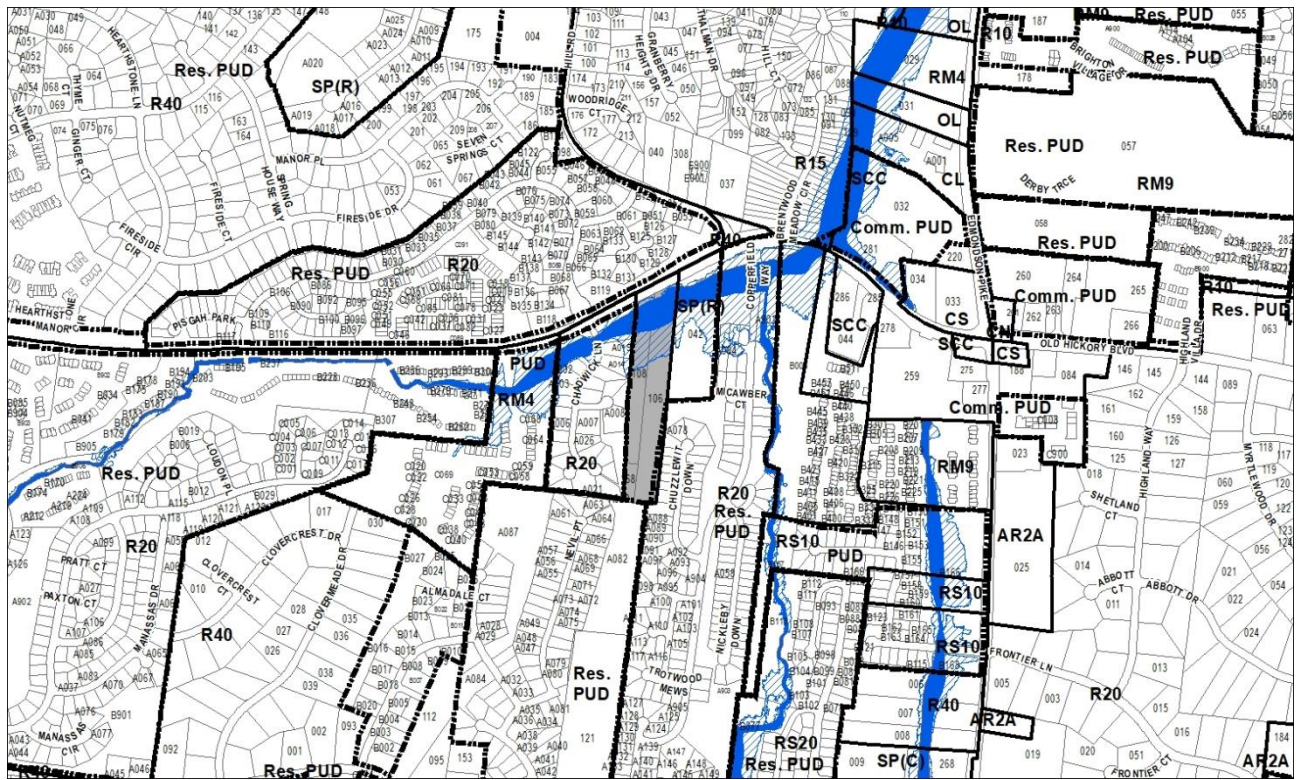
1. Uses shall be limited to all uses permitted by the RS5 zoning district and a detached accessory dwelling unit (DADU).
2. Comply with all conditions of Metro agencies.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district as of the date of the applicable request or application.
4. The preliminary SP plan is the regulatory document. All notes and references that indicate that the SP regulations are illustrative, conceptual, shall be removed.
5. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/2019



**2019SP-039-001**

**VASTLAND – OLD HICKORY BLVD**

Map 160, Parcel(s) 106, 108

Map 171, Parcel(s) 168

12, Southeast

04 (Robert Swope)



<b>Project No.</b>	<b>Specific Plan 2019SP-039-001</b>
<b>Project Name</b>	<b>Vastland – Old Hickory Blvd</b>
<b>Council District</b>	04 – Swope
<b>School District</b>	2 – Elrod
<b>Requested by</b>	Civil Site Design Group, applicant; Pamela Himebaugh, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change from R40 to SP-R to permit 32 residential units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R40) to Specific Plan – Residential (SP-R) zoning for properties located at 527 Old Hickory Blvd and Old Hickory Blvd (unnumbered), approximately 525 feet west of Copperfield Way, (8.19 acres), to permit up to 32 multi-family residential units.

**Existing Zoning**

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of nine residential lots with two duplex lots for a total of 11 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.

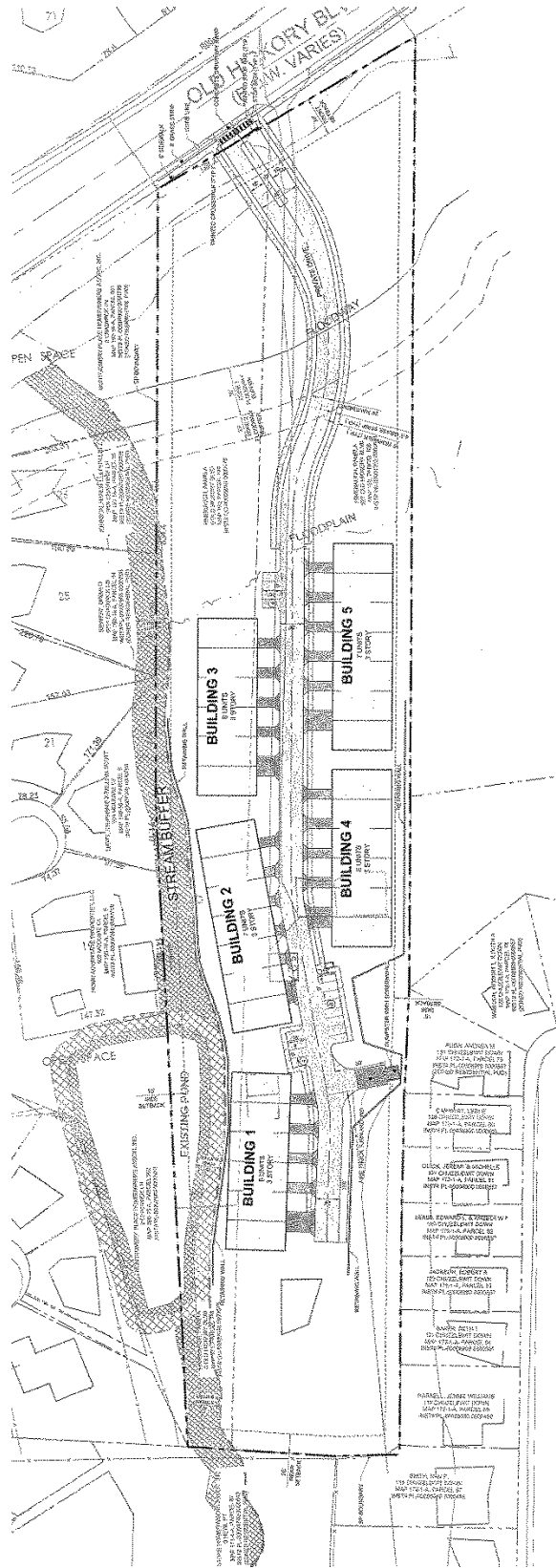
**SOUTHEAST COMMUNITY PLAN**

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.

T3 Suburban Residential Corridor (T3 RC) is intended to maintain, enhance, and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



# Metro Planning Commission Meeting of 5/23/2019



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/23/2019

### PLAN DETAILS

The approximately eight acre site is located in Brentwood on the south side of Old Hickory Boulevard in Davidson County. There is currently a single-family home on the site. The site is on a hillside that slopes up from Old Hickory Boulevard. There is a stream and associated floodplain at the front of the site adjacent to Old Hickory Boulevard. There is also a stream that runs along the western property line. A portion of a pond is located along the western property line near the back of the site. Surrounding zoning includes R20 and SP. Some of the surrounding properties are also within residential Planned Unit Development Overlays (PUDs). The SP zoning district that abuts the eastern property line was approved in 2016, for an assisted care living facility. Sidewalks are located along Old Hickory Boulevard and the Major and Collector Street Plan (MCSP) classifies Old Hickory Boulevard as a major arterial.

#### Site Plan

The site plan calls for 32 multi-family residential units with an overall density of approximately 3.5 dwelling units per acre. Buildings are located over 425 feet from Old Hickory Boulevard. The 32 units are distributed between five separate buildings. Three buildings have six units and two buildings have seven units. All buildings are three stories, and the plan limits height to 50 feet.

Access is from a single drive off of Old Hickory Boulevard. Forty-eight parking spaces are provided, and include 16 surface spaces and 32 garages spaces. The plan calls for a six foot wide sidewalk and eight foot wide planting strip along Old Hickory Boulevard. The plan also includes a private sidewalk that runs from Old Hickory Boulevard to the residential units. The majority of the perimeter of the site is to remain undisturbed. A landscape buffer yard is provided along a portion of the eastern property line.

### ANALYSIS

As proposed, the plan is consistent with CO and the T3 RC polices that apply to the site. A large portion of the site is in CO policy, which recognizes the two streams and associated buffers. The plan calls for minimal disturbance of these areas. Limited disturbance to the stream and buffer located along Old Hickory Boulevard is necessary for the private drive into the site, which will be subject to Stormwater regulations. There is an existing drive, so some of the area for the driveway has previously been disturbed. The proposed development provides for additional housing along a busy arterial consistent with the T3 RC policy. Since the plan is consistent with the policies, staff recommends approval with conditions and disapproval without all conditions.

### 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. The required capacity fees must be paid (T2019014712 & T2019014677) prior to Final Site Plan/SP approval.

### STORMWATER RECOMMENDATION

#### **Approve**



## Metro Planning Commission Meeting of 5/23/2019

### PUBLIC WORKS RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

Maximum Uses in Existing Zoning District: **R40**

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)	8.19	1.08 D	11 U	126	12	12

\*Based on two-family residential 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)	8.19		32 U	202	17	22

Traffic changes between maximum: **R40 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 22 U	+76	+5	+10

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R40 district: 1 Elementary 1 Middle 1 High**

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

The proposed SP-R zoning is expected to generate three more students than the existing R40 zoning district. Students would attend Granbery Elementary School, Oliver Middle School, and Overton 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 32 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





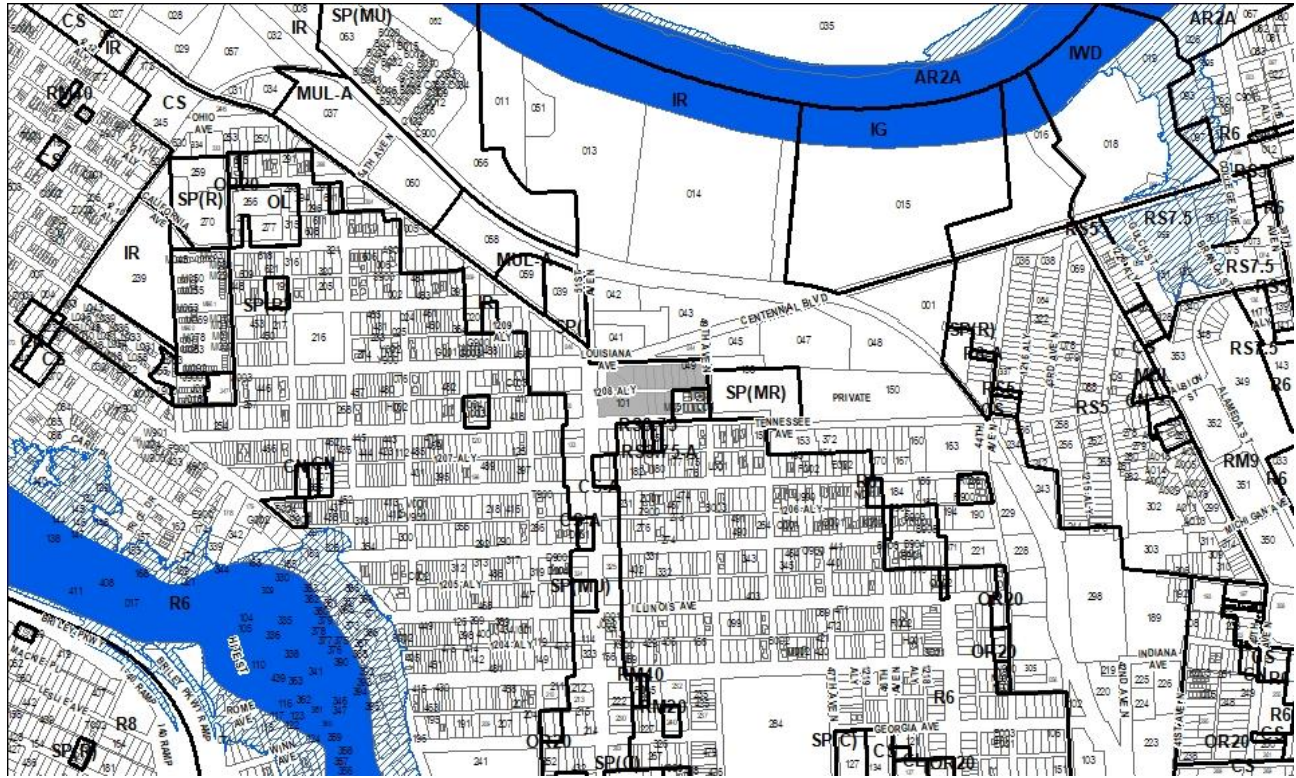
## Metro Planning Commission Meeting of 5/23/2019

the RM9 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.



## Metro Planning Commission Meeting of 5/23/2019



**2019SP-042-001**

LC NATIONS SP

Map 091-07, Parcel(s) 048-056, 101-103, 359-360

07, West Nashville

20 (Mary Carolyn Roberts)



<b>Project No.</b>	<b>Specific Plan 2019SP-042-001</b>
<b>Project Name</b>	<b>LC Nations SP</b>
<b>Council District</b>	20 - Roberts
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Edge Planning, Landscape, Architecture & Urban Design, applicant; various property owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone to permit 400 multi-family residential units and 26,000 square feet of commercial mixed use space.**

Preliminary SP

A request to rezone from Commercial Service (CS) to Specific Plan Mixed Use (SP-MU) zoning for various properties located east of 51st Ave N, (3.82 acres), to permit 400 multi-family residential units and 26,000 square feet of non-residential development.

**Existing Zoning**

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

**Proposed Zoning**

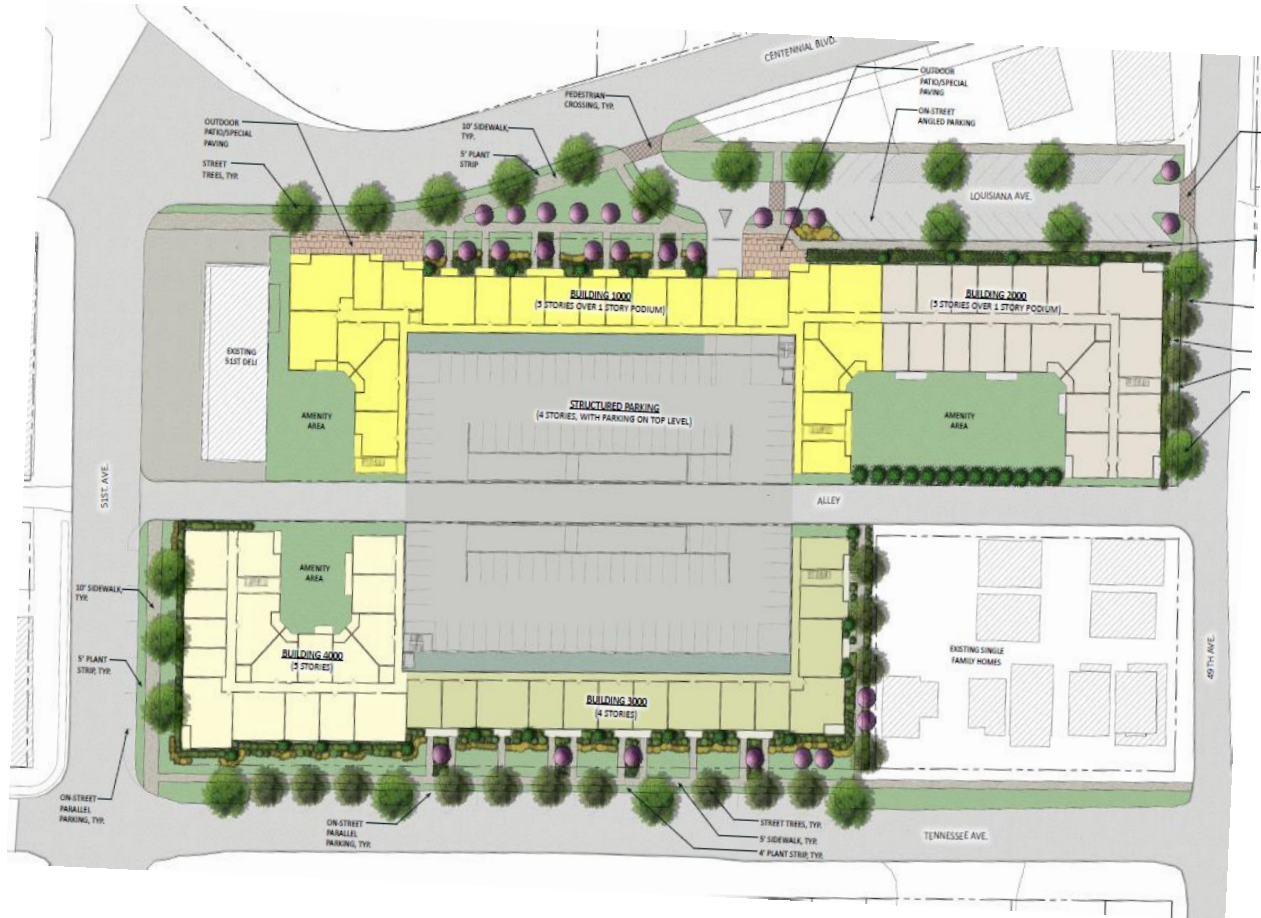
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

**WEST NASHVILLE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 5/23/2019



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/23/2019

### PLAN DETAILS

The site is located east of 51st Ave N and contains 13 parcels. The site contains frontage along Centennial Boulevard and Louisiana Avenue to the north, and 51<sup>st</sup> Avenue and Tennessee Avenue to the South and west. The site is directly adjacent to an existing transit line that runs along Tennessee Avenue. There are multiple MTA stops are located along 51<sup>st</sup> Avenue and Tennessee Avenue. One stop is directly in front of the building along Tennessee Avenue, The SP also proposes multiple sidewalk connections that will tie into the sidewalk network that already exists in the area. A portion of the site fronts 49<sup>th</sup> Avenue North to the east. The site contains approximately 3.82 acres. The site is relatively flat with a slight rise in elevation from the southwest to the northeast. The existing zoning allows for various commercial uses. The current uses on site consist of automobile repair, sales, and service as well as some vacant commercial parcels.

### Site Plan

The plan calls for a maximum six story building consisting of 400 multi-family residential units and 26,000 square feet of commercial square footage. There are 4 areas noted in the building: Sections 1000 through 4000.

Section 1000, which has frontage along Centennial Boulevard and Louisiana Avenue, will contain a total of 162,000 square feet within 5 stories of height over a podium structure. Section 2000, which has frontage along Louisiana Avenue and 49<sup>th</sup> Avenue North, will contain a total of 87,000 square feet within 5 stories of height over a podium structure. Section 1000 and a portion of section 2000 will contain all of the commercial square footage proposed for the site and will otherwise be multi-family residential. The proposed commercial uses include restaurant, general retail, and personal care services.

Section 3000, which has frontage along Tennessee Avenue, will contain a total of 57,000 square feet and 4 stories of height within 56 feet. Section 4000, which fronts onto 51<sup>st</sup> Avenue and Tennessee Avenue, will contain a total of 85,000 square feet within and 5 stories of height within 65 feet. Section 3000 and 4000 are proposed for multi-family residential. Three amenity areas are proposed within internal courtyards.

Three points of vehicular access are provided for this site. The primary entrance is located along Louisiana Avenue which will provide direct access to the parking garage. An existing alley will be improved which spans 51<sup>st</sup> Avenue to 49<sup>th</sup> Avenue North. The alley will provide two points of ingress and egress from the parking garage. No access is proposed along Tennessee Avenue at the southern frontage of the site. As proposed, the SP will require that the total number of parking spaces comply with Metro requirements for the Urban Zoning Overlay. A parking garage is located within the interior of the site which will consist of 4 stories of structured parking, providing a total of 600 parking spaces. The parking garage will span the alley and require an approval for an aerial encroachment into public right of way.

Centennial Boulevard and 51<sup>st</sup> Avenue are designated as Major Arterial Streets within the Major and Collector Street Plan. The MCSP requires a 4 foot wide planting street and a 10 foot wide sidewalk along 51<sup>st</sup> Avenue. The MCSP requires a 4 foot wide planting strip and a 8 foot wide sidewalk along Centennial Boulevard. Tennessee Avenue and 49<sup>th</sup> Avenue North are local streets which require the installation of a 4 foot wide grass strip and a 5 foot wide sidewalk. The site plan indicates the



## Metro Planning Commission Meeting of 5/23/2019

required planting strip and sidewalk will be provided along all street frontages as required. Pedestrian entrances are shown along Centennial Boulevard to the north and Tennessee Avenue to the South. The connections to the north will provide individual connections to the commercial uses. The pedestrian entrances to the south will provide principle entrances to the residential units fronting Tennessee Avenue. Louisiana Avenue will be modified as a one way street and will contain angled vehicular parking.

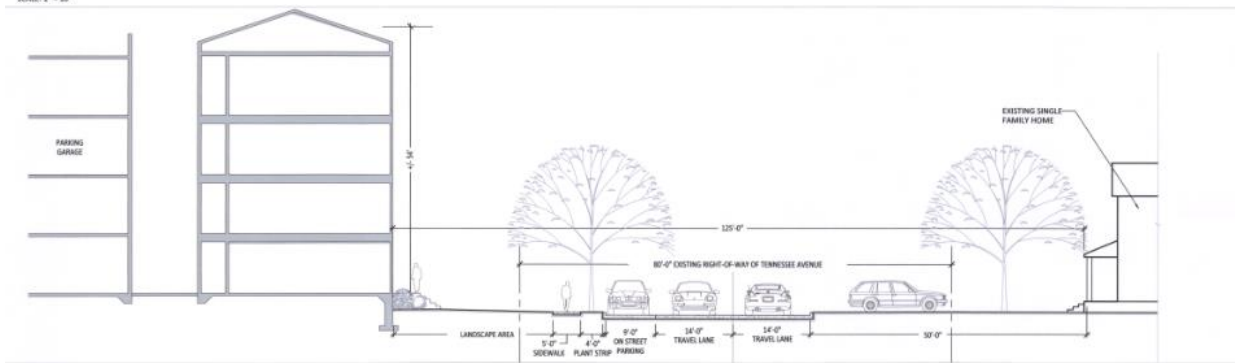
Conceptual elevations have been provided. A variety of building materials are shown, including brick veneer, cementitious panel and metal panel. Final elevations will be required with the final site plan. The plan includes design elements such as glazing, and prohibited materials. The elevation shown below illustrates the view from the east along 51<sup>st</sup> Avenue.



ELEVATION - VIEW LOOKING WEST FROM 51ST. AVE.

The SP includes standards intended to enhance the pedestrian landscape at this location and provide appropriate transitions to adjacent properties located within less intense policy areas. The cross section image below illustrates the bulk and massing of structure 3000 along Tennessee Avenue. This structure is limited to a maximum height of 56 feet within 4 stories. A front setback of 20 feet is noted on the plan, consistent with the setback distance of the existing residential dwelling units across Tennessee Avenue to the south. The ground floor units will include a porch or stoop that has direct access to the sidewalk network. These elements, along with significant glazing (minimum of 25%) as depicted in the inspirational architectural images, encourage street-level transparency and a rhythmic building appearance that helps to create a positive pedestrian experience.

SECTION 'A' - BUILDING 4000 @ TENNESSEE AVE.  
SCALE: 1" = 30'





## Metro Planning Commission Meeting of 5/23/2019

### **ANALYSIS**

The policy supports infill development to produce a different character that includes increased housing diversity. The T4 Urban Mixed Use Corridor (T4-CM) prioritizes higher-intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections. Urban corridors provide the boundaries to urban neighborhoods or communities and demonstrate high density residential, commercial, and mixed use buildings. Physical characteristics noted as appropriate within the policy are; parking behind or beside the buildings and generally accessed by side streets or alleys; high access management, served by highly connected street networks, sidewalks, and mass transit, and distinguishable boundaries identified by land uses, building types, building placement, and block structure.

The policy supports infill development to produce a different character that includes increased housing diversity. The mix of uses provides for additional diversity of housing and neighborhood scale commercial development that will serve the needs of the immediate community. In addition, the site is located near existing public transit infrastructure that will be supported by the increased density proposed by the SP. The structure as proposed will serve as a prominent feature within the surrounding neighborhood acting as an anchor for one of the most intense intersections within the Nations Neighborhood. The plan also includes sidewalk connections and pedestrian improvements to enhance the pedestrian network and provide better access to existing transit service along Tennessee Avenue.

The site's location on a major arterial makes it an appropriate location for additional intensity to activate and frame the corridor. This proposal achieves several goals of the policy, including pedestrian connectivity and a mix of uses. This SP is consistent with the T4-CM policy area in this location.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Preliminary approval is subject to an approved LID waiver (to be determined during Final Site Plan Review).

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval. (T2019015446 & T2019015445).

### **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.



## Metro Planning Commission Meeting of 5/23/2019

- Indicate callout for 2nd MPW standard ramp into North Parcel off Louisiana Ave.
- Callout sidewalk, grass strip, curb and gutter (ref. MSCP) along Centennial/Louisiana to 51st intersection.
- Indicate proposed PED crossings (stripping) and ADA compliant ramps at public intersections.
- Indicate general signage for 'Exit Only Do Not Enter' for Louisiana off 49th Ave.
- More comments to follow pending TIS review.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

In accordance with TIS findings and executive addendum, developer shall construct the following roadway improvements. An updated TIS including the addendum findings shall be submitted prior to Final SP plan approval.

#### 51st Avenue at Centennial Boulevard

- This intersection was analyzed with the existing conditions even though Metro Nashville Public Works has approved the design and allocated funding to reconfigure this intersection. It was determined, through this analysis, that the impacts of the proposed development on this intersection are minor – accounting for approximately five percent of the future traffic and an increase of delay of approximately six seconds for the AM peak hour and PM peak hour. Should this intersection not be rebuilt prior to the opening of the proposed development, it is recommended to retime the intersection to improve the traffic operations or coordinate with Metro Nashville Public Works to determine a portion of funds to contribute to a signal rebuild. 51st Avenue at Tennessee Avenue - In order to fully utilize the existing asphalt, it is recommended to restripe the westbound approach to include a westbound left-turn lane with 100 feet of storage, and a shared through/right-turn lane.

#### Louisiana Avenue at Driveway 1

- Driveway 1 is proposed to be located approximately 50 feet east of Centennial Boulevard. Construct Driveway 1 with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress, which will operate as a right-in/right-out only access. Provide STOP control along the northbound approach of Driveway 1 as well as one-way direction. Signage and /or pavement striping. Provide adequate intersection sight distance in accordance with the criteria provided in A Policy on Geometric Design of Highways and Streets.

Based on input from the community, the following improvements are recommended to improve the livability and quality of the neighborhood:

#### 49th Avenue at Tennessee Avenue

- A proposed 55-unit residential development is located on the northeast quadrant of 49th Avenue at Tennessee Avenue. It is recommended to install a crosswalk along the north leg to connect the existing curb ramp to the proposed curb ramp. If other development has not constructed this crosswalk prior to LC Nations permit approval, developer shall construct pedestrian crossing improvement.

#### Centennial Boulevard at Louisiana Avenue.

- A proposed development will restripe Centennial Boulevard from 49th Avenue to approximately 400 feet east as a three-lane roadway consisting of one 12-foot travel lane in each direction and a 10-foot center turn lane. While a westbound left-turn lane is not warranted,





## Metro Planning Commission Meeting of 5/23/2019

it is recommended to continue this striping from 49th Avenue to 51st Avenue in order to provide a left-turn lane from Centennial Boulevard onto Louisiana Avenue. Excess pavement currently exists at this intersection which causes driver confusion.

- It is recommended to reconfigure this intersection, either by striping or constructing curb, in order to better clarify the travel path and intersection. If other developments in vicinity have not constructed a center turn lane on Centennial Blvd. prior to LC Nations permit approval the developer shall construct center lane along Centennial Blvd frontage.

### Louisiana Avenue Corridor

- From discussions with the district councilmember, public parking within the vicinity of 51st Avenue at Centennial Boulevard is inadequate. It is recommended to repurpose Louisiana Avenue, from Centennial Boulevard to 49th Avenue, by converting the roadway to a one-way eastbound road and to provide angled on-street public parking along both sides of Louisiana Avenue. This portion of Louisiana Avenue is anticipated to function as a low-speed, open, more pedestrian friendly zone than its existing configuration as a cut-through for traffic on Centennial Boulevard. It is recommended to coordinate with property owner to ensure that proposed parking will not block property access for the parcel north of Louisiana Avenue.

### 49th Avenue Corridor

- After meeting with the neighborhood committee for The Nations, concern was expressed about the potential for increase in traffic along 49th Avenue. Traffic calming mitigation along 49th Avenue could decrease the vehicular demand on 49th Avenue. Mitigations can include speed limit pavement markings along 49th Avenue, speed humps, installation of traffic circles instead of stop signs, consideration of all-way stop intersections along the roadway, pedestrian bulb-outs, and signage to direct interstate bound traffic to travel along 51st Avenue. These measures should be considered and applied appropriately along the corridor as Metro Public Works sees fit. It is recommended to coordinate with the Traffic and Parking Commission and to install any approved traffic calming devices on 49th Avenue.

### Transportation Demand Management Strategies

- Transportation demand management (TDM) strategies can be implemented in order to encourage less use of single occupancy vehicle travel. It is recommended for development to provide transit passes to the apartment renters for at least six months.
- The frontage along Tennessee Avenue will be reconstructed and will provide on-street parking. It is recommended to coordinate with WeGo to reconstruct the bus shelter located on Tennessee Avenue.

#### 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)	3.82	0.6 F	99,839 S.F.	6337	318	683

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	3.82		400 U	2984	179	203



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)			26,000 S.F.	1651	83	178

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-1702	-56	-302

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-MU district: 36 Elementary 20 Middle 16 High**

The proposed SP-R zoning is expected to generate 72 more students than the existing CS zoning district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn 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 400 multi-family residential units and 26,000 of non-residential square footage. Non-residential uses shall be per the MUL-A zoning district and shall be limited to building areas as shown on the plan.
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 MUL-A 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. 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.
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.



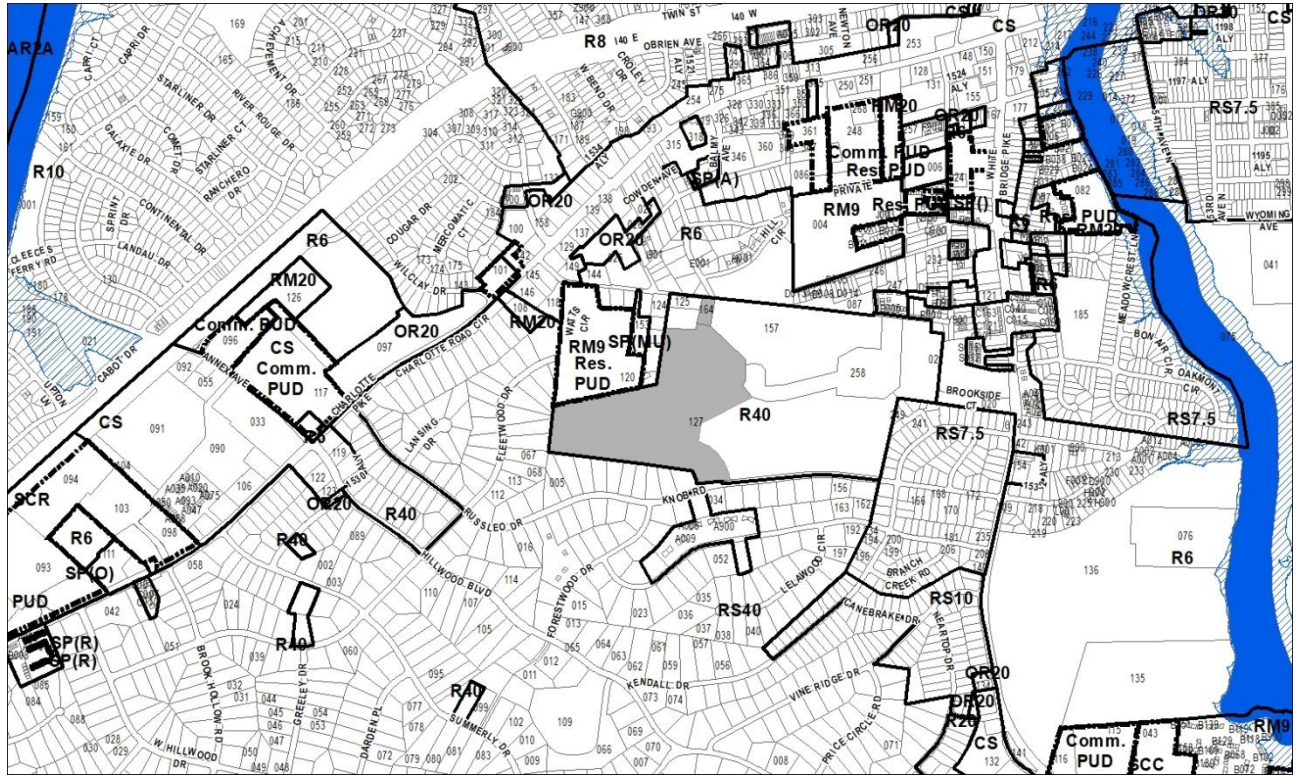
## **Metro Planning Commission Meeting of 5/23/2019**

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

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



# Metro Planning Commission Meeting of 5/23/2019



**2019S-043-001**

**HIGHLAND VIEW**

Map 103-01, Parcel(s) 164

Map 103-01, Part of Parcel(s) 127

07, West Nashville

20 (Mary Carolyn Roberts)



**Project No.** **Concept Plan 2019S-043-001**  
**Project Name** **Highland View**  
**Council District** 20 –Roberts  
**School District** 9 - Frogge  
**Requested by** Dale & Associates, Inc., applicant; Highland Park Church, Inc., owner.

**Deferral** This item was deferred from the March 14 and April 25<sup>th</sup>, 2019, Planning Commission meetings. No public hearing was held on March 14, 2019. A public hearing was held on April 25<sup>th</sup>, 2019, and remains open.

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Defer to the June 13, 2019, Planning Commission meeting.*

**APPLICANT REQUEST**

**Create 32 residential cluster lots, including 8 duplex lots, for a total of 40 units.**

Concept Plan

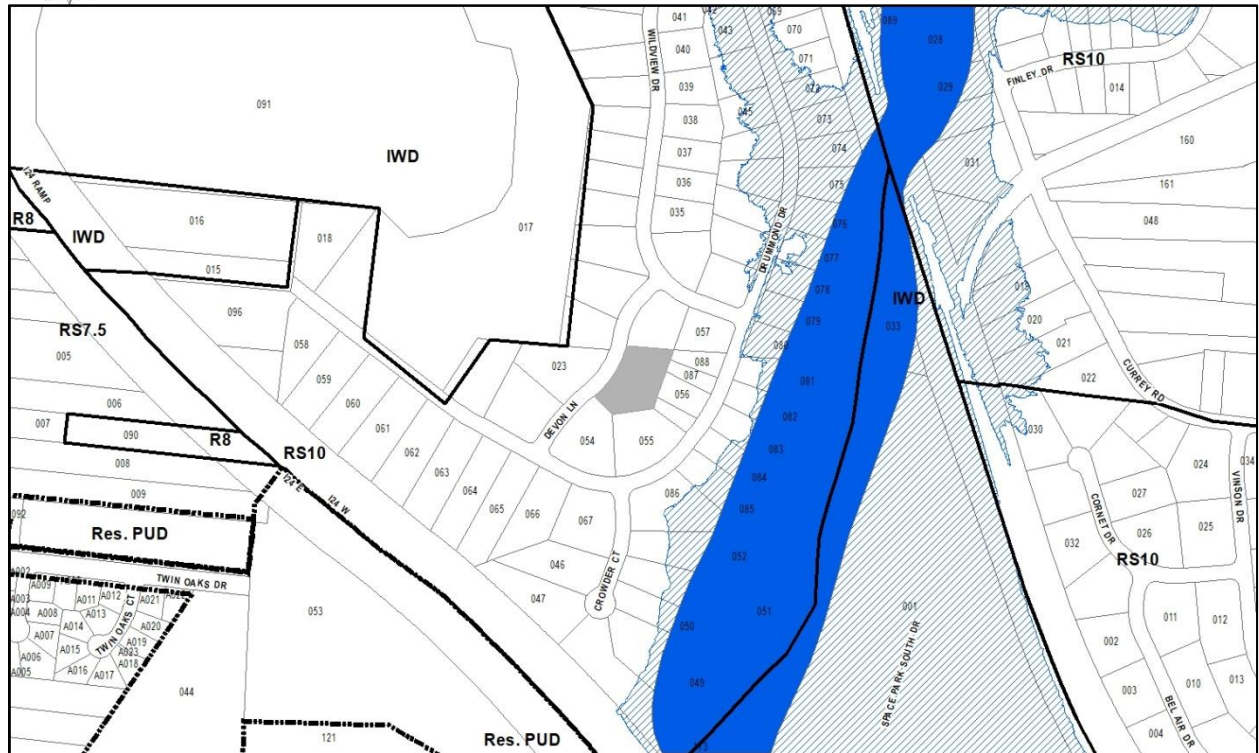
A request for concept plan approval to create 32 cluster lots including 8 duplex lots for a total of 40 units, on property located at Watts Lane (unnumbered) and a portion of property located at 5710 Knob Road, approximately 430 feet west of Neighborly Avenue, zoned One and Two-Family Residential (R40) (37.53 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 13, 2019, Planning Commission meeting as requested by the applicant.



# Metro Planning Commission Meeting of 5/23/2019



**2019S-072-001**  
724 DEVON LANE  
Map 119-16, Parcel(s) 053  
13, Antioch-Priest Lake  
16 (Mike Freeman)



<b>Project No.</b>	<b>Final Plat 2019S-072-001</b>
<b>Project Name</b>	<b>724 Devon Lane</b>
<b>Council District</b>	16- Freeman
<b>School District</b>	7- Pinkston
<b>Requested by</b>	Jeffrey A. Leopard, applicant; GRE, LLC, owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Defer to the June 13, 2019 Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Final Plat

A request for final plat approval to create two lots on property located at 724 Devon Lane, approximately 235 feet northeast of Drummond Drive, zoned Single-Family Residential (RS10) (0.88 acres).

**Staff Recommendation**

Staff recommends deferral to the June 13, 2019, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/23/2019



**2019S-095-001**

**CLIFF VIEW**

Map 070-13, Parcel(s) 110

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)





<b>Project No.</b>	<b>Final Plat 2019S-095-001</b>
<b>Project Name</b>	<b>Cliff View</b>
<b>Council District</b>	02 – Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Campbell, McRae and Associates Surveying, Inc., applicant; RH 2116 Cliff Drive, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

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

Final Plat

A request for final plat approval to create three lots on property located at 2116 Cliff Drive, approximately 780 feet northeast of Clarksville Pike, zoned One and Two-Family Residential (R8) (0.82 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 4 lots with 1 duplex lot for a total of 5 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

**Community Character Manual Policy**

The property is within the T4 Neighborhood Evolving (T4 NE) and CO (Conservation) policies. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T4 NE and CO, the conventional regulations found in Chapter 3 are utilized.

**SITE CONTEXT AND PLAN DETAILS**

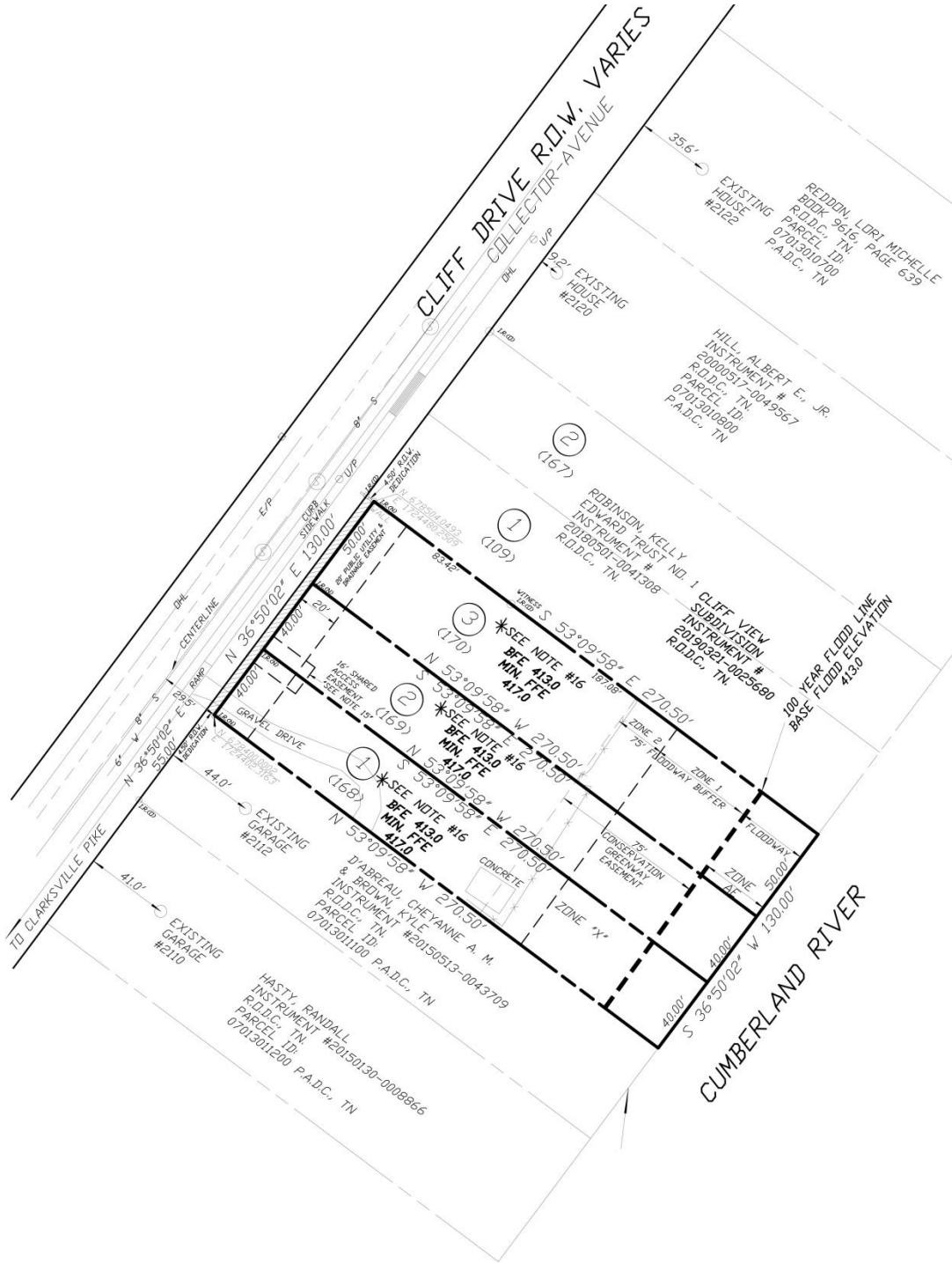
The 0.82-acre vacant site is located on the south side Cliff Drive, northeast of Clarksville Pike and adjacent to the Cumberland River, which runs along the rear property line. This request is for final plat approval to create 3 lots as follows:

- Lot 1: 10,820 square feet (0.25 acres) and 40 feet of frontage
- Lot 2: 10,820 square feet (0.25 acres) and 40 feet of frontage
- Lot 3: 13,525 square feet (0.31 acres) and 50 feet of frontage

All 3 lots are designated as critical lots due to the presence of floodway/floodway buffers associated with the Cumberland River.



# Metro Planning Commission Meeting of 5/23/2019



**Proposed Subdivision**



## Metro Planning Commission Meeting of 5/23/2019

### **ANALYSIS**

Section 3-5.3 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions located within Suburban Neighborhood Evolving policy areas. 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 (R8) zoning district.

#### Street Frontage

Each proposed lot has frontage on a public street.

#### Agency Review

All review agencies have recommended approval.

### **SUMMARY**

The proposed subdivision complies with Section 3-5.3 of the Subdivision Regulations. Access to Lots 1 and 2 will be limited to a shared access easement which has been identified on the plat, consistent with the requirement for infill lots with a street frontage less than 50 feet. A 75 foot greenway conservation easement has been provided along the rear of the lots, from the edge of the floodway area, consistent with the Subdivision Regulations. Right-of-way will be dedicated along Cliff Drive, consistent with the collector-avenue requirements of the Major and Collector Street Plan.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Trim vegetation to provide adequate sight distance for driveways.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Prior to issuance of building permits the required capacity fees must be paid.
- Add PRV Note: A pressure reducing valve is required on the customer side of the meter when water pressures exceed 100 psi and a prv is required on the street side of the meter when pressures exceed 150 psi.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



## Metro Planning Commission Meeting of 5/23/2019

### CONDITIONS

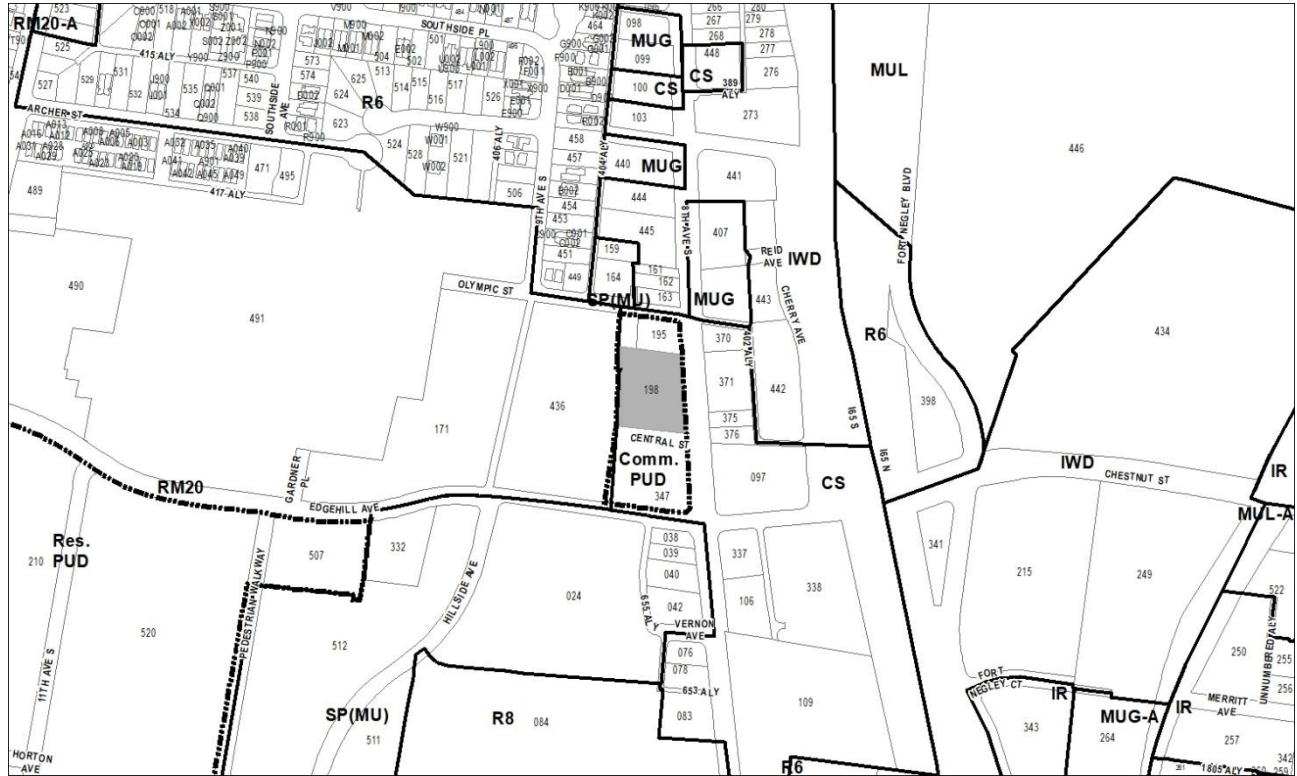
1. A corrected copy of the final plat incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to plat recordation
2. On the corrected copy, remove the existing gravel drive from the face of Lot 1. Access to Lots 1 and 2 shall be limited to the shared access easement as shown on the plat.
3. On the corrected copy, modify the greenway conservation easement note to “public access greenway conservation easement.”
4. On the mylar, the authorized individual’s signature must be provided, with the authorized individual’s name printed under the signature. Please provide this information underneath the company’s name in the Owner’s certificate.
5. Any lots designated as critical lots shall be developed in compliance with the critical lot requirements pursuant to Section 17.28.030 of the Metro Zoning Code. If critical lots cannot be developed in compliance with the critical lot requirements, the lot layout shall be modified accordingly.
6. 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.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-082PR-001 & 12-82P-001**

Map 105-02, Parcel(s) 198

10, Green Hills - Midtown

17 (Colby Sledge)



**Project No.** **Zone Change 2019Z-082PR-001**  
**Planned Unit Development 12-82P-001**

**Council District** 17 – Sledge  
**School District** 5 – Buggs  
**Requested by** Land Development Solutions, Applicant; George Dezevallos, Owner

**Staff Reviewer** Lewis

**Staff Recommendation** *Approve the rezoning.*

*Approve the PUD cancellation if the associated rezoning is approved and disapprove the PUD cancellation if the associated rezoning is not approved.*

**APPLICANT REQUEST**

**Zone change from CS to MUG-A, and a request to cancel a portion of an existing Planned Unit Development Overlay District.**

Preliminary SP

A request to rezone from Commercial Services (CS) to Mixed Use General – Alternative (MUG-A) zoning for a property located at 1107 8<sup>th</sup> Avenue South, approximately 120 feet south of Olympic Street and located within a Commercial Planned Unit Development Overlay District (PUD) (1.31 acres).

Cancel PUD

A request to cancel a portion of a Commercial Planned Unit Development Overlay District (PUD) for a property located at 1107 8<sup>th</sup> Avenue South, approximately 120 feet south of Olympic Street and located within a Commercial Planned Unit Development Overlay District (PUD) (1.31 acres).

**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 Title 17. 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.



## Metro Planning Commission Meeting of 5/23/2019

### Proposed Zoning

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

### GREEN HILLS-MIDTOWN COMMUNITY PLAN

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

### ANALYSIS

The site is located mid-block on the west side of 8<sup>th</sup> Avenue South between Olympic Street and Edgemoor Avenue. Eighth Ave. South is primarily a commercial corridor lined with CS, MUG-A, and Specific Plan-Mixed Use (SP-MU) zoning districts.

The proposed rezoning to MUG-A is consistent with the T4CM policy. The policy is applied “where there is an expressed interest in progressing to a balanced mixture of residential and commercial land uses along the corridor and providing opportunity for a varied development pattern.” The proposed MUG-A zoning will provide for increased density along the corridor as well as a wider range of uses than currently permitted. With the adjacency to a corridor, this site can likely accommodate higher intensity uses.

This Commercial PUD was established in 1984 (Ordinance No 84-207 and Case No. 10-84-U). The PUD established a maximum commercial square footage for the area, but did not have a cohesive site plan across the entire PUD boundary and has mostly functioned as three separate uses on three lots. The property to the north has been and continues to be Metro owned property. The property to the south has developed and is now the site of the W.O. Smith Music School. With the cancellation of a portion of the PUD, the two remaining properties will continue to function under the regulations of the PUD.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND 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)	1.31	0.6 F	34,238 S.F.	2174	109	235





## Metro Planning Commission Meeting of 5/23/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-family Residential (220)	0.71	3.0 F	93 U	663	45	56

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.3	3.0 F	39,204 S.F.	428	64	47

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.3	3.0 F	39,204 S.F.	2489	125	269

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1406	+125	+137

### **METRO SCHOOL BOARD REPORT**

Given the mix of uses permitted, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students would attend Waverly-Belmont Elementary, J.T. Moore Middle School and Hillsboro High School. None of these schools have been identified as overcapacity. This information is based upon data from the school board last updated November 2018.

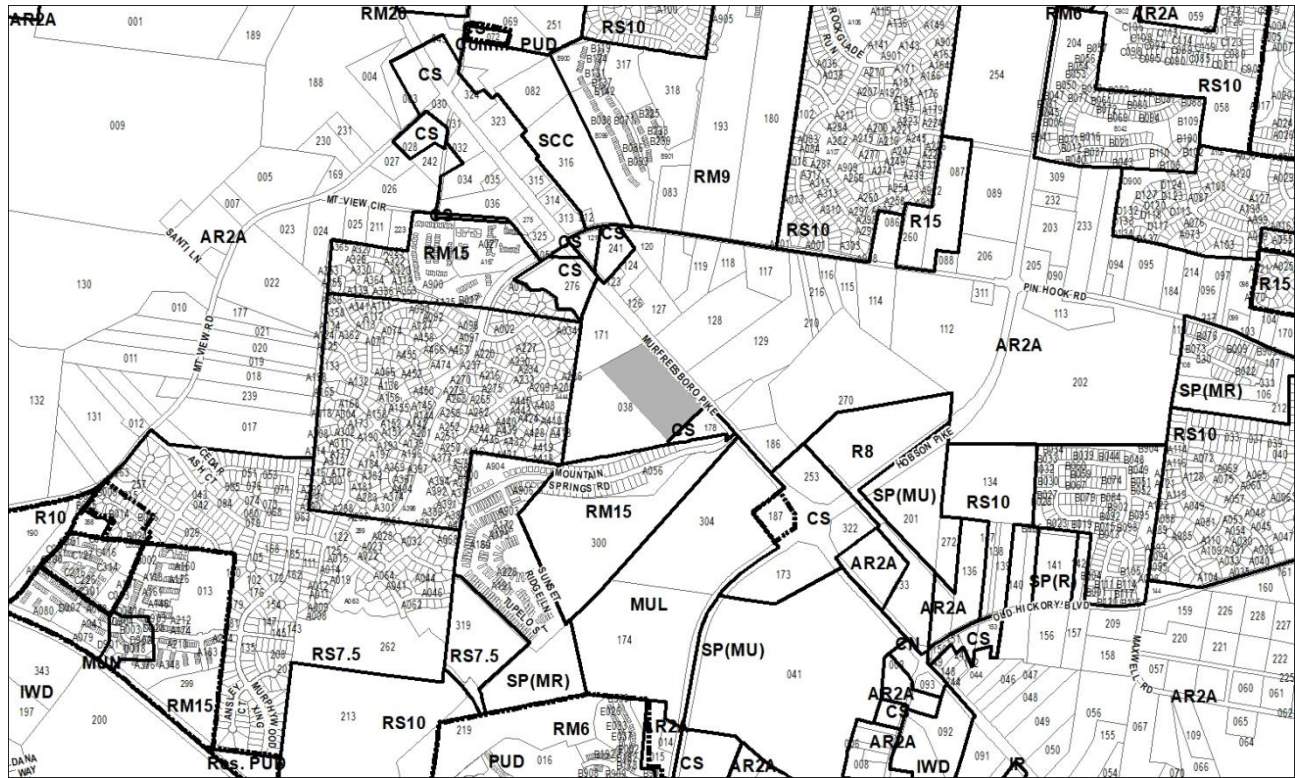
### **STAFF RECOMMENDATION**

Staff recommends that the rezoning be approved.

Staff recommends that the PUD cancelation be approved if the associated rezoning is approved, and disapproved if the associated rezoning is not approved.



# Metro Planning Commission Meeting of 5/23/2019



**2013UD-002-020**

**MURFREESBORO PIKE UDO (SIGN MODIFICATION)**

Map 164, Parcel(s) 038

13, Antioch-Priest Lake

32 (Jacobia Dowell)



<b>Project No.</b>	<b>UDO Modification 2013UD-002-020</b>
<b>Project Name</b>	<b>Murfreesboro Pike UDO (Sign Modification)</b>
<b>Council District</b>	32 – Dowell
<b>School District</b>	6 – Bush
<b>Requested by</b>	Manuel Zeitlin Architects, applicant; KIPP Nashville, owner.
<b>Staff Reviewer</b>	Wallace
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Modification of the signage standards of the Murfreesboro Pike Urban Design Overlay.**

UDO Major Modification

A request for a modification to the Murfreesboro Pike Urban Design Overlay sign standards on property located at 3655 Murfreesboro Pike, approximately 385 feet west of Mountain Springs Road, zoned Agricultural/Residential (AR2a) (22.36 acres), to permit two flush mounted building signs.

**Existing Zoning**

Agricultural/Residential (AR2a) requires a 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.

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.

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

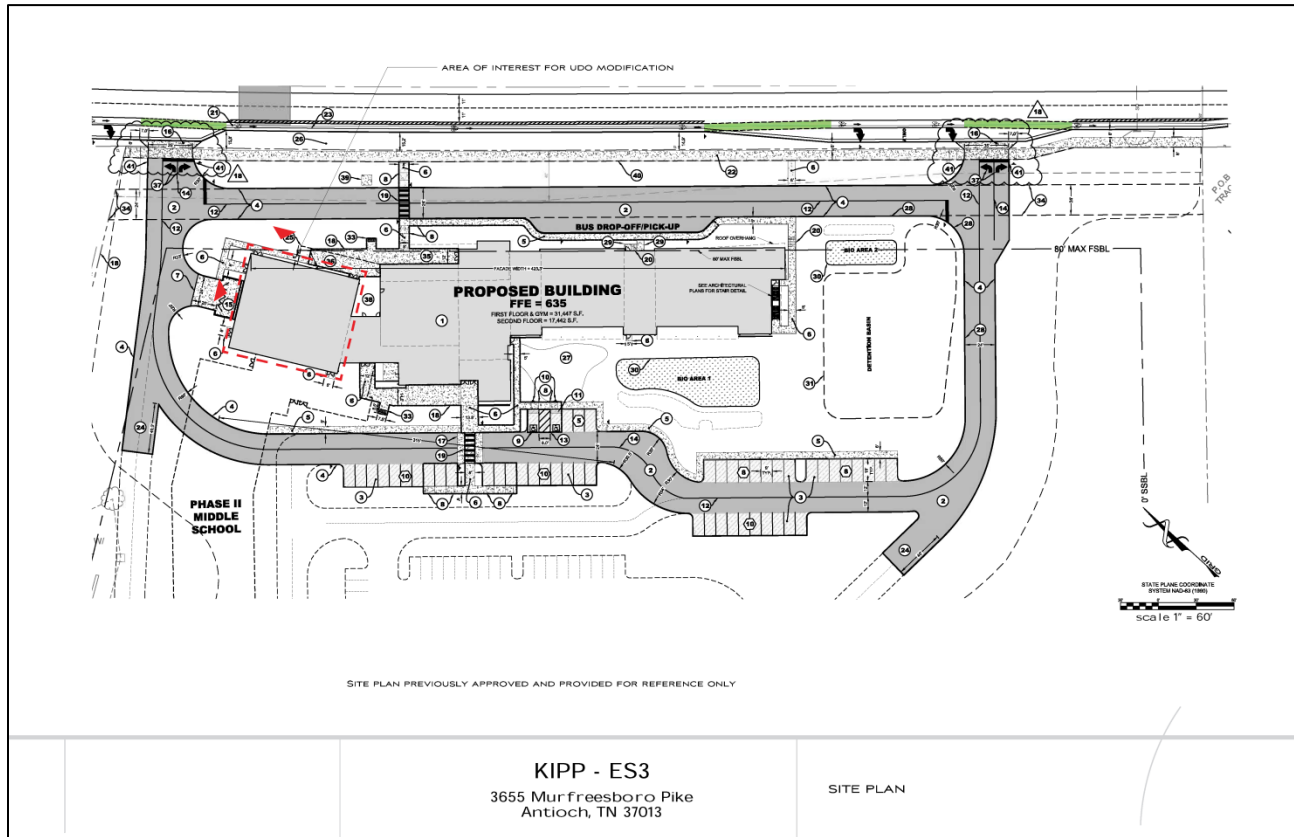
T3 Suburban Community Center Policy (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional 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.

**PLAN DETAILS**

The proposed signage occupies the front and side face of the gym, which is located at the western most edge of the school. The gym, although attached to the main building, is distinguished from the rest of the building as a unique architectural massing. The purpose of the sign modification is to create an expressive identity that ties into the architecture of the school building.



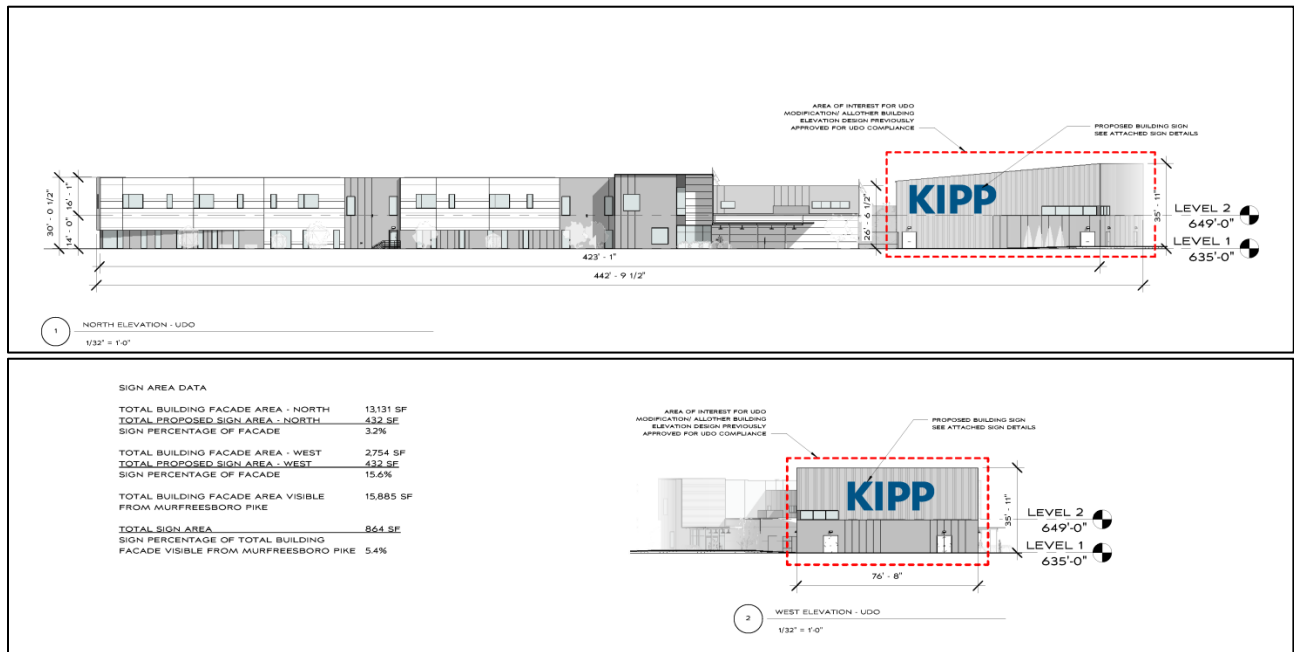
# Metro Planning Commission Meeting of 5/23/2019



**KIPP - ES3**  
 3655 Murfreesboro Pike  
 Antioch, TN 37013

SITE PLAN

## Site Plan



## Elevations



## Metro Planning Commission Meeting of 5/23/2019

### ANALYSIS

The applicant is seeking a modification to the display surface area standard for building signs, which allows signage area to be up to 5% of the building façade on the public entry side or a maximum of 64 square feet, whichever is less.

Signage standards of the Murfreesboro Pike Urban Design Overlay allow each business to communicate its message clearly without clashing with the envisioned visual character of the area. The goal is to encourage attractive, appropriately-scaled signage that contributes positively to the surroundings, provides business with sufficient visibility to the community, and reduce visual clutter.

Civic buildings, such as schools, libraries, government buildings, and religious and institutional uses, play an important role in the community and offer opportunity to go above and beyond defining the physical character and contributing to the aesthetic quality of the community. Civic buildings should act as community landmarks using key sites and be designed to provide architectural emphasis through materials, massing, and detail. It is expected that the scale and architectural sophistication of these buildings will match their civic importance.

Additionally, the school occupies a large amount of frontage along Murfreesboro Pike with the front façade approximately 423 feet in width. The excessive frontage width and overall scale of the building is a considerable factor in the modification request. The size of the logotype relates to the scale of the building and is in proportion with the face of the building.

The proposed building sign seeks to enhance the identity of the school through creative approach to signage. Because of how it is situated and slightly rotated, the gym is a distinctive massing element and is distinguished from the remainder of the school building. The proposed signage adds to the distinctive portion of the building with a branding marker. Although the objective of the UDO seeks to unify development occurring along Murfreesboro Pike with common standards, the proposed signage meets the intent of the UDO with regard to civic buildings to provide architectural emphasis through materials, massing, and detail.

The material is a vinyl decal adhered directly to the corrugated metal surface of the building. The application, therefore, gives an architectural quality enhancing the building surface behind it, similar to creative artwork or a mural. Additionally, the manufacturer's datasheet describes the material as specially developed for lettering and marking, particularly suitable for high quality advertising onto uneven and curved surfaces such as corrugations.

The two signs offer a creative approach to identifying a significant institutional building in the Antioch community. Given the civic nature of the building, scale of the building and site, and architectural quality of the material, the proposed sign is in keeping with the general intent of the Murfreesboro Pike Urban Design Overlay standards.

### STAFF RECOMMENDATION

Staff recommends approval of the request to modify the signage standard.



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-002PR-001**  
Map 092-06, Parcel(s) 356, 705-706  
08, North Nashville  
21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2019Z-002PR-001</b>
<b>Council District</b>	21- Kindall
<b>School District</b>	5- Buggs
<b>Requested by</b>	Cordelia Nwozo, applicant and owner.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	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 properties located at 722, 728 and 728 B 29<sup>th</sup> Avenue North, approximately 200 feet south of Batavia Street (0.42) acres.

**Existing Zoning**

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

**Proposed Zoning**

One and Two-Family Residential-Alternative (R6-A) is intended for one and two-family dwellings at a density of 7.26 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of 3 duplex lots for a total of 6 units. Application of the Subdivision Regulations may result in fewer lots.*

**NORTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The site consists of three parcels totaling 0.42 acres located at 722, 728 and 728 B 29<sup>th</sup> Avenue North, approximately 200 feet south of Batavia Street. Existing conditions include a single-family house and two vacant parcels. Site access is from 29<sup>th</sup> Avenue North with an improved alley at the rear of the site. The site is located near an existing public transit route with the nearest bus stop located approximately 300 feet north of the site. Surrounding land uses consist primarily of single-



## Metro Planning Commission Meeting of 5/23/2019

family residential with some two-family residential and vacant land. The site is within a large area of Single-Family Residential (RS5) zoning. Surrounding zoning districts include Office/Residential (OR20) and Commercial Service (CS). T4 Neighborhood Evolving policy in this location supports moderate density that will enhance the pedestrian realm and provide additional housing choices. The R6-A zoning district is consistent with policy in this location as it provides design criteria such as raised foundations, alley-only access and appropriate building placement in addition to diversity of housing.

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.42	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)	0.42	7.26 D	6 U	79	10	7

\*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
-	-	-	+3 U	+37	+3	+3

### METRO SCHOOL BOARD REPORT

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

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

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

### STAFF RECOMMENDATION

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





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-080PR-001**

Map 070-04, Parcels 173 and 179

03, Bordeaux – Whites Creek – Haynes Trinity

02 (DeCosta - Hastings)



<b>Project No.</b>	<b>Zone Change 2019Z-080PR-001</b>
<b>Council District</b>	2 – Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Nashville Realty Group, applicant and owner.
<b>Staff Reviewer</b>	Dunnavant
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Rezone from CL to MUL-A.**

Zone Change

A request to rezone from Commercial Limited (CL) to Mixed Use Limited – Alternative (MUL-A) zoning for property located at 2236 Whites Creek Pike and 2213 Gains Street, at the southeast corner of Free Silver Road and Whites Creek Pike (0.43 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**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.

Haynes Trinity Supplementary Policy

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

**ANALYSIS**

The two properties are located on the south side of Whites Creek Pike and north side of Gains Street. Surrounding land uses are primarily single-family residential, vacant, commercial, and recreation use. West Trinity Lane runs east to west just south of the properties.



## Metro Planning Commission Meeting of 5/23/2019

The T4 Urban Mixed Use Neighborhood policy intends to create a diverse mix of moderate to high density residential, commercial, office, and light industrial uses. The policy area will have high levels of connectivity and complete street networks. The MUL-A zoning is consistent with the policy by allowing for a greater diversity of uses in the area and providing a contrast in use and intensity to the adjacent properties.

### **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: **CL**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.43	0.6 F	11,238 S.F.	714	36	77

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)	0.23	1.0 F	10 U	74	5	6

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)	0.1	1.0 F	4,356 S.F.	43	6	6

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)	0.1	1.0 F	4,356 S.F.	277	14	30

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-320	-11	-35



## **Metro Planning Commission Meeting of 5/23/2019**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed MUL-A district: 3 Elementary 3 Middle 3 High**

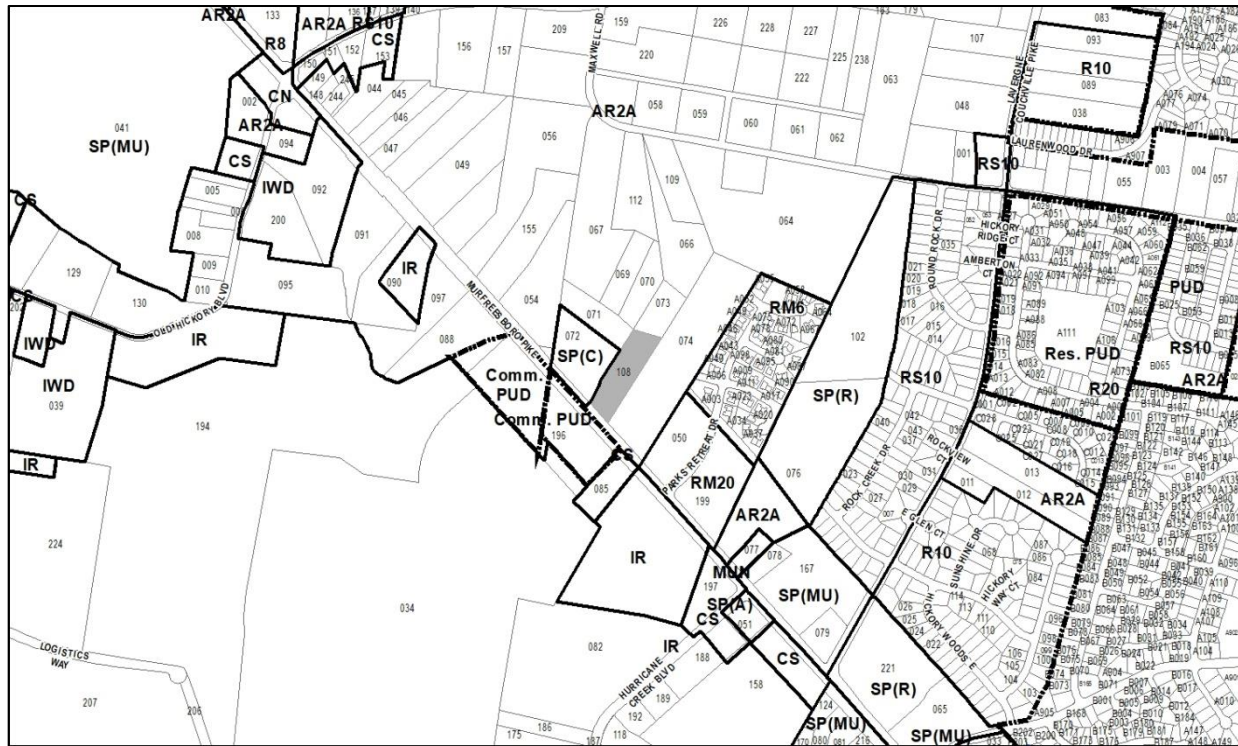
The proposed MUL-A zoning district would generate 9 more students than what is typically generated under the existing CL zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-081PR-001**  
Map 175, Parcel(s) 108  
13, Antioch-Priest Lake  
33 (Antoinette Lee)



<b>Project No.</b>	<b>Zone Change 2019Z-081PR-001</b>
<b>Council District</b>	33- Lee
<b>School District</b>	6- Bush
<b>Requested by</b>	Sammy Said, applicant; Sammy Said and Nabil Attana, owners.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from AR2a to MUL-A.**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Mixed Use Limited-Limited (MUL-A) zoning for property located at Murfreesboro Pike (unnumbered), approximately 570 feet northwest of Parks Retreat Drive and within the Murfreesboro Pike Urban Design Overlay (3.0 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 1 duplex lot for a maximum of 2 residential units based on acreage alone. Application of the Subdivision Regulations may result in fewer 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.

**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.

**ANALYSIS**

The site consists of a vacant 3-acre parcel located along Murfreesboro Pike approximately 570 feet northwest of Parks Retreat Drive in the Antioch-Priest Lake Community Plan area. Site access is from Murfreesboro Pike.



## Metro Planning Commission Meeting of 5/23/2019

The site is located on an existing public transit route on Murfreesboro Pike. Murfreesboro Pike is identified as an arterial-boulevard on the Major and Collector Street Plan (MCSP) and is identified as a corridor for high capacity transit. Surrounding land uses consist of single-family residential, two-family residential, office, industrial and vacant parcels. The site is within a large area of Agricultural/Residential (AR2a) zoning. Surrounding zoning districts include Specific Plan-Commercial, Multi-Family Residential (RM20), and Commercial Service (CS).

T3 Suburban Mixed Use Corridor policy in this location encourages a greater mix of higher density residential and mixed use development along the corridor. The proposed MUL-A zoning district is consistent with policy in this location as it provides design criteria regarding design and building placement. MUL-A zoning will also provide the opportunity for mixed use development of a higher density to develop in this location and support existing transit service.

### 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)	3.0	0.5 D	2 U	29	7	3

\*Based on two-family residential lots

#### 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)	1.5	1.0 F	65 U	451	32	41

#### 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)	0.75	1.0 F	32,670 S.F.	359	58	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
Retail (814)	0.75	1.0 F	32,670 S.F.	2074	104	224





## Metro Planning Commission Meeting of 5/23/2019

Traffic changes between maximum: AR2a and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+2855	+187	+302

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed MUL-A district: 8 Elementary 7 Middle 6 High**

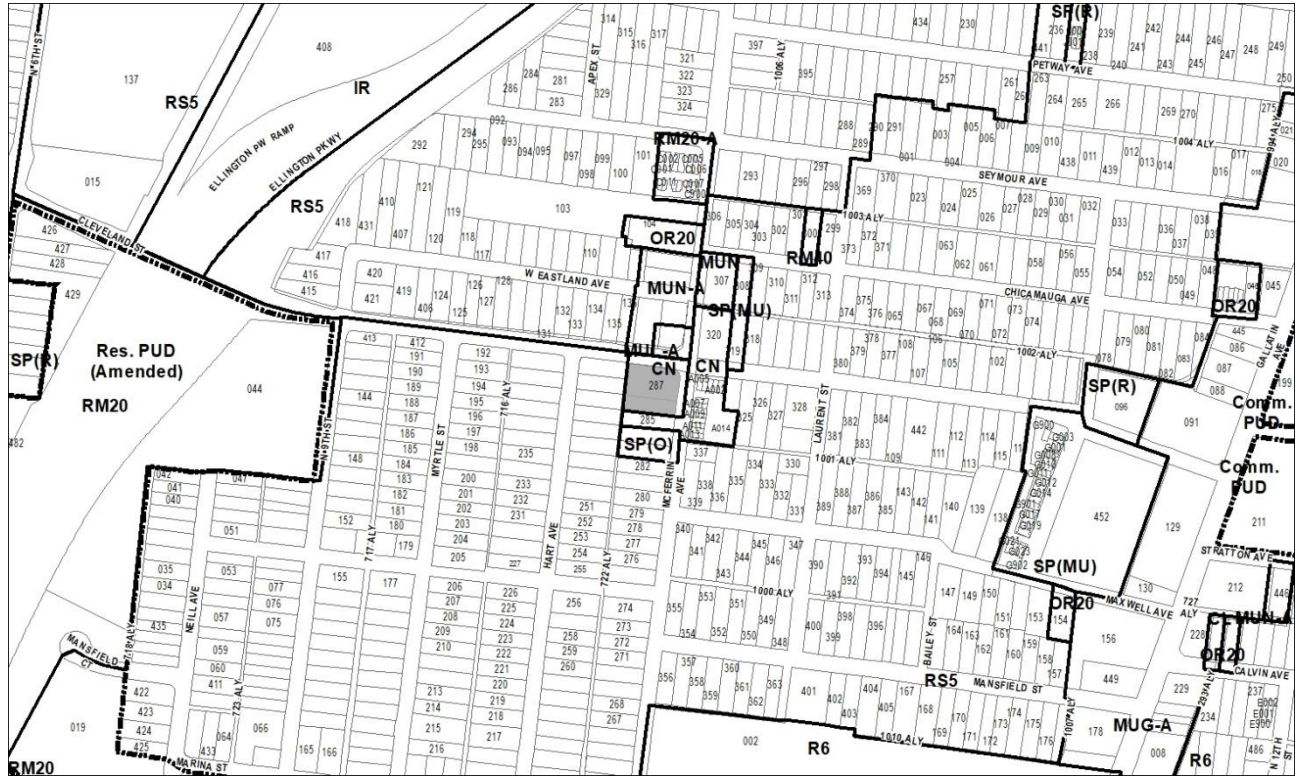
The proposed MUL-A zoning could to generate 21 more students than the existing AR2a zoning district. Students would attend Mt. View Elementary School, J.F. Kennedy Middle School, and Antioch High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

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



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-083PR-001**

Map 082-08, Parcel(s) 286-287

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2019Z-083PR-001</b>
<b>Council District</b>	05 – S. Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	KNW 722, LLC. and KNW 726, LLC., applicants and owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from CN to MUN-A.**

Zone Change

A request to rezone from Commercial Neighborhood (CN) to Mixed Use Neighborhood (MUN-A) zoning for properties located at 722 and 726 McFerrin Avenue, at the southeast corner of McFerrin Avenue and Cleveland Street and within the Maxwell Heights Neighborhood Conservation District (0.55 acres).

**Existing Zoning**

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

Greenwood and Maxwell Heights Neighborhood Conservation Overlay Districts are defined as geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development, and that meets one or more of the criteria outlined in Section 17.36.120 of the Metro Zoning Ordinance.

**Proposed Zoning**

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

**EAST NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The site is located at the southwest corner of McFerrin Avenue and Cleveland Street. The site includes a service station, various commercial uses and vacant property. The property on the northeast and northwest corner of McFerrin Avenue and Cleveland Street include commercial uses.



## Metro Planning Commission Meeting of 5/23/2019

The property on the southeast corner is multi-family. The surrounding zoning pattern includes mixed use, commercial and residential.

The subject properties were rezoned from CN to MUN-A in 2017, along with various other properties along McFerrin Avenue, north of the subject properties. The 2017 request was initiated by the Councilman. The subject properties were later rezoned back to CN at the request of the owner. The request in 2017 was originally for MUL-A; however, due to the subject properties being adjacent to a single-family residential neighborhood within a T4 NM policy, the properties were rezoned to MUN-A to provide for the appropriate transition to the adjacent residential neighborhood. This request was also originally for MUL-A; however, the applicant amended the request to MUN-A, after staff explained the issues with the MUL-A district. The proposed MUN-A allows for lower intensity commercial and residential development that provides the appropriate transition to the adjacent residential neighborhood consistent with the T4 NC policy. Since the proposed MUN-A zoning district is consistent with the policy, staff is recommending approval.

### 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: CN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.55	0.25 F	5,989 S.F.	381	20	41

#### 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)	0.25	1.0 F	11 U	43	6	9

#### 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)	0.15	1.0 F	6,534 S.F.	76	33	9

#### 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)	0.15	1.0 F	6,534 S.F.	415	21	45



## Metro Planning Commission Meeting of 5/23/2019

Traffic changes between maximum: CN and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+153	+40	+22

### METRO SCHOOL BOARD REPORT

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

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

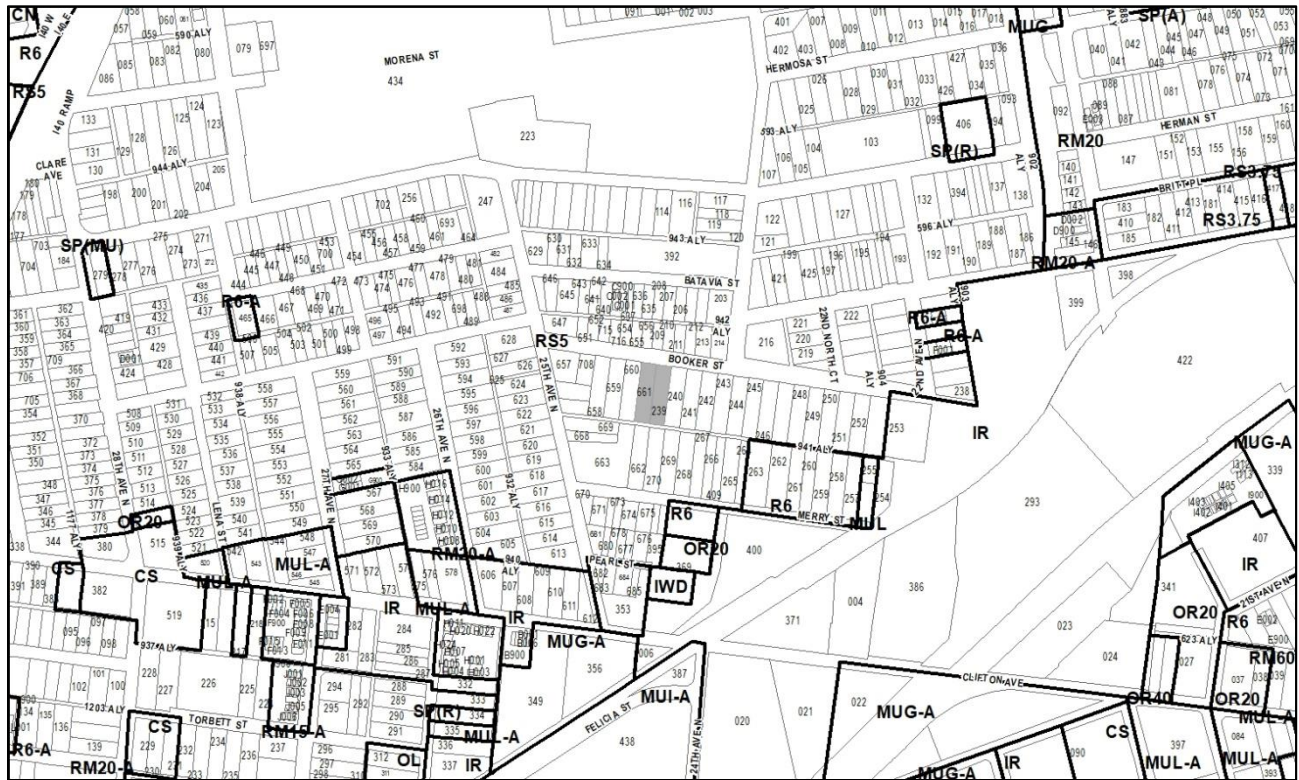
The proposed MUN-A zoning district is expected to generate seven additional students beyond the existing CN zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxtor Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-084PR-001**

Map 092-06, Parcel(s) 661

Map 092-07, Parcel(s) 239

08, North Nashville

21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2019Z-084PR-001</b>
<b>Council District</b>	21 - Kindall
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Ronnie Mitchell, applicant; Ronnie Mitchell and Ralco Investments, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	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 properties located at 2411 and 2413 Booker Street, approximately 300 feet east of 25th Avenue North (0.44 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 3 single-family residential units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units at this site.*

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 5/23/2019

### ANALYSIS

The 0.44-acre site is vacant and contains two parcels on the south side of Booker Street, east of 25<sup>th</sup> Avenue North. Alley #941 forms the southern boundary, providing rear access to the site. The neighborhood is made up of predominantly one and two family residential uses, but also includes a moderate concentration of vacant properties. Booker Street includes a higher concentration of vacant properties, as compared to surrounding streets.

The proposed zone change is consistent with the site's Urban Neighborhood Evolving 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. Bus service runs north of the site, along Herman Street and 24<sup>th</sup> Avenue North, and includes multiple MTA/RTA bus stops located less than 1,000 feet from the site, offering transportation service options beyond single occupancy vehicle trips. The requested rezoning will allow development on the lower range of the T4 NE policy. The R6-A zoning district includes enhanced standards for the location of access, driveways, and parking to ensure that development addresses the pedestrian realm, and the surrounding street network 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 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)	0.44	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)	0.44	7.26 D	6 U	79	10	7

\*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
-	-	-	+3 U	+37	+3	+3





## **Metro Planning Commission Meeting of 5/23/2019**

### **METRO SCHOOL BOARD REPORT**

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

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

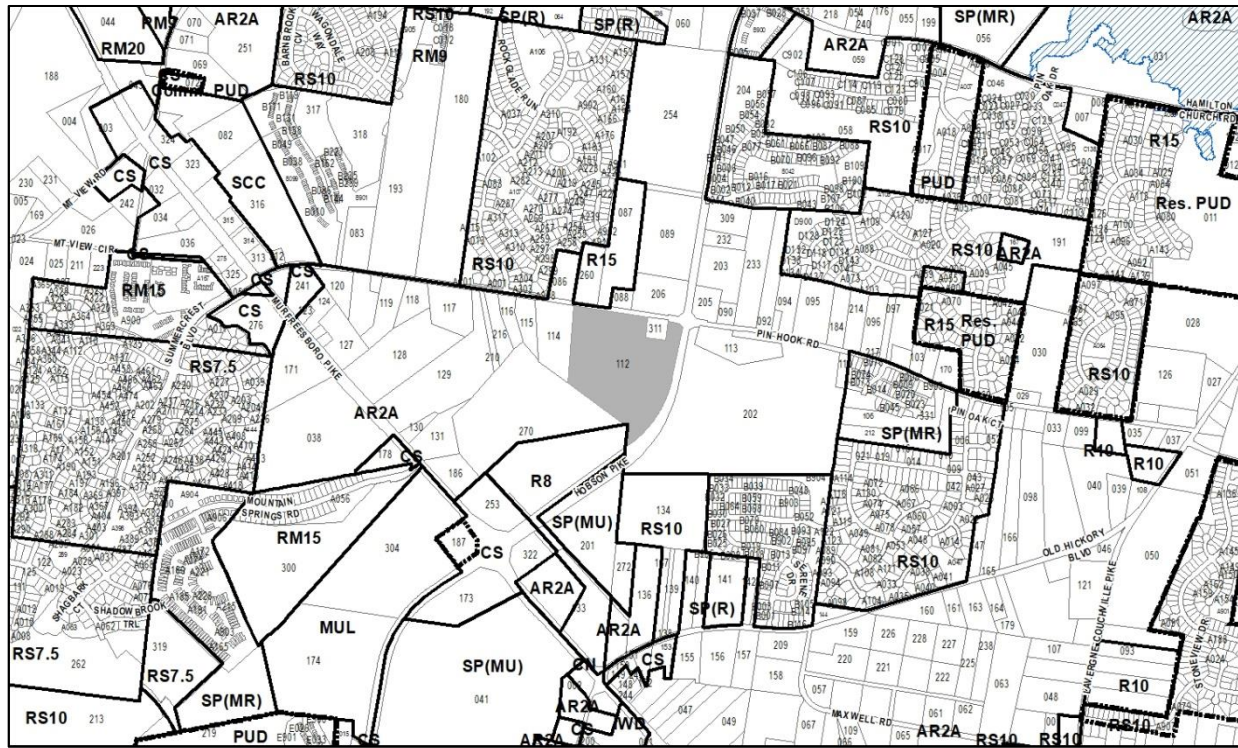
The proposed zoning is expected to generate no additional students beyond the existing zoning. Students would attend Park Avenue Enhanced Elementary School, McKissack Middle School, and Pearl-Cohn High School. None of the schools has been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

Staff recommends approval as the request is consistent with the T4 Urban Neighborhood Evolving policy in this location.



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-085PR-001**  
Map 164, Parcel(s) 112  
13, Antioch-Priest Lake  
33 (Antoinette Lee)



<b>Project No.</b>	<b>Zone Change 2019Z-085PR-001</b>
<b>Council District</b>	33- Lee
<b>School District</b>	6- Bush
<b>Requested by</b>	Dale and Associates, applicant; Timothy and Stephanie Rogers, owners.
<b>Staff Reviewer</b>	Burse
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from AR2a to RS10.**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Single-Family Residential (RS10) zoning for property located at 3631 Pin Hook Road, at the southwest corner of Pin Hook Road and Hobson Pike (24.03 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 1 duplex lot for a maximum of 2 residential units based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

**Proposed Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.35 dwelling units per acre. *RS10 would permit 88 single-family residential lots based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

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.



## Metro Planning Commission Meeting of 5/23/2019

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

### ANALYSIS

The site consists of a 24 acre parcel with a single-family residential house located at the southwest corner of Pin Hook Road and Hobson Pike. Site access is from Murfreesboro Pike and Hobson Pike. Surrounding land uses consist primarily of single-family residential, multi-family residential, commercial, and vacant parcels. Antioch High School is located across the street from the site to the east. The site is within a large area of Agricultural/Residential (AR2a) zoning. Surrounding zoning districts include Single-Family Residential (RS10), One and Two-Family Residential (R15) and Specific Plan-Mixed Residential (SP-MR).

T3 Suburban Neighborhood Evolving policy in this location encourages development to enhance suburban residential neighborhoods with more housing choices and provide for greater connectivity. The proposed RS10 zoning district is consistent with policy in this location as it will provide an opportunity for development that can improve connectivity within the area, enhance the pedestrian realm and provide additional housing diversity.

### 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)	24.03	0.5 D	24 U	280	22	26

\*Based on two-family residential lots

Maximum Uses in Proposed Zoning District: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	20.42	4.35	88 U	925	68	90



## Metro Planning Commission Meeting of 5/23/2019

Traffic changes between maximum: AR2a and RS10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+64 U	+645	+46	+64

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 2 Elementary 1 Middle 1 High**

**Projected student generation proposed RS10 district: 12 Elementary 11 Middle 11 High**

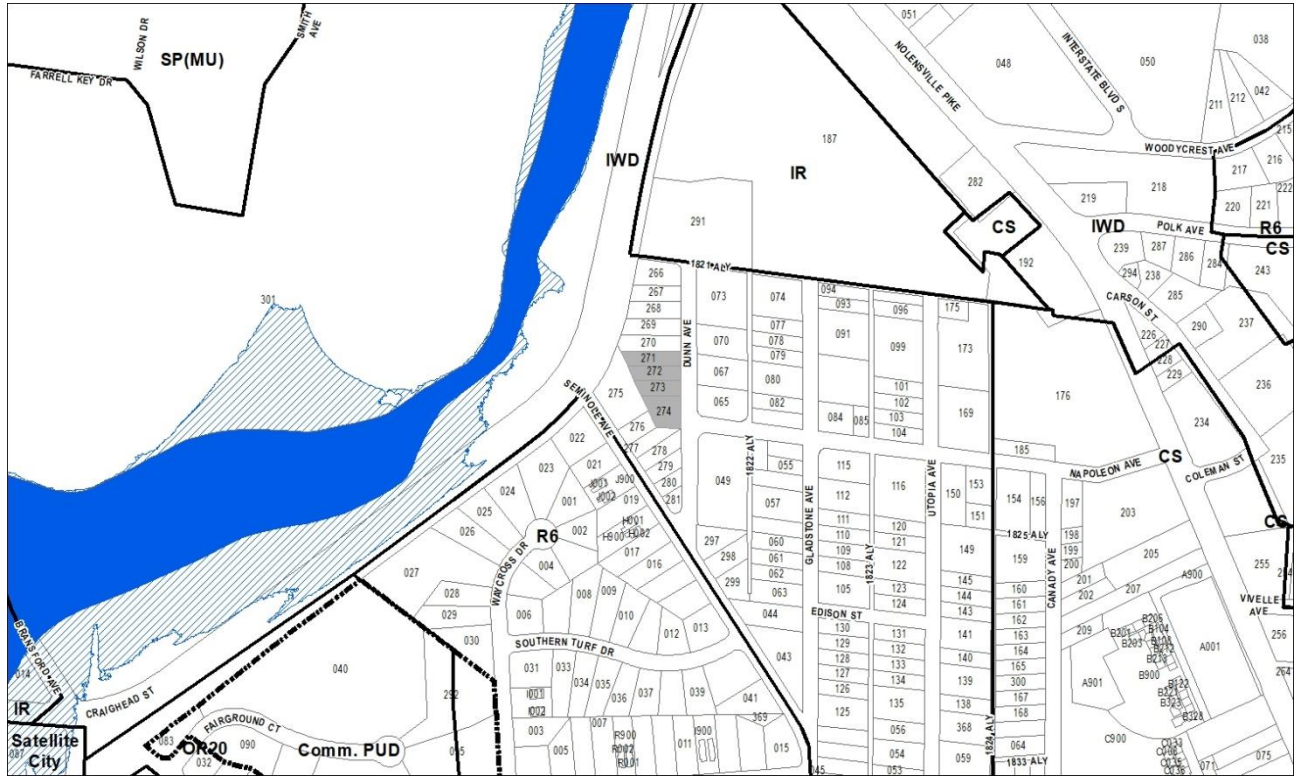
The proposed RS10 zoning district could generate 30 more students than the existing AR2a zoning district. Students would attend Thomas A. Edison Elementary School, J.F. Kennedy Middle School, and Antioch High School. Thomas A. Edison Elementary School is identified as not having capacity by the Metro School Board. Students zoned to Thomas A. Edison Elementary School could attend Lakeview Design Center elementary, Mt. View Elementary, Smith Springs elementary or Una Elementary. J.F. Kennedy Middle School and Antioch High School have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

### STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T3 Suburban Neighborhood Evolving policy of the Antioch-Priest Lake Community Plan.



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-087PR-001**

Map 105-16, Parcel(s) 271-274

11, South Nashville

17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2019Z-087PR-001</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	7 - Pinkston
<b>Requested by</b>	Openworks, LLC., applicant; Pencil and Paper Development, LLC., owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IWD to MUL-A.**

Zone Change

A request to rezone from Industrial Warehousing and Distribution (IWD) to Mixed Use Limited (MUL-A) zoning for properties located at 2214, 2216, 2218 and 2220 Dunn Avenue, approximately 275 feet north of Seminole Avenue (0.83 acres).

**Existing Zoning**

Industrial Warehousing/Distribution (IWD) 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 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 approximately one acre site consists of four properties located on the west side of Dunn Avenue in the Corinne Place Neighborhood. This is just south of the Fairgrounds and Craighead Street. Dunn Avenue dead-ends at the railroad approximately 400 feet north of the site. Nolensville Pike is east of the site. The surrounding development pattern and zoning pattern is light industrial. There is also a residential neighborhood located at the rear of the site along Seminole Avenue.

The proposed MUL-A zoning district is consistent with the T4 MU policy at this location. This site serves as an area of transition between the T4 MU policy area and the adjacent Urban Neighborhood Maintenance (T4 NM) policy located west of the site. The MUL-A zoning district would replace the existing IWD zoning which is not consistent with the T4 MU policy area at this location.



## Metro Planning Commission Meeting of 5/23/2019

The proposed MUL-A zoning district would provide the opportunity to meet the goals of the T4 NM policy area at this location that include the opportunity to provide a variety of housing and create development that offers a mix of uses near a corridor with transit service. The MUL-A zoning district will also serve as an appropriate transition to the nearby residential 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: **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.83	0.8 F	28,923 S.F.	92	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)	0.43	1.0 F	19 U	103	10	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
Office (710)	0.2	1.0 F	8,712 S.F.	85	11	11

#### 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)	0.2	1.0 F	8,712 S.F.	553	28	60

#### Traffic changes between maximum: **IWD and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+649	+20	+53





## **Metro Planning Commission Meeting of 5/23/2019**

### **METRO SCHOOL BOARD REPORT**

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

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

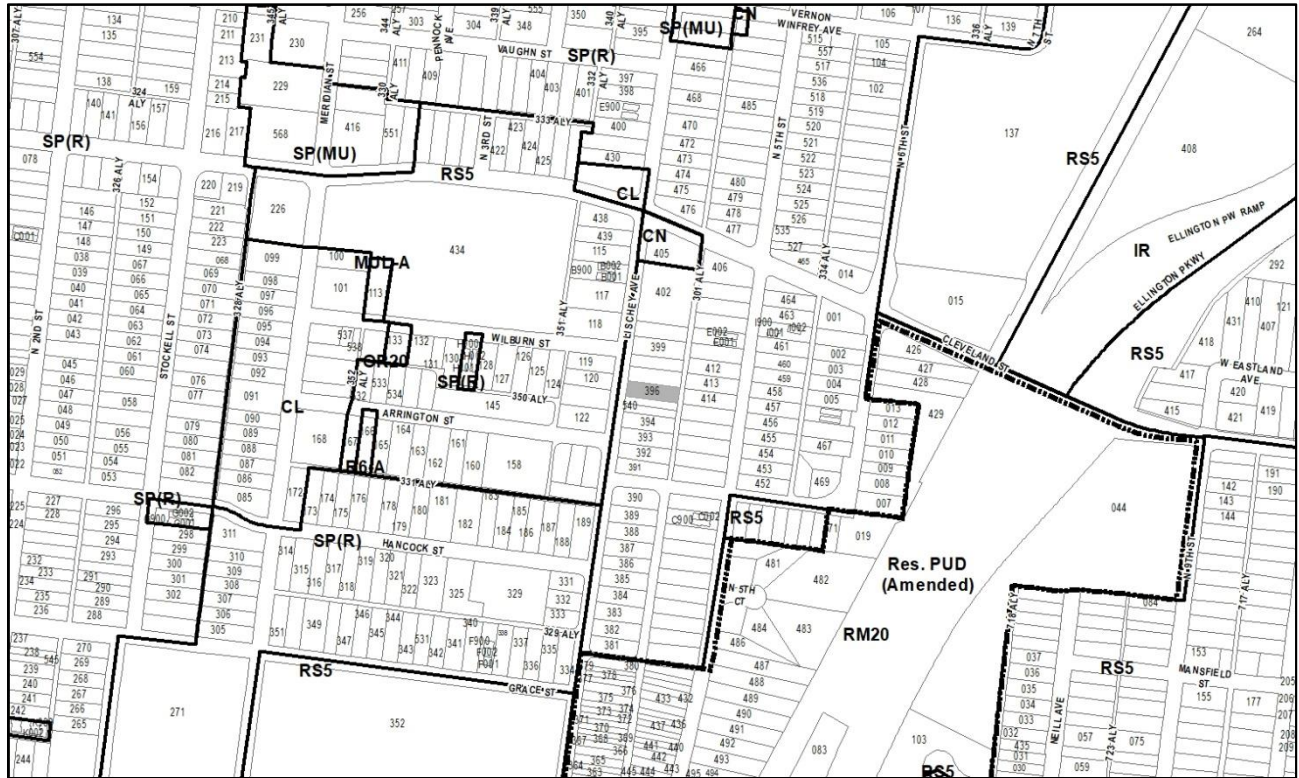
The proposed MUL-A zoning is expected to generate five additional students beyond the existing IWD zoning. Students would attend Fall-Hamilton Elementary School, Cameron College Prep Middle School, and Glencliff High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-088PR-001**

Map 082 - 07, Parcel 396

05, East Nashville

05 (Scott Davis)



<b>Project No.</b>	<b>Zone Change 2019Z-088PR-001</b>
<b>Council District</b>	05 – Davis
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Jacob Vanhooser, applicant; August and Kaitlin Carington owners.
<b>Staff Reviewer</b>	Dunnavant
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Rezone from SP-R to R6-A.**

Zone Change

A request to rezone from Specific Plan - Residential (SP-R) to One and Two Family Residential – Alternative (R6-A) zoning for property located at 811 Lischey Avenue, approximately 125 feet north of Arrington Street (0.19 acres).

**Existing Zoning**

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

**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. *R6-A would permit a maximum of 1 lot with 1 duplex lots for a total of 2 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 property is located on the east side of Lischey Aveue. Surrounding land uses are primarily single family residential, with SP-R and RS5 zoning. The property is just south of Cleveland Street and just west of Ellington Parkway.



## Metro Planning Commission Meeting of 5/23/2019

The T4 Urban Neighborhood Evolving policy intends to create a greater housing choice with improved connectivity and creative development techniques. The policy area will have moderate-to-high density residential development and regular spaced building with shallow setbacks. The R6-A zoning is consistent with the policy by allowing for a variety of housing types. This zoning category will create a more walkable street through the use of appropriate building placement and bulk standards which support the intent of the policy, in addition to requiring all access be taken from the alley.

### 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: **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.19	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)	0.19	7.26 D	2 U	29	7	3

Traffic changes between maximum: **SP-R 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 SP-R district: 0 Elementary 0 Middle 0 High

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

The proposed R6-A zoning district would generate no more students than what is typically generated under the existing SP-R zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxtor Middle School, and Maplewood High School. 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

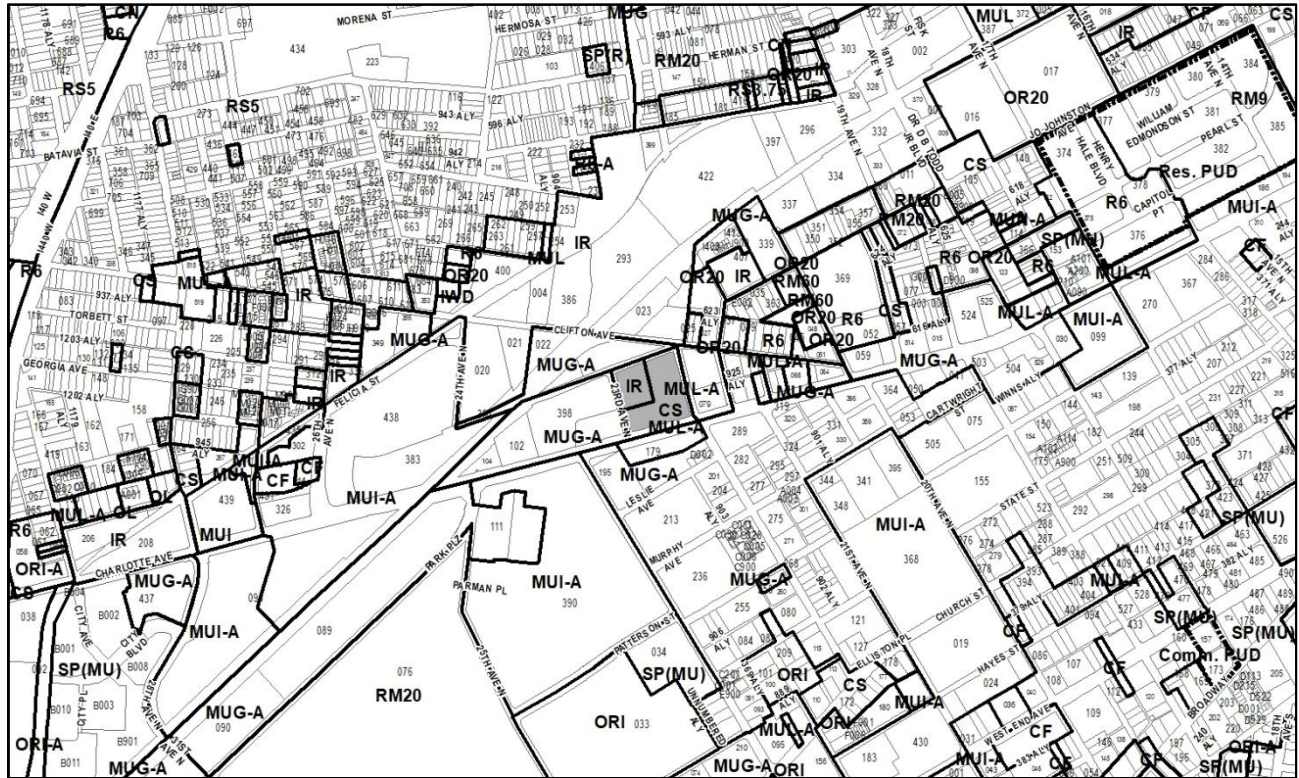
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-089PR-001**

Map 092-11, Parcel(s) 090  
10, Green Hills - Midtown  
21 (Ed Kindall)



<b>Project No.</b>	<b>Zone Change 2019Z-089PR-001</b>
<b>Council District</b>	21 – Kindall
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Thomas & Hutton, applicant; Sheds Nashville, LP, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from CS and IR to MUG-A.**

Zone Change

A request to rezone from Commercial Service (CS) and Industrial Restrictive (IR) to Mixed Use General-Alternative (MUG-A) zoning for property located at 2200 Charlotte Avenue, at the northwest corner of 22nd Avenue North and Charlotte Avenue (3.89 acres).

**Existing Zoning**

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

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

**Proposed Zoning**

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

**GREEN HILLS - MIDTOWN COMMUNITY PLAN**

T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

The site is within a supplemental policy area in the Midtown Study, 10-MT-T5-MU-02. The supplemental policy for T5 Center Mixed Use Neighborhood Area 2 includes specific guidance on building form, vehicular and pedestrian connectivity, density/intensity, and parking. The supplemental policy does provide guidance in the aforementioned areas for this site and states that maximum building heights of eight to twenty stories are generally most appropriate.



## Metro Planning Commission Meeting of 5/23/2019

### ANALYSIS

The site consists of 3.89 acres and is located on the north side of Charlotte Avenue, wrapping 23<sup>rd</sup> Avenue North (west), Felicia Street (north), and 22<sup>nd</sup> Avenue North (east). The property is currently developed with office and commercial land uses. Adjacent properties to the east and west include multi-family development, commercial, and office uses while properties to the north consist of industrial uses. The site is located opposite several health care facilities, including TriStar Centennial Hospital, on the south side of Charlotte Avenue. Charlotte Avenue is identified as an arterial-boulevard on the Major and Collector Street Plan.

The Center Mixed Use Neighborhood policy is intended to enhance and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses.

As noted above, the site was included in the Midtown Study completed in 2005. The purpose of the study and adopted Supplemental Policies is to outline a comprehensive and integrated planning strategy to achieve the Midtown community vision for future growth, development, and preservation. The Supplemental Policy applicable to this site recommends higher intensity development, with mid-rise buildings of 8 to 20 stories in height, and enhanced connectivity to support the added intensity. The proposed rezoning to MUG-A would allow for mixed residential and non-residential development at a scale that is in keeping with policy guidance, and the bulk and design standards associated with MUG-A will ensure enhanced access and parking. Additionally, the existing CS and IR zoning districts are inconsistent with the T5 MU and allow for uses that are not in keeping with the goals of mixed-use neighborhood policy areas.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	2.72	0.6 F	71,089 S.F.	4513	227	487

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)	1.17	0.6 F	30,579 S.F.	94	29	32





## Metro Planning Commission Meeting of 5/23/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	1.89	3.0 F	247 U	1827	113	133

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.0	3.0 F	130,680 S.F.	1376	150	147

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.0	3.0 F	130,680 S.F.	8295	416	894

Traffic changes between maximum: **CS, IR and MUG-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+6891	+423	+655

### **METRO SCHOOL BOARD REPORT**

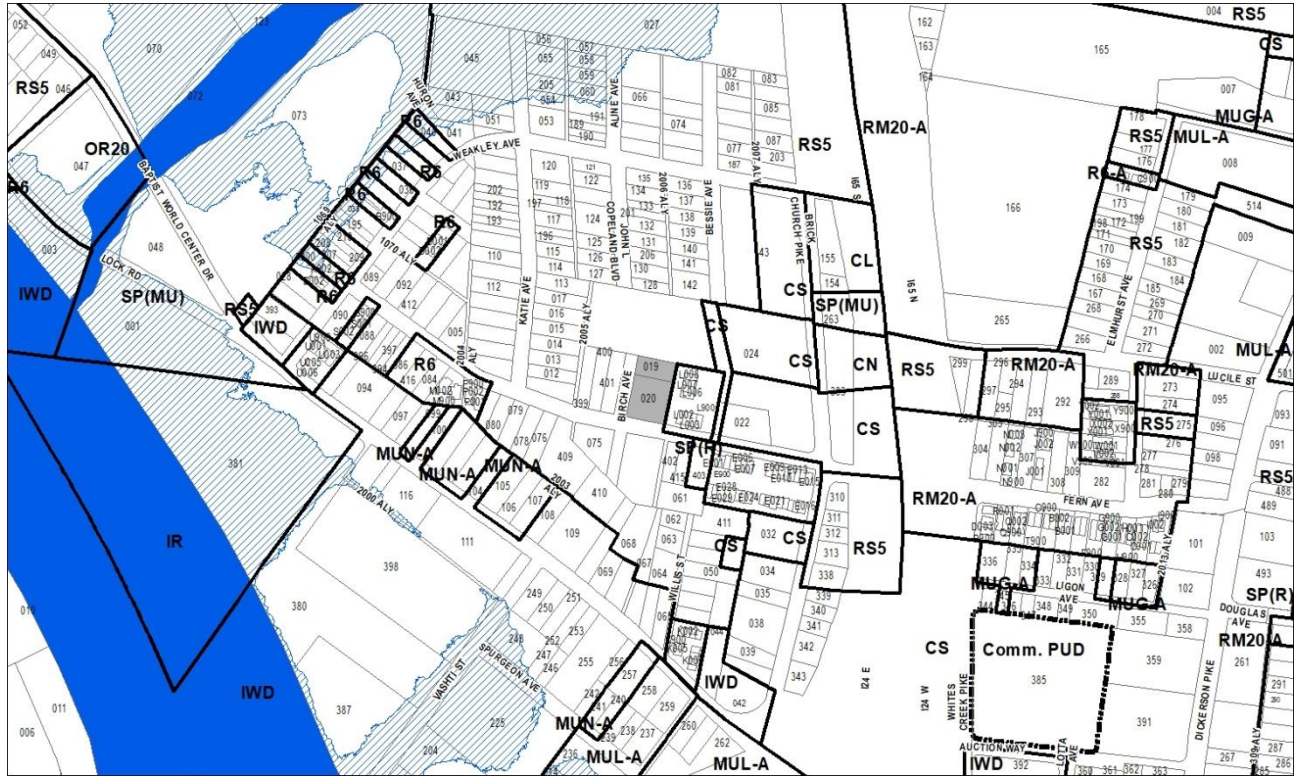
Given the mix of uses permitted, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature.

### **STAFF RECOMMENDATION**

Staff recommends approval as the request is consistent with the T5 MU policy and Midtown Study Supplemental policy guidance at this location.



# Metro Planning Commission Meeting of 5/23/2019



**2019Z-090PR-001**

Map 071-14, Parcel(s) 019-020

03, Bordeaux-Whites Creek-Haynes Trinity

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Zone Change 2019Z-090PR-001</b>
<b>Council District</b>	02- Hastings
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Duane Cuthbertson, applicant; Troy A. Fields and Stephen T. Hannah, owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Residential Single Family (RS5) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for properties located at Birch Avenue (unnumbered) and 103 Fern Avenue, at the northeast corner of Birch Avenue and Fern Avenue (0.57 acres).

**Existing Zoning**

Residential Single Family (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 4 lots based on acreage alone. Application of the Subdivision Regulations may result in fewer lots.*

**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.

Supplemental Policy

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



## Metro Planning Commission Meeting of 5/23/2019

### ANALYSIS

The site is located at Birch Avenue (unnumbered) and 103 Fern Avenue, at the northeast corner of Birch Avenue and Fern Avenue in the Bordeaux-Whites Creek-Haynes Trinity Community Plan Area. There is a single family dwelling unit located on the parcel fronting Fern Avenue and the parcel fronting the unbuilt Birch Avenue right-of-way is currently vacant. Nearby land uses consist of a multi-family to the east and single-family to the west and south. A large parcel located to the north of this site contains residential and commercial zoning. A commercial use is present fronting Fern Avenue within the CS zoned portion of the site.

The proposed Mixed Used Neighborhood-Alternative (MUN-A) zoning district is consistent with the T4 Urban Mixed Use Neighborhood (T4 MU) policy in this location. The proposed MUN-A zoning district would provide the opportunity to meet goals of the policy in this location by creating the opportunity for a mix of uses.

The supplemental policy included a conceptual layout of potential vehicular connections, with final street and alley alignments to be established based on detailed site-specific analysis completed at the time of development. In this instance, the supplemental policy for the Haynes Trinity area identifies Birch Avenue as a potential local street connection. The requirements of the Metro Code will not require the construction of Birch Avenue when this site is developed.

### 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)	0.57	8.71 D	4 U	54	8	5

#### 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)	0.27	0.6 F	7 U	52	4	4

#### 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)	0.15	0.6 F	3,920 S.F.	39	5	5



## Metro Planning Commission Meeting of 5/23/2019

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)	0.15	0.6 F	3,920 S.F.	249	13	27

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+286	+14	+31

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS5 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 RS5 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.