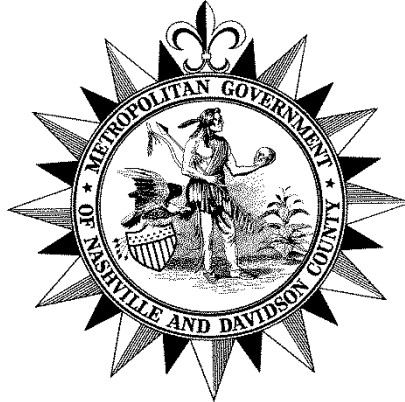




Metro Planning Commission Meeting of 6/13/2019



METROPOLITAN PLANNING COMMISSION

DRAFT MINUTES

June 13, 2019

4:00 pm Regular Meeting

700 Second Avenue South

(between Lindsley Avenue and Middleton Street)

Howard Office Building, Sonny West Conference Center (1st Floor)

MISSION STATEMENT

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

Commissioners Present:

Greg Adkins, Chair
Jessica Farr, Vice Chair
Jeff Haynes
Lillian Blackshear
Daveisha Moore
Roe Elam
Councilmember Fabian Bedne

Commissioners Absent:

Ron Gobbell
Brian Tibbs
Dr. Pearl Sims

Staff Present:

Lucy Kempf, Executive Director
Bob Leeman, Deputy Director
George Rooker, Special Projects Mgr
Kelly Adams, Admin Services Officer IV
Lisa Milligan, Planning Manager II
Shawn Shepard, Planning Manager I
Greg Claxton, Planning Manager I
Joni Priest, Planning Manager I
Michael Briggs, Planning Manager I
Anita McCaig, Planner III
Marty Sewell, Planner III
Latisha Birkeland, Planner II
Jason Swaggart, Planner II
Patrick Napier, Planner I
Quan Poole, Legal
Amelia Lewis, Planner II
Joren Dunnavant, Planner II
Gene Burse, Planner II
Abbie Rickoff, Planner II

Lucy Alden Kempf

Secretary and Executive Director, Metro Planning Commission
Metro Planning Department of Nashville and Davidson County
800 2nd Avenue South P.O. Box 196300 Nashville, TN 37219-6300
p: (615) 862-7190; f: (615) 862-7130



Metro Planning Commission Meeting of 6/13/2019

Notice to Public

Please remember to turn off your cell phones.

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

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

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

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

Writing to the Commission

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

Mailing Address: Metro Planning Department, 800 2nd Avenue South, P.O. Box 196300, Nashville, TN 37219-6300

Fax: (615) 862-7130

E-mail: planning.commissioners@nashville.gov

Speaking to the Commission

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

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

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

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

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

Legal Notice

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



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Metro Planning Commission Meeting of 6/13/2019

MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:13 p.m.

B: ADOPTION OF AGENDA

Ms. Farr moved and Mr. Elam seconded the motion to adopt the agenda. (7-0)

C: APPROVAL OF MAY 9, 2019 AND MAY 23, 2019 MINUTES

Mr. Haynes moved and Ms. Blackshear seconded the motion to approve the May 9, 2019 and May 23, 2019 minutes. (7-0)

D: RECOGNITION OF COUNCILMEMBERS

Councilmember Kindall spoke in favor of withdrawing Items 2a and 2b.

Councilmember Johnson spoke in favor of Item 1 and in opposition to Item 5.

Councilmember Allen spoke in favor of Item 1.

Councilmember Scott Davis spoke in favor of Item 1 and Item 10.

Councilmember Porterfield spoke in favor of Item 23 and Item 35.

Councilmember Sledge spoke in favor of Item 1, Item 12a, and Item 12b.

Councilmember Hagar spoke in opposition to Item 20.

Councilmember Anthony Davis spoke in favor of Item 1.

E: ITEMS FOR DEFERRAL / WITHDRAWAL

- 2a. **2019CP-008-001**
HEIMAN STREET
- 2b. **2019SP-035-001**
2400 WEST HEIMAN STREET SP
- 4. **2019SP-027-001**
ROOTS EAST SP
- 9a. **2019CP-003-002**
BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN AMENDMENT
- 9b. **2019SP-040-001**
GATEWAY COMMERCE CENTER SP
- 11. **2019CP-010-001**
GREEN HILLS - MIDTOWN COMMUNITY PLAN AMENDMENT (MUSIC ROW VISION PLAN)
- 16. **2019SP-044-001**
3699 DICKERSON ROAD
- 17. **2019SP-045-001**
2500 W. HEIMAN STREET



Metro Planning Commission Meeting of 6/13/2019

18. **2019SP-047-001**
KNIPFER CORNER SP
19. **2019SP-048-001**
CEDARS OF CANE RIDGE SP
22. **2019SP-053-001**
SR RESIDENTIAL - ACKLEN PARK
24. **2019S-081-001**
FOX VALLEY SUBDIVISION
Mr. Haynes moved and Ms. Moore seconded the motion to approve the Deferred and Withdrawn Items. (7-0)

Ms. Blackshear recused herself from Items 9a, 9b, and 19.

F: CONSENT AGENDA ITEMS

1. **2018Z-010TX-001**
BL2018-1416/HENDERSON, A. DAVIS, SLEDGE
6. **2019S-071-001**
LOTS 1, 2 AND 3 AT 1003 NEELYS BEND
7. **2019S-072-001**
724 DEVON LANE
8. **2019Z-065PR-001**
- 12a. **2019CP-010-002**
GREEN HILLS – MIDTOWN COMMUNITY PLAN AMENDMENT
- 12b. **2019Z-074PR-001**
14. **2013SP-030-005**
PORTER ROAD SP (AMENDMENT)
15. **2019SP-041-001**
1304 & 1306 HAWKINS STREET
21. **2019SP-052-001**
EDGEHILL VILLAGE TOWNHOMES
23. **2019SP-054-001**
2540 MURFREESBORO PIKE SP
25. **2019S-103-001**
901 ALLEN ROAD
26. **122-83P-002**
THE WOODLANDS (CANCELLATION)
27. **23-85P-005**
FOREST VIEW PARK (REVISION)



Metro Planning Commission Meeting of 6/13/2019

28. 2019Z-093PR-001
30. 2019Z-095PR-001
32. 2019Z-097PR-001
33. 2019Z-098PR-001
35. 2019Z-101PR-001
36. 2019Z-104PR-001
37. 2019Z-106PR-001
38. 2019Z-107PR-001
39. 2019Z-108PR-001
40. 2019Z-109PR-001
41. 2019Z-110PR-001
42. 2019Z-111PR-001
43. 2019Z-112PR-001
44. 2019Z-113PR-001
45. 2019Z-114PR-001
48. 2019Z-118PR-001
49. 1-74P-011
HICKORY HOLLOW PUD (REVISION AND FINAL)
50. Election of Officers
51. New Employee Contract for Logan Elliott
55. **Accept the Director's Report and Approve Administrative Items**
Councilmember Bedne moved and Mr. Haynes seconded the motion to approve the Consent Agenda. (7-0)

Ms. Farr moved and Ms. Blackshear seconded the motion to add Item 38 back to the Consent Agenda. (7-0)

Mr. Elam moved and Ms. Farr seconded the motion to take the items out of order and hear Items 10, 13a, and 13b first. (7-0)

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



Metro Planning Commission Meeting of 6/13/2019

G: ITEMS TO BE CONSIDERED

1. 2018Z-010TX-001

BL2018-1416/Henderson, A. Davis, Sledge
Staff Reviewer: Shawn Shepard

A request to amend Chapters 17.04, 17.20, 17.24 and 17.40 of Title 17 of the Metropolitan Code, Zoning Regulations regarding tree density, retention, removal, and replacement requirements.

Staff Recommendation: Approve the substitute.

APPLICANT REQUEST

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

PROPOSED AMENDMENTS TO TITLE 17 (December 2018 version)

Note: this section below is the *original proposed amendment that Council referred to the Planning Commission* in December 2018. The Planning staff is recommending a substitute to the 2018 text, and that substitute is located in the Staff Recommendation section at the end of this report.

The proposed bill as initially filed at Metro Council ((December version) amends Chapter 17.24 of the Zoning Code by deleting Subsection 17.24.010 in its entirety and substituting the following (deleted text is shown in strike-thru; new text is shown in underline):

Chapter 17.24 - LANDSCAPING, BUFFERING AND TREE REPLACEMENT REQUIREMENTS

Article I. - General Provisions

17.24.010 - Purpose and intent.

The general purpose of this chapter is to set standards for landscaping, ~~and buffering, and tree requirements~~ in order to implement the precepts of the general plan and the associated subarea plans, as well as the requirements of the various zone districts set out previously, including properties zoned DTC district as set forth in Chapter 17.37. This chapter further establishes standards for the protection and replacement of trees to ~~insure~~ ensure their continued presence and associated benefits; establishes standards for screening and landscaping parking areas to reduce their impact on adjacent properties and public thoroughfares, as well as to mitigate the ~~environmental~~ environmental impacts of large areas of unbroken pavement; establishes standards for buffering between different zone districts or selected land uses to mitigate the results of differing activities; and sets standards for plant materials, maintenance of required plants, planting in scenic easements and standards for the screening of unsightly areas.

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

17.24.020 - Landscape plan required.

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

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

17.24.090 - Removal of ~~protected~~ trees.



Metro Planning Commission Meeting of 6/13/2019

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

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

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

17.24.100 - Replacement of trees.

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



Metro Planning Commission Meeting of 6/13/2019

- a. The portion of the land area currently or proposed to be covered by buildings which meet sustainable design protocols established under section 16.36.050 of the Metropolitan Code of Laws;
 - b. The fenced area of any athletic field;
 - c. The area of a lake or pond which is covered by water year round;
 - d. ~~Semi-trailer and tractor-trailer service areas, semi-trailer and tractor-trailer drive aisles, and semi-trailer and tractor-trailer parking and loading areas;~~ and
 - e. Open areas of golf facilities.
- Protected and replacement trees shall contribute toward the tree density.

BACKGROUND

In 2010, Nashville completed its first assessment of the city's tree canopy, which included an understanding of where trees exist and recommendations on where trees could be planted. This was followed in 2012 by the creation of the Metro Landscape Coordination program, which spearheaded preparation of the Metropolitan Nashville Urban Forestry and Landscape Master Plan (Master Plan) finalized in 2016. The Master Plan established tree canopy goals based on the Community Character Transect, which divides the county into categories ranging from T1 Natural to T6 Downtown. To ensure that tree canopy targets match the characteristics of each transect, the tree canopy goal ranges from 65% canopy in T1 Natural and T2 Rural areas, to 35% canopy in T4 Urban Areas, and 10% canopy in the T6 Downtown transect.

NashvilleNext, Metro's General Plan adopted in 2015, identifies protection and enhancement of Nashville's tree canopy as a county-wide goal due to the benefits trees provide in terms of enhancing air and water quality, moderating temperature, providing wildlife habitat, and enhancing the beauty and livability of Nashville's built areas. Action items identified to achieve this goal include implementation of the Master Plan and its tree canopy goals.

According to analysis provided by Metro Water Services and Stormwater, Metro Nashville lost approximately 918 acres of tree canopy to development between 2008 and 2016, which is an approximately 13% decrease over an eight year period. The loss of trees was concentrated in the Urban Zoning Overlay (UZO), encompassing the urban core, which experienced a loss of 739 acres of tree canopy.

To begin to address the loss of tree canopy and take steps toward meeting the goals outlined in NashvilleNext and the Master Plan, several Metro Councilmembers introduced legislation to amend portions of Chapter 17.24 of the Metro Zoning Ordinance. Chapter 17.24 establishes requirements for landscaping, buffering and tree replacement to provide for screening of development and parking areas, buffer yards separation between varying intensities of uses, and replacement of trees removed during development.

PROCESS AND STAKEHOLDER ENGAGEMENT

The proposed legislation was referred to the Planning Commission in December of 2018, and was first considered by the Commission at a public hearing on January 10, 2019. The public hearing was held and closed. The Planning Commission voted to defer this case to the March 28, 2018 meeting to allow time for additional stakeholder outreach and analysis of the proposal. Following the initial Planning Commission meeting, staff coordinated with the sponsoring Councilmembers and the Council office to hold three stakeholder meetings:

1. **Landscape Architects**—on February 5, 2019, staff from Codes, Planning, Stormwater and the Council office held a workshop with a group of landscape architects. Invitees were recommended by the local chapter of the American Society of Landscape Architects, and approximately twelve professionals attended. Attendees were asked to apply the proposed standards to sample projects or sites in a variety of contexts—urban, suburban, mixed use, nonresidential, and residential. Discussion focused on landscape plans and the requirement for a landscape architect seal and on the increased tree density requirements. Several attendees brought example projects or sites and offered their analysis comparing the proposed standards to the existing ones.
2. **Non-profit and Advocacy Community**—On March 13, 2019, staff from Codes, Planning, Public Works Stormwater, and the Council office held a meeting with members of the tree advocacy community. Approximately thirteen people attended, including representatives from numerous



Metro Planning Commission Meeting of 6/13/2019

organizations as well as neighborhood residents, many of whom have been engaging with Councilmembers and Metro staff on various planning efforts related to trees over the past few years. Councilmembers Henderson, Johnson, and Sledge also attended the meeting. Discussion again focused primarily on the increased tree density requirements and the group discussed some of the feedback heard from the landscape architects at the first workshop. Attendees shared the results of their research into peer cities, previously completed tree master plans and other background material, and their thoughts and suggestions for ways to improve the current proposal as well as other topics to consider.

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

Following those meetings, the Planning Commission deferred consideration of this amendment to the April 25, 2019, Planning Commission meeting, and subsequently, to the June 13, 2019, Planning Commission meeting to allow additional time for outreach and analysis.

During the deferral period, staff worked with the sponsoring Councilmembers and Council office to identify a smaller stakeholder working group comprised of representatives of the landscape architecture, advocacy, and development communities that participated in the first three meetings. The stakeholder working group met twice, first on April 2, 2019 and again on May 15, 2019. At each meeting, staff presented draft recommendations for changes to the proposed legislation and facilitated an in-depth conversation about key issues. Discussion focused on a few key areas of the amendment—tree density requirements; calculation of tree density, and in particular, whether the footprint of buildings should be included or excluded; and methods for compliance including the tree mitigation bank and provision of street trees for credit.

Planning staff also met on several occasions with representatives of the Metro departments who will be involved in implementing the proposed legislation if adopted. Feedback from all of the meetings, both with stakeholders and Metro departments, was considered in the development and refinement of staff's recommendations.

SUMMARY OF CURRENT CODE, LEGISLATION AND PROPOSED SUBSTITUTE

The legislation as originally filed proposed amendments to Chapter 17.24 of the Zoning Code. Based on feedback received at the stakeholder meetings, staff proposes a substitute ordinance, which expands the scope of the amendments to include portions of Chapter 17.04, General Provisions and Definitions; Chapter 17.20, Parking, Loading and Access; Chapter 17.24, Landscaping, Buffering and Tree Replacement; and Chapter 17.40, Administration and Procedures. The table on the following page highlights the key elements of the existing code, the ordinance as filed by Council in 2018, and the substitute proposed by staff.



Metro Planning Commission Meeting of 6/13/2019

Topic	Current Zoning Ordinance	BL2018-1416 (December referral from Council)	Proposed Planning Staff Substitute
Landscape Plan Requirements	<ul style="list-style-type: none"> Requires a landscape plan accompany any application for master development plan or final site plan No requirement for who prepares it 	<ul style="list-style-type: none"> Requires landscape architect seal on landscape plans Trees 24" or greater shown on landscape plans 	<ul style="list-style-type: none"> Requires landscape architect seal on landscape plans with 5,000 sq ft or more of permanent structures Trees 24" or greater shown on landscape plans
Tree Density Requirement	<ul style="list-style-type: none"> 14 TDU for multi-family and nonresidential development 14 TDU for 1 and 2-family residential subdivisions excluding building area of lots Individual 1 and 2-family tree density based on 2 trees for every 30' of lot frontage 	<ul style="list-style-type: none"> Increase TDU for multi-family and non-residential from 14 to 20 TDU Increase TDU for 1 and 2-family residential subdivisions from 14 to 20 TDU 	<ul style="list-style-type: none"> Increase TDU for multi-family and non-residential from 14 to 22 TDU No changes to 1 and 2-family residential standards (subdivisions and individual lots consistent with current code)
Tree Density Calculation	<ul style="list-style-type: none"> Exclude area covered by existing or proposed buildings Exclude area covered by tractor trailer service and parking areas 	<ul style="list-style-type: none"> Exclude area covered by existing or proposed buildings <u>only</u> if buildings meet sustainable design standards in 16.36.050 Remove exclusion for area covered by tractor trailer service and parking areas 	<ul style="list-style-type: none"> Exclude area covered by existing or proposed buildings (consistent with current code) Remove exclusion for area covered by tractor trailer service and parking areas
Street Trees	<ul style="list-style-type: none"> Not required (outside of DTC) and not counted for TDU 	<ul style="list-style-type: none"> No changes proposed 	<ul style="list-style-type: none"> Offer TDU credit for street trees outside of DTC
Heritage Trees	<ul style="list-style-type: none"> Not defined in current code 	<ul style="list-style-type: none"> No changes proposed 	<ul style="list-style-type: none"> Add definition of heritage trees (key species of certain sizes) Incentivize retention of heritage trees through increased TDU credits
TDU Credit Schedules	<ul style="list-style-type: none"> Retained trees worth slightly less per inch of tree than same inch of new/replacement tree 	<ul style="list-style-type: none"> No changes proposed 	<ul style="list-style-type: none"> Adjust credits for retained trees to make an inch of retained tree worth more than an inch of new tree Add credits for heritage trees
Housekeeping Changes	N/A	<ul style="list-style-type: none"> Clarify wording to reference trees rather than just landscaping Correct typos 	<ul style="list-style-type: none"> Clarification of definitions and elimination of conflicting definitions Updating terms for consistency Updating illustrations in Sections 17.24.100, 17.24.150, 17.24.230 and 17.24.240 Removing standards in Section 17.24.150.C.1-2 to simplify landscaping requirements for parking areas Updating landscape buffer yard requirements Adjusting the parking reduction incentive offered for protecting existing trees

ANALYSIS

Generally, the proposed updates will bring various sections of the Zoning Ordinance closer in line with NashvilleNext goals to protect and enhance Nashville's tree canopy. More detailed analysis of each topic area and discussion of staff's recommended substitutes follows.

Landscape Plan Requirements

The proposed amendment initially submitted by Metro Council requires that landscape plans be prepared by and bear the seal of a professional landscape architect.

Staff's understanding is that the sponsoring Councilmembers do not intend for this requirement to apply to one and two-family residential development. Under the current code, a landscape plan is required for any application for final site plan review, which would include single-family and two-family residential construction. To provide clarification consistent with our understanding of Councilmember intent, staff proposes that the landscape architect seal be required only for developments including 5,000 square feet or more of permanent structures, which is consistent with the threshold at which professional preparation of building and architectural plans is required under adopted building codes.

Tree Density Requirements

The proposed amendment includes updates to several sections of Chapter 17.24, but centers on tree density requirements.

Currently, Section 17.24.100 of the zoning code requires multi-family and non-residential developments to achieve a tree density factor of 14 units per acre using a combination of protection of existing trees on a site and replacement of any trees removed during development. This requirement is often expressed in terms of tree density units or 14 TDU. The amendment proposes to increase the tree density requirement to 20 units per acre, or 20 TDU. The number of trees constituting a single TDU can vary, depending on the size of the tree and whether it is existing or new, but it is simplest to think of a TDU as two, 2-inch caliper trees.

The proposed amendment also makes adjustments to the calculation of tree density. Currently, tree density requirements are based on the gross acreage of the site excluding land area currently or proposed to be covered by buildings, as well as areas in athletic fields, water, open areas of golf facilities, or semi-trailer and tractor trailer service and parking areas. The proposed amendment would eliminate the exemption of semi-trailer and tractor trailer areas, and would also exempt areas covered by buildings only if those buildings meet the sustainable design requirements in Title 16 of the Code which pertains to building and construction codes (Section 16.36.050).

Collectively, these changes are intended to encourage tree retention and require additional tree planting, thereby increasing the tree canopy over time to better meet canopy goals established in NashvilleNext and the Master Plan.

Since the legislation was referred to the Planning Commission earlier this year, staff has been working to better understand the effects of the proposed legislation in a variety of settings and at various scales. A number of local landscape architecture professionals contributed their analysis of the impacts of the proposed changes on sites they had previously designed. One takeaway from that exercise was that suburban sites, which typically include larger lots with zoning that permits less site and building coverage, were much more likely to achieve the increased tree density requirements on site than are urban sites, which are often smaller and have zoning that permits a much higher level of lot coverage. This takeaway led staff to focus more closely on the impacts of the proposed standards in the urban core.

To effectively analyze the proposed changes in the 2018 version from Council, staff needed to better understand the relationship between TDU requirements and building coverage exclusion across a variety of urban site locations and development types. Planning staff worked with Bloomberg Associates, a group that advises Metro on a variety of policy issues, to develop a framework for this analysis. At Bloomberg's suggestion, staff identified a number of sites across Nashville's urban core, including the Downtown and Midtown areas as well as a handful of urban neighborhoods such as Germantown, Wedgewood-Houston and East Nashville. Staff looked for sites that had lot size and zoning typical for the area, and identified a range of examples including multi-family residential, office, hotel and mixed use developments. For each site, staff determined the site acreage and approximate building footprint. Staff then calculated the tree density requirements for the site under both the current and proposed versions of the ordinance.

For example, a downtown office development on approximately 0.90 acres would be required to provide 3.6 two-inch trees under the current requirements. Under the proposed standards (2018 version), which increase the tree density requirement from 14 TDU to 20 TDU and no longer exclude the area covered by buildings, the required TDU would equal 33.2 two-inch trees, an increase of approximately 800%. Similarly, a downtown multi-family residential development on approximately 4.83 acres would be required to provide 21.3 two-inch trees under the current standards. That requirement would increase to 193.2 two-inch trees under the proposed standards, again an increase of about 800%.

In the Midtown area, where zoning is more varied, staff evaluated an example multi-family residential development zoned MUI-A on approximately 1.89 acres. The effect of the proposed standards on this site would increase the



Metro Planning Commission Meeting of 6/13/2019

required TDU from 5.7 to 75.6 trees, an increase of over 1200%. A smaller multi-family residential development, zoned RM40, on approximately 0.28 acres, would experience an approximately 180% increase, going from 4 trees required to 11.2 trees required.

To some extent, this variability and the significance of the impact could be anticipated in Downtown and Midtown, where the majority of the zoning districts encourage an urban form, with high intensity development that is built to the street with a high level of site coverage. But staff was somewhat surprised to find similar results on sites in zoning districts that encourage more suburban or industrial forms of development which typically have a lower square footage and site coverage allowance. For example, a Wedgewood Houston office building, located on an approximately 0.75-acre site in IWD zoning, would be required to provide 3.3 trees under current standards and 29.6 trees under the proposed legislation, an increase of 785%. A retail development on approximately 0.95 acres in East Nashville zoned CS and CL would see an increase of about 120% under the proposed 2018 standards.

For comparison purposes, staff also calculated the requirements under some alternative scenarios. First, staff looked at the impact of a scenario where the TDU requirement remains at 14 TDU but the building coverage exemption is removed. Under this scenario, the increase in trees required remained quite significant, ranging from 80-820%. On the larger multi-family residential project in Midtown, for example, this alternative would result in an increase from 5.7 to 52.9 trees, compared to the proposed legislation which results in a requirement of 75.6 trees.

Secondly, staff evaluated a scenario where the tree density requirement is increased to 20 TDU, but the area covered by buildings continues to be excluded as it is under the current standards. Under this scenario, the number of trees required would increase by a more modest 43% across all of the sites examined. For example, on the same multi-family residential project in Midtown, this alternative would require an increase from 5.7 to 8.2 trees, as opposed to the 52-75 trees required by the other alternatives. Staff ran the calculations for various iterations of this scenario, modeling the effect of increasing the tree density requirement from 14 TDU to anywhere between 20 and 24 TDU, each time with the area covered by buildings remaining excluded.

The analysis revealed that removal of the building coverage exemption has a far more significant impact across all sites than the increase in TDU. Although the magnitude of the impact is variable, across a majority of the examples the effect of the proposed legislation would be to require a number of trees that cannot be realistically accommodated on site given current zoning entitlements. Under the current code, a property owner or developer who cannot meet TDU requirements on site may pay a fee-in-lieu into a tree bank, the funds of which are used to plant trees elsewhere in Metro.

The current fee-in-lieu payment is \$725 per TDU, or \$362.50 per tree. Based on the sample sites described above, if additional required trees were unable to be accommodated on site, the fee-in-lieu payments to the tree bank covering the incremental increase in trees could range from about \$7,500 to \$62,000.

Metro Nashville's tree canopy goals are not uniform across the county, but are varied by transect to reflect the expectation of different character and development form in different areas. Likewise, zoning standards, which set the entitlements and regulations for development of property, are also varied across Metro to achieve different types of community character. Both the current landscape code and the proposed amendments take more of a one-size-fits-all approach, applying a single tree density standard to all non-residential and multi-family residential development regardless of scale or location.

Over the longer term, we might develop a set of tree density requirements that are more nuanced to respond to varying zoning districts and tree canopy goals, and that might treat the building coverage exemption differently in different areas. This process would likely require a detailed look at site and building coverage allowances in each zoning district, an analysis of typical lot patterns and site configurations, and a careful consideration of policy goals in order to arrive at a set of standards that are calibrated to achieve the correct balance of built form and tree cover in different areas, whether by transect, zoning district, or other boundaries. Given the staffing and resource demands of implementing a more complex system of standards, a frank conversation about what can be realistically implemented and enforced would be a critical component of that process as well. While this would be a meaningful and worthwhile exercise, and one that Planning staff would support, it well exceeds the scope of the current proposal and the time allotted in which to refine it.

Currently, as staff understands it, the sponsoring Councilmembers, as well as the advocates and professionals who have contributed to this process, are interested in taking a first incremental step to improve Nashville's tree canopy and meet tree planting goals, while fully acknowledging that more work and more nuanced tools are needed. To that end, staff recommends that the tree density requirement for non-residential and multi-family residential development be increased from 14 TDU to 22 TDU, but that the building coverage exemption provided in the current code remain in effect.



Metro Planning Commission Meeting of 6/13/2019

The outcome of staff's recommendation would be a 57% increase in the TDU or number of trees required to be provided by each non-residential or multi-family development, regardless of zoning designation or site location. In the sample site analyzed above, this represents an increase of 2-12 required trees, or an incremental cost increase in the range of \$700 - \$4,400. These represent increases that are more likely to be realistically accommodated on site.

This approach will require an additional financial commitment from property owners and developers to retain or install more trees, and additional creativity on the part of the landscape architecture community to design sites that can healthily accommodate additional plantings. It will not, on its own, result in achieving the tree canopy goals for any particular transect, but it is not reasonable to assign responsibility for those goals entirely to any one development type or any one location. In combination with other proposed amendments, staff finds this proposal to be a reasonable first step toward meeting Nashville's tree canopy goals, one that appropriately balances competing priorities within the confines of a one-size-fits-all approach.

Street Tree Standards

In the course of stakeholder engagement regarding the proposed amendments, significant interest was expressed in establishing street tree requirements and a mechanism through which street trees could be credited toward required TDU. Although there is agreement across the board that street trees are an incredibly important component of the public realm and provide valuable benefits, Metro Departments currently have concerns about the ongoing maintenance of trees planted in the public right-of-way. Until a more robust system for the installation and maintenance of street trees is established and adequate resources are assigned to support it, staff finds it premature to recommend that street trees be required in any zoning district outside of Downtown Code (DTC), where street tree requirements are already in place. Staff would strongly recommend that comprehensive legislation addressing street trees, including installation standards and maintenance requirements, be developed as part of the next step in the overall update of Metro's codes pertaining to trees.

In the interim, the proposed substitute ordinance includes standards permitting property owners or developers to receive credit toward the required tree density on their site for street trees planted along the site frontage. This allowance does not apply to properties zoned DTC, where the current street tree requirements will continue to apply. Street trees planted for credit are subject to the approval of the Urban Forester and Metro Public Works, and the owner or developer of the adjacent property will be required to maintain the trees to International Society of Arboriculture standards.

Heritage Trees

Throughout stakeholder engagement, staff received feedback regarding the loss of mature tree canopy and the need for incentives or requirements that would do more to protect existing mature trees. In particular, interest was expressed in developing an incentive for the preservation of heritage trees, defined as trees of particular species and size that are significant contributors to Metro's canopy such as a mature oak tree. Several stakeholders, in cooperation with one of the sponsoring Councilmembers, developed a framework for this type of incentive, which staff has incorporated into the proposed substitute. Under the proposed standards, additional TDU credits would be available for a property owner who chooses to retain a heritage tree.

TDU Credit Schedules

To further the goal of incentivizing retention of mature trees, the substitute proposed by staff incorporates updates to the schedule of TDU credits for retained trees. Under the current schedules, one inch of new or replacement tree receives slightly higher TDU credit than an inch of retained tree. The amendments adjust the credits for retained trees upward, so that one inch of retained tree is worth more than the same inch of new tree.

Housekeeping Changes

In evaluating the proposed amendment, staff identified some housekeeping changes that would clarify and simplify the current code and enable more consistent implementation. The recommended substitute includes updated definitions to better define terms and eliminate some conflicting terms. For example, the code currently defines the term "protected tree" in two different ways. The substitute remedies this by introducing the term "retained tree" to better distinguish trees that an owner or developer has chosen to keep for purposes of meeting tree density. Changes are proposed throughout to incorporate the new terms.

The current code includes standards for landscaping of parking areas generally, with more specific requirements if the parking area is elevated above or depressed below an adjacent public street. The proposed substitute simplifies the code by eliminating the elevated and depressed standards and associated figures. The current code also includes requirements for landscape buffer yards to screen and separate between developments in different zoning districts. The table establishing these buffer yards currently requires lower intensity developments, such as single-family residential, to provide a buffer against higher intensity uses, such as industrial. The substitute simplifies the table by



Metro Planning Commission Meeting of 6/13/2019

removing the requirements for lower intensity uses to buffer against higher intensity ones, placing the burden of buffering on the more impactful use.

Finally, staff is also recommending incorporation of updated figures. Chapter 17.24 currently includes a number of drawings and diagrams designed to illustrate the landscaping, buffering and tree replacement requirements. These drawings were originally prepared in a manner that has resulted in their becoming blurred and incorrectly scaled as they have been replicated in the code over time. Updated illustrations have been prepared using a CAD format, so that they can be appropriately scaled and inserted into the code while remaining legible; the updated figures are unchanged in substance, with the exception of Figure 17.24.240.B, Type B Buffer Yards. That drawing is updated to decrease the width of the B-5 Buffer from 10' to 5' to correct an error in the current code.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken to the substitute.

STAFF RECOMMENDATION

Staff recommends approval of the substitute.

Ms. Shepard presented the staff recommendation of approval of the substitute.

Councilmember Henderson spoke in favor of the substitute.

Roy Dale, 516 Heather Pl, spoke in favor of the substitute; there was adequate communication and representation with the development group and the stakeholders.

Jim Gregory, 1000 Glenview Dr, spoke in favor of the substitute.

George Ewing, 4601 Whites Creek Pk, spoke in favor of the substitute.

Arlene Wilson, 383 Normandy Circle, spoke in favor of the substitute.

Patricia Miller, 13566 Old Hickory Blvd, spoke in favor of the substitute.

Elise Hudson, 4601 Whites Creek Pk, spoke in favor of the substitute.

Joseph Johnson, 2815 Belmont Blvd, spoke in favor of the substitute.

Wood Caldwell, 4416 Granny White Pk, spoke in favor of the substitute and noted there was compromise among all parties.

Councilmember Withers spoke in favor of the substitute.

Chairman Adkins closed the Public Hearing.

Mr. Haynes spoke in favor of the substitute but wants to make sure the tree fund is used properly. It is a good bill but still needs to be nuanced as we go through the refinements.

Ms. Moore spoke in favor of the substitute; it is a good first step.

Councilmember Bedne spoke in favor of the substitute; his only concern is if some type of waiver can be done for affordable housing.

Mr. Elam spoke in favor of the substitute.

Ms. Farr spoke in favor of the substitute.

Mr. Haynes moved and Ms. Farr seconded the motion to approve the substitute with a condition that it be referred back to MPC if Council modifies TDU, building footprint, or any other substantial change. (6-0)



Metro Planning Commission Meeting of 6/13/2019

Resolution No. RS2019-195

“BE IT RESOLVED by The Metropolitan Planning Commission that 2018Z-010TX-001 is **approve the substitute with a condition that it be re-referred back to MPC if Council modifies TDU, building footprint, or any other substantial change. (6-0)**

- 2a. 2019CP-008-001**
NORTH NASHVILLE COMMUNITY PLAN AMENDMENT
 Council District 21 (Ed Kindall)
 Staff Reviewer: Marty Sewell

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

Staff Recommendation: Withdraw.

The Metropolitan Planning Commission withdrawn 2019CP-008-001 (7-0)

- 2b. 2019SP-035-001**
2400 WEST HEIMAN STREET SP
 Council District 21 (Ed Kindall)
 Staff Reviewer: Jason Swaggart

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

Staff Recommendation: Withdraw.

The Metropolitan Planning Commission withdrawn 2019SP-035-001 (7-0)

- 3. 2019SP-006-001**
3RD AVENUE NORTH SP
 Council District 19 (Freddie O'Connell)
 Staff Reviewer: Patrick Napier

A request to rezone from R6-A to SP zoning on properties located at 1825, 1827, 1829, 1831, 1833, and 1835 3rd Avenue North, at the southeast corner of Coffee Street and 3rd Avenue North (1.18 acres), to permit 21 multi-family residential units, requested by Dale and Associates, applicant; TAB Homebuilders, LLC., owner.

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

APPLICANT REQUEST

Preliminary SP to permit up to 21 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 21 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, based on acreage alone. Current lot configuration may allow six duplexes for a total of 12 units pending determination on duplex eligibility by the Codes Department.*



Metro Planning Commission Meeting of 6/13/2019

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood 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 3rd Avenue North.

Site Plan

The plan proposes 21 multi-family residential units. A total of 15 units will front either Coffee Street or 3rd Avenue North; the remaining units will be located within the interior of the site. The units proposed along 3rd 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 3rd 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. The Major and Collector Street Plan requires the installation of a 4 foot planting strip, an 8 foot wide sidewalk, and a 4 foot frontage width along 3rd Avenue North. 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 strip 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.

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 3rd 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.



Metro Planning Commission Meeting of 6/13/2019

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.
- Prior to building permit approval, dedicate ROW to the back of sidewalk.
- Prior to submission of the Final SP, coordinate with MPW on the final design of the roadside cross section.
- Prior to building permit approval, submit copy of recorded HOA documents establishing private hauler for solid waste and recycling.
 - Prior to Final SP submission, coordinate with MPW on the final design of Alley #201 to comply with ST-263.

WATER SERVICES RECOMMENDATION

Approved 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 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.

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Final 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		21 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

BOARD REPORT

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

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

The proposed SP-R zoning district would generate three more students than 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 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 within the SP shall be limited to up to 21 multi-family residential units.



Metro Planning Commission Meeting of 6/13/2019

2. The height of all buildings on 3rd Avenue North and Coffee Street shall be limited to a maximum height of 40 feet. Units 15 through 21 shall be limited to a maximum height of 30 feet.

3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

4. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.

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.

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

Adam Sager, 516 Heather Pl, spoke in favor of the application.

Chairman Adkins closed the Public Hearing.

Mr. Elam stated that this design seems completely out of context with the surrounding area.

Ms. Farr moved and Mr. Haynes seconded the motion to approve with conditions and disapprove without all conditions. (6-0)

Resolution No. RS2019-196

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-006-001 is **approved with conditions and disapproved without all conditions.(6-0)**

CONDITIONS

1. Uses within the SP shall be limited to up to 21 multi-family residential units.

2. The height of all buildings on 3rd Avenue North and Coffee Street shall be limited to a maximum height of 40 feet. Units 15 through 21 shall be limited to a maximum height of 30 feet.

3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

4. The final site plan shall include architectural elevations showing raised foundations of 18-36" for residential buildings.

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 6/13/2019

4. 2019SP-027-001 ROOTS EAST SP

Council District 05 (Scott Davis)
Staff Reviewer: Patrick Napier

A request to rezone from OR20, RM20-A, and RS5 to 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, requested by Smith Gee Studio, applicant; Woodland Street Partners, LLC, owner.

Staff Recommendation: Defer to the June 27, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-027-001 to the June 27, 2019, Planning Commission meeting (7-0)

5. 2019S-043-001 HIGHLAND VIEW

Council District 20 (Mary Carolyn Roberts)
Staff Reviewer: Abbie Rickoff

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 R40 (37.53 acres), requested by Dale and Associates, applicant; Highland Park Church, Inc., owner.

Staff Recommendation: Approve with conditions.

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).

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 34 lots with 8 duplex lots for a total of 42 units based on acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

Community Character Manual Policy

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

BACKGROUND

This case was deferred by the Metro Planning Commission at the April 25, 2019 meeting, after a public hearing was held, with direction to Metro Legal, Metro Public Works, and the applicant to evaluate the following: Metro Legal to provide information on health/safety issues and associated risk related to the tower, and case law related to safety issues in subdivision review; Metro Public Works to address slope standards for the proposed road connection to Watts Lane; and the applicant to test the soil for potential lead paint.

Since the April 25th, 2019 meeting, Metro Public Works has further evaluated the Watts Lane connection against Metro's standard street design specifications and has indicated that, at the conceptual plan level, the road profile complies with Metro's standards for slope/running grade. The road connection will continue to be evaluated once construction drawings are prepared and submitted to staff with the final site plan application, to ensure all safety concerns have been addressed.



Metro Planning Commission Meeting of 6/13/2019

The applicant has consulted with a geotechnical firm to test the soil for potential lead paint. Results indicate lead levels of less than 40 ppm, below the residential criteria of 400 ppm.

Metro Legal will provide information pertaining to health/safety issues and associated risk related to the tower, and case law related to safety issues in subdivision review at the Planning Commission meeting.

Staff's recommendation is unchanged from the original staff report publication. The public hearing remains open.

HISTORY

At the April 13, 2017, Metro Planning Commission meeting, the MPC disapproved case 2017S-033-001, a concept plan with 30 cluster lots located on a portion of this site, following staff's recommendation of approval with conditions including a variance to the length of a dead end street. The currently proposed subdivision (case 2019S-043-001) is a concept plan with 32 cluster lots and includes an additional parcel (164) that was not included in the 2017 plan. The addition of parcel 164 allows the internal street network to connect through the site, rather than terminating at a dead end. Therefore, a variance is no longer needed.

SITE CONTEXT AND PLAN DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application.

This development is located off of Knob Road, east of Charlotte Pike and west of White Bridge Pike. The site comprises approximately 37.53 of 67.46 total acres and includes property on Watts Lane (parcel 164) and a portion of property located on the north side of Knob Road (part of parcel 127). Parcel 164 is comprised of 0.83 acres and is located on the northern portion of the site, bordering Watts Lane, a partially improved street to the west, and, unimproved right-of-way for a portion of Marcia Avenue to the north. Parcel 127 is comprised of approximately 66.63 total acres along Knob Road and includes an existing church. The portion that is slated for redevelopment is located on the western half of parcel 127. The church is located on the eastern portion of parcel 127 and is not included in the proposed subdivision. The site is heavily wooded and contains some areas of potential steep slopes, as well as a stream that flows at the front of the site along Knob Road.

Surrounding land uses include single-family residential development (north, south, and west), multi-family development (northwest), and the WSMV-TV studios and transmission tower which are located directly northeast of the subject parcel. A 500 foot buffer has been provided around the tower and will remain undisturbed. A transmission tower easement extends diagonally from the WSMV tower through the 500 foot buffer towards the center of the development area.

Site Plan

The plan proposes a cluster lot subdivision with 32 lots, including 8 duplex lots, for a total of 40 units. The single-family lots are clustered down to the R20 district size with a minimum lot size of 20,000 square feet. The duplex lots are a minimum of 40,000 square feet and have been interspersed throughout the site, mixed in with the single-family lots. All of the lots are at least 50 feet in width. None of the lots have been identified on natural slopes of 20 percent or greater, and no problem soils have been identified on the site plan. The stream and stream buffer at the front of the site are not located within any of the proposed lots.

All of the lots are oriented along new streets which will connect to Knob Road and Watts Lane. Road A is accessed from Knob Road (south) and will share access with the existing church, which is located outside of the development area. Road D is accessed from Watts Lane (north), which will be improved from the access point to Charlotte Pike as determined appropriate by Metro agencies. Roads A and D extend towards the center of the site and connect to Court B and Road C, which provide access to lots on the western portion of the site. Five-foot wide sidewalks with a four-foot planting strip are provided on the new streets per the local street standard.

In cluster lot subdivisions, a minimum of 15 percent of each phase of development shall be open space.

Approximately 15.1 acres (40.2%) of the site is proposed as open space, including:

- 2.75 acres designated as stormwater facilities
- 6.12 acres located in the WSMV tower easement and/or 500 foot buffer. The tower easement area will not be accessible to the public.
- 6.23 acres of passive open space and recreation areas (including approximately 5.2 acres which will remain undisturbed)

A standard "C" buffer is provided along all perimeter lots in accordance with the cluster lot provisions. Streams and associated buffers have been identified on the site plan nearest the Knob Road access point. Prior to any land



Metro Planning Commission Meeting of 6/13/2019

disturbance, an environmental survey and hydrologic stream determination will be conducted in order to identify any streams or other protected water features in accordance with stormwater regulations.

ANALYSIS

As mentioned at the beginning of this report, the inclusion of parcel 164 allows the internal street network to extend through the site to Watts Lane, providing a second means of site access that was not included in the 2017 plan. Watts Lane will be improved from the Watts Lane access point to Charlotte Pike, as determined appropriate by Metro agencies, prior to final plat approval.

In order to provide for flexibility of design, the creation of common open space, and the preservation of natural features, the Metro Zoning Code permits the development of cluster lot subdivisions in Single-Family (RS) and One and Two-Family (R) zoning districts. To permit creative design necessary to meet the premise of the cluster lot option, residential lots are allowed to contain less land area than what is normally required by the base zoning district when certain standards are met. The cluster lot option does not allow more density than what would be allowed under the existing R40 zoning district, but it does allow the minimum lot area for single-family lots to be reduced down to a minimum of two smaller base zone districts (R40 to R20, in this case). As proposed, all of the single-family lots have been clustered down to a minimum lot size of 20,000 square feet. The lots identified as two-family have a minimum lot size of 40,000 square feet, consistent with the cluster lot provisions.

In cluster lot subdivisions, a minimum of 15 percent of the development must be open space. Of the 37.53 acres proposed for subdivision, 15.1 acres will remain as open space, or (40.2%) of the total area. Recreational facilities are required within a portion of the open space, and this proposal includes a gazebo and small park. As proposed, the plan meets all requirements of the Subdivision Regulations and the Zoning Code for the cluster lot option.

The lots are located outside areas with potential steep slopes and streams/stream buffers, and no critical lots have been identified on the plan.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Apparatus Access Roads shall be in accordance with all of the provisions of the Appendix D in the 2012 IFC. The connection to Watts shall comply. Fire Code issues will be addressed in the permit phase.

STORMWATER RECOMMENDATION

Approve with conditions

- Graded/impervious areas should be routed to traditional Stormwater facilities (traditional or non-conventional).

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate sight distance at both access drives. Submit pavement marking to modify DYSL striping on Knob Road at access prior to final plan approval.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Prior to final plat approval, bond or improve Watts Lane from the termini of this development to Charlotte Pike to provide a minimum pavement width of 20 feet where it doesn't already exist. Minor modifications to this



Metro Planning Commission Meeting of 6/13/2019

- requirement may be approved during the development of construction plans, as determined appropriate by Metro Planning, Public Works, Fire Marshall, and Storm Water.
2. On the corrected copy, modify the Watts Lane improvement note on sheet C2.0 to reflect Condition #1.
 3. Add the following note to all open spaces, outside of areas reserved for Stormwater and designated recreational facilities: All existing trees in designated open spaces shall be preserved. These areas shall remain undisturbed.
 4. A tree protection plan shall be provided with the final site plan application to indicate preservation of trees within common open space and buffer areas.
 5. A tree survey indicating all trees with an 8 inch caliper or greater shall be submitted with the final site plan.
 6. Prior to any land disturbance, an archeological survey shall be required to determine the location of any historic structures, including rock or stone walls, in consult with MHZC staff. If any walls are determined to have historical significance, additional conditions may be applied to the final site plan.
 7. The final site plan shall include buffer yards consistent with the provisions of the Cluster Lot Option, Section 17.12.090 of the Metro Zoning Code.
 8. Comply with all conditions and requirements of Metro reviewing agencies.
 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.
 10. The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
 11. 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.

Ms. Rickoff presented the staff recommendation of approval with conditions.

Tom White, 315 Deaderick St, spoke in favor of the application as it meets all conditions and requirements of cluster lot options. All previous issues have been addressed.

Roy Dale, 516 Heather Pl, spoke in favor of the application. Research was conducted and ice and lead are not issues.

David McCall, 461 Rochelle Dr, spoke in favor of the application.

Gene Cook, Hwy 70 S, spoke in favor of the application.

Jonathan Labor, 7167 Triple Crown Ln, spoke in favor of the application.

Tim Mason, 300 James Robertson Pkwy, spoke in favor of the application.

Mike Eatherly spoke in favor of the application.

Dale Robble, 5710 Knob Rd, spoke in favor of the application.

Donald Donnally, 603 Belmont Blvd, spoke in opposition to the application as the proposal does not follow NashvilleNext.

Michael Aldridge, 798 Watts Ln, spoke in opposition to the application.

Trish Bolian, 6002 Hickory Valley Rd, spoke in opposition to the application.

Ruth Cirillo, 6473 Fleetwood Dr, spoke in opposition due to concerns with falling ice from the tower.

Katie Patton, 5732 Knob Rd, spoke in opposition to the application due to concerns with ice falling from the tower.

Sarah Boyd, 849 Russleo Dr, spoke in opposition to the application due to concerns with ice falling from the tower.

Willi Honegger, 6522 Rolling Fork Dr, spoke in opposition to the application.

Mike Williams, 6457 Fleetwood Dr, spoke in opposition to the application.



Metro Planning Commission Meeting of 6/13/2019

Kyle Miller, 125 Demoss Rd, spoke in opposition to the application as the area is unsuitable for residential development.

Thom Druffol, 613 Lamar Dr, spoke in opposition to the application due to stormwater concerns.

Amanda Livsey, 5745 Knob Rd, spoke in opposition to the application due to stormwater/flooding concerns.

Kathy Baker, 6811 Fleetwood Dr, spoke in opposition to the application.

Jennifer Kirkendall, 5753 Maldina Ave, spoke in opposition to the application due to concerns with ice falling from the tower.

Rob Cheplicki, 6453 Fleetwood Dr, spoke in opposition to the application.

Joseph Johnson, 2815 Belmont Blvd, spoke in opposition to the application.

Tom White asked for approval and stated there is no material evidence to support some of the concerns raised.

Councilmember Roberts spoke in opposition to the application, citing falling ice and lead paint as material evidence to disapprove.

Chairman Adkins closed the Public Hearing.

Ms. Moore inquired about stormwater concerns.

Logan Bowman, Metro Water Services, clarified that the plan meets all stormwater regulations.

Mr. Haynes spoke in opposition to the application. The infrastructure is failing in this area and the health, safety, and welfare of the neighbors is more important than meeting the subdivision regulations.

Ms. Farr spoke in agreement with Mr. Haynes. Clearly there have been impacts to the surrounding neighborhood based on this tower that have caused some damage. The commission has to think about what is best for protecting the health, safety, and welfare for this area.

Mr. Elam spoke in favor of staff recommendation.

Councilmember Bedne asked that an additional condition be added that would require a fence be constructed around the tower.

Tom Casey, Meredith Media Group, discussed the tower and ice concerns; he confirmed that ice does fall off the tower as well as the guidelines.

Mr. Haynes moved and Ms. Farr seconded the motion to disapprove based on known facts of ice shards falling from the tower, which we have evidence of, and the fact that WSMV will not accept any liability. There is a health and safety concern for this proposed subdivision. (5-1) Mr. Elam voted against.

Resolution No. RS2019-197

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-043-001 is **disapproved. (5-1)**

CONDITIONS

- 1 Prior to final plat approval, bond or improve Watts Lane from the termini of this development to Charlotte Pike to provide a minimum pavement width of 20 feet where it doesn't already exist. Minor modifications to this requirement may be approved during the development of construction plans, as determined appropriate by Metro Planning, Public Works, Fire Marshall, and Storm Water.
- 2 On the corrected copy, modify the Watts Lane improvement note on sheet C2.0 to reflect Condition #1.
- 3 Add the following note to all open spaces, outside of areas reserved for Stormwater and designated recreational facilities: All existing trees in designated open spaces shall be preserved. These areas shall remain undisturbed.
- 4 A tree protection plan shall be provided with the final site plan application to indicate preservation of trees within common open space and buffer areas.
- 5 A tree survey indicating all trees with an 8 inch caliper or greater shall be submitted with the final site plan.



Metro Planning Commission Meeting of 6/13/2019

- 6 Prior to any land disturbance, an archeological survey shall be required to determine the location of any historic structures, including rock or stone walls, in consult with MHZC staff. If any walls are determined to have historical significance, additional conditions may be applied to the final site plan.
- 7 The final site plan shall include buffer yards consistent with the provisions of the Cluster Lot Option, Section 17.12.090 of the Metro Zoning Code.
- 8 Comply with all conditions and requirements of Metro reviewing agencies.
- 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.
- 10 The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
- 11 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.

6. 2019S-071-001
LOTS 1, 2 AND 3 AT 1003 NEELYS BEND

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

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

Staff Recommendation: Approve with conditions.

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, zoned Single-Family Residential (RS10) (1.24 acres).

Existing Zoning

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

Community Character Manual Policy

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

PLAN DETAILS

This site is located at 1003 Neely's Bend Road, approximately 90 feet southeast of Center Street. The proposed lots have the following area and frontage:

Proposed Lots:

- Lot 1: 40,369 square feet (0.67 acres) and 100 feet of frontage along Neely's Bend Road
- Lot 2: 39,042 square feet (0.25 acres) and 50 feet of frontage along Neely's Bend Road
- Lot 3: 40,278 square feet (0.25 acres) and 50 feet of frontage along Neely's Bend Road

Analysis

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

Zoning Code

Each proposed lot meets the minimum standards of the Single-Family Residential (RS10) zoning district.



Metro Planning Commission Meeting of 6/13/2019

Street Frontage

Each proposed lot has frontage on a public street.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approved with conditions

- Attached is a copy of the above-referenced subdivision (received on June 10, 2019) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project # 19-SL-82. A bond amount of \$19,000.00 is assigned to 19-SL-82.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approve with conditions..

Approve with conditions. Consent Agenda. (7-0)

Resolution No. RS2019-198

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019S-071-001 is **approved with conditions.** (7-0)

Conditions

1. **Comply with all conditions of all Metro Agencies.**

7. 2019S-072-001 724 DEVON LANE

Council District 16 (Mike Freeman)
Staff Reviewer: Gene Burse

On Consent: Yes
Public Hearing: Open

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 RS10 (0.88 acres), requested by Jeffrey A. Leopard, applicant; GRE, LLC., owner.

Staff Recommendation: Approve.

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).

Existing Zoning

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

Community Character Manual Policy

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



Metro Planning Commission Meeting of 6/13/2019

PLAN DETAILS

This site is located at 724 Devon Lane, approximately 235 feet northeast of Drummond Drive. The proposal is to create two lots. The proposed lots have the following area and frontage:

Proposed Lots:

- Lot 1: 20,816 square feet (0.48 acres) and 102 feet of frontage along Devon Lane
- Lot 2: 16,977 square feet (0.39 acres) and 100 feet of frontage along Devon Lane

Analysis

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Maintenance policy area. 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 Single-Family Residential (RS10) zoning district.

Street Frontage

Each proposed lot has frontage on a public street.

Compatibility

Section 3-5.2 of the Subdivision Regulations outlines criteria for determining compatibility for property located in Neighborhood Maintenance policy areas. These lots do not have “surrounding parcels” as defined by the Subdivision Regulations. “Surrounding parcels” is defined as the five parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same block face, whichever is less. The site is oriented to Devon Lane and does not have other parcels to compare to that are oriented on to the same block face. Adjacent parcels are oriented to Drummond Drive and Wildview Drive.

In instances where surrounding parcels do not exist, the Planning Commission may grant an exception to the compatibility criteria by considering a larger area to evaluate general compatibility. Staff suggests the Planning Commission use the four parcels immediately to the west that orient to Devon Lane and parcels to the east along Drummond Drive as part of the evaluation for the proposed subdivision. Both proposed lots are compatible with the established pattern of development when compared to the aforementioned adjacent parcels oriented to Devon Lane and Drummond Drive.

Each proposed lot was compared to adjacent parcels to the west and to the east along different block faces, consistent with the compatibility criteria of the Subdivision Regulations. This site serves as a transition from a development pattern of larger lots to the west and a development pattern that consists of smaller lots to the east. Lots to the west along Devon Lane have frontages that range from 105 feet to 259 feet. Lots to the east along Drummond Drive have frontages that range from 82 feet to 154 feet. Staff finds that this proposal would provide for harmonious development within the immediate area along Devon Lane.

Agency Review

All agencies have not recommended approval.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 6/13/2019

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-199

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019S-072-001 is **approved. (7-0)**

8. 2019Z-065PR-001

Council District 02 (DeCosta Hastings)

Staff Reviewer: Amelia Lewis

A request to rezone from RS5 to R6 zoning for property located at 1208 Katie Street, approximately 220 feet north of Fern Avenue, (0.17 acres), requested by Brian and Linda Vance, applicants and owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 1208 Katie Street, approximately 220 feet north of Fern Avenue, (0.17 acres).

Existing Zoning

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

Proposed Zoning

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

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek -Haynes Trinity Community Plan 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.

ANALYSIS

The 0.17-acre site is located on the west side of Katie Avenue, north of Fern Avenue. The parcel currently contains a two-story single family detached structure. The property is bounded by Katie Ave. to the east, undeveloped Alley #2004 to the west, and parcels zoned RS5 to the north and south. The surrounding properties are primarily residential, having been developed under the existing RS5 zoning. The area is zoned RS5 with several parcels to the west also zoned R6. This property is located in the center of the residential area, bordered by commercial and industrial uses to the south along Baptist World Center Drive and the east along Brick Church Pike.

The T4 MU policy is intended to provide for medium to high density residential uses within an urban environment and where there is an expressed interest in the area's development pattern progressing to promote a mixture of housing types.

The site is located within the Haynes Trinity Supplemental Policy Area. This Policy primarily focuses on connectivity improvements within the policy boundaries but does provide support for an integrated mixture of housing within walking distance of neighborhood services. The proposed R6 district supports uses that are consistent with the goals of the policy to increase density at a scale appropriate to the surrounding properties.



Metro Planning Commission Meeting of 6/13/2019

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **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)	0.17	8.71	1 U	16	6	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.17	7.26 D	2 U	29	7	3

*Based on two-family residential lots

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

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

SCHOOL BOARD REPORT

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

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

The proposed R6 zoning district would not generate any additional students than what is generated under the existing RS5 zoning district. The students would attend Lillard Elementary, Joelson Middle School, and Whites Creek High School. None of these schools have been identified as being over capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-200

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-065PR-001 is **approved. (7-0)**"



Metro Planning Commission Meeting of 6/13/2019

- 9a. 2019CP-003-002**
BORDEAUX-WHITES CREEK-HAYNES TRINITY
COMMUNITY PLAN AMENDMENT
Council District 03 (Brenda Haywood)
Staff Reviewer: Anna Grider

A request to amend the Bordeaux-Whites Creek-Haynes Trinity Community Plan by changing from T2 Rural Neighborhood Maintenance Policy and T2 Rural Neighborhood Center Policy to District Employment Center Policy for properties located at 633 West Green Lane, 3426 Whites Creek Pike, and Whites Creek Pike (unnumbered), at the southwest corner of West Green Lane and Whites Creek Pike, zoned R10 (92.97 acres), requested by Barge Cauthen and Associates, applicant; West Green Land Partners, William Baltz, and Louis Baltz, owners (see associated case# 2019SP-040-001).

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission deferred indefinitely 2019CP-003-002. (6-0-1)

- 9b. 2019SP-040-001**
GATEWAY COMMERCE CENTER SP
Council District 03 (Brenda Haywood)
Staff Reviewer: Abbie Rickoff

A request to rezone from R10 to SP-MI zoning for properties located at 633 W. Green Lane, 3426 Whites Creek Pike, and Whites Creek Pike (unnumbered), north of Briley Parkway, (92.97 acres), to permit a mixed industrial development, requested by Barge Cauthen & Associates, applicant; West Green Land Partners, and Louis and William Baltz, owners (see associated case #2019CP-003-002).

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission deferred indefinitely 2019SP-040-001. (6-0-1)

- 10. 2019CP-005-002**
EAST NASHVILLE COMMUNITY PLAN AMENDMENT
Council District 05 (Scott Davis)
Staff Reviewer: Michael Briggs

A request to amend the East Nashville Community Plan by adopting the Dickerson Pike Corridor Study on various properties located along Dickerson Pike from Spring Street to Pages Branch, north of Trinity Lane, various zoning districts (471.6 acres), requested by Metro Planning Department, applicant; various property owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend East Nashville Community Plan and Major and Collector Street Plan.

Major Plan Amendment and Major and Collector Street Plan Amendment

A request to amend the East Nashville Community Plan on various parcels located along Dickerson Pike between Spring Street and Pages Branch and amend the adopted Major and Collector Street Plan designations for Dickerson Pike.

EAST NASHVILLE COMMUNITY PLAN

Background

The Dickerson South Corridor Study (Study) area is defined by Interstates 24/65 to the west, Pages Branch to the north of Trinity Lane, various property lines along the east that transition into residential neighborhoods, and Spring Street to the south. The boundary includes properties around the interstate interchange at Spring Street and the eastern side of the interstate interchange at Trinity Lane. Many of these properties are easily accessed by the interstate or Dickerson Pike. The Planning Department will study Dickerson Pike north of Pages Branch to Skyline Medical Center as part of the Dickerson North Corridor Study later this summer.



Metro Planning Commission Meeting of 6/13/2019

Past land use plans in this area examined the residential neighborhoods adjacent to Dickerson Pike, such as the Highland Heights Neighborhood Plan (1997) and Detailed Neighborhood Design Plans for the Cleveland Park, McFerrin Park, and Greenwood Neighborhoods (2006). The corridor has not been studied in detail since the 2000 Dickerson Road Commercial Plan. These plans envisioned a diverse and vibrant area that is comfortable and inviting to pedestrians by promoting the addition of new housing on the upper floors of mixed-use buildings lining Dickerson Pike. The plans also identified areas for additional change within the adjacent residential neighborhoods along streets such as Cleveland Street, Douglas Avenue, and Trinity Lane with connected, walkable neighborhood centers in the interior.

As a mechanism to implement these plans, the Skyline Redevelopment District was established by MDHA in 2008. An urban design overlay applicable to signage (Dickerson Pike Urban Design Overlay), which is a zoning tool that requires specific design standards for development in the area for commercial signage, was instituted.

The existing policy was established with the 2015 adoption of *NashvilleNext* and reaffirmed with the update to *NashvilleNext* in 2017. *NashvilleNext* identifies corridors for High Capacity Transit, such as bus rapid transit or light rail, and WeGo Public Transit (formerly known as Nashville MTA) utilized the High Capacity Transit Corridors as the starting point for the *nMotion Transit Plan*. The 2017 update to *NashvilleNext* tailored corridors to develop a more robust local and regional transit system based upon *nMotion* and included updates to the Major and Collector Street Plan.

Since the adoption of *NashvilleNext*, the Let's Move Nashville Transit Improvement Plan was developed to fund a more robust local and regional transit system envisioned in *NashvilleNext* and *nMotion*. Voters decided to not move forward with that funding plan, so in 2018, Mayor Briley expressed interest in determining how mass transit might be improved along Dickerson Pike. Metro pursued a BUILD (Better Utilizing Investments to Leverage Development) Transportation Grant through the U.S. Department of Transportation. Metro was not selected as a recipient for the grant, but it would have supplemented the Study planning process to help determine the appropriate transit mode, property impacts, and market-readiness. The Highland Heights Small Area Plan was conducted by planners in 2018, and the Highland Heights Supplemental Policy was adopted by the Planning Commission on June 14, 2018. Although the study boundary includes portions of Highland Heights, no changes to the supplemental policies are proposed.

Dickerson Pike is an important corridor as one of the backbones of the city's street system. The Study was an opportunity for planners to engage residents and business owners along the corridor about transit-readiness and future development with more frequent mass transit. This relationship between land use and mobility, where jobs and housing are located along corridors easily accessible to transit services, utilizes existing infrastructure investments along a corridor close to downtown and provides an opportunity to offer more housing options closer to work.

ANALYSIS

Prior to beginning the community outreach efforts, the long-range planning team coordinated with various city and state agencies, including Metropolitan Development and Housing Agency, Metro Historical Commission, Metro Water, Nashville Electric Service, Metro Parks, Metro Public Works, WeGo Public Transit, Greater Nashville Regional Council, Tennessee Department of Transportation, Tennessee Department of Environment and Conservation, Downtown Partnership, and other Planning Department staff, to complete an analysis of the study area, as follows:

Growth and Preservation Concept Map

The Growth and Preservation Concept Map reflects Nashvillians' expectations for growth in the future. It identifies tiered centers expected to accommodate a range of future growth, improved public spaces, transit, and sustainable economic activity, and it encourages infill development along transit and multimodal corridors.

The vast majority of Dickerson Pike study area frontage is within a Tier Two Center focused on the interstate interchange at Trinity Lane and on the approved River North development (or Cowan Industrial area). Tier Two Centers are intended to create a pedestrian-friendly area to accommodate future growth with employment, residences, services, civic uses, retail, and restaurants which receives some investments to manage growth, though less investment than Tier One centers. The Highland Heights Study recommends updating the center around Trinity Lane to Tier One.

The remainder of the study area is identified as a Transition and Infill area, which encourages higher density housing appropriate along and around corridors. The areas adjacent to the study area are identified as Neighborhood, primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and neighborhood centers. Dickerson Pike is also identified as an Immediate Need High



Metro Planning Commission Meeting of 6/13/2019

Capacity Transit Corridor, which establishes a framework of more intense housing and commercial areas along major roads with near term improvements to provide more frequent transit service.

Proximity to Downtown

The southern end of the study area is located adjacent to downtown Nashville. The policy application between downtown and properties north transitions in intensity by transect from T5 (Center) at River North to T4 (Urban) east of the interstate.

Natural Environment

The primary natural environmental features are streams, associated stream buffers, and steep slopes. Pages Branch, which forms the Study's northern boundary, is a tributary to the Cumberland River with associated floodplain, stream, and steep slopes in this area. Steep slopes are also located generally west of Shwab Elementary School and north of Fern Avenue. Much of the corridor rises as you travel from downtown north, providing expansive views of the downtown skyline.

Zoning and Existing Land Use

The majority of the study area along Dickerson is zoned for commercial and mixed use, CS (Commercial Services), CL (Commercial Limited), and MUL (Mixed Use Limited). Neighborhoods adjacent to Dickerson, within the study area, are zoned for medium density residential uses, including Single-Family Residential and One and Two-Family Residential – Alternative (RS5 and R6-A). A portion of the study area generally along the interstate is zoned IWD (Industrial Warehousing/Distribution). Other zoning districts that entitle multifamily residential and commercial uses are present throughout the corridor.

Policy

Seven policy areas, predominantly in the T4 Urban Transect, are applied to the study area.

Existing Community Character Policy	Location in Study Area
T4 Urban Mixed Use Corridor	Vast majority of property fronting Dickerson Pike
T4 Urban Community Center	Three corners at intersection of Dickerson Pike with Douglas Avenue and Ligon Avenue
T4 Mixed Use Neighborhood	Two large swaths of property located adjacent to interstate without Dickerson Pike frontage
T4 Urban Neighborhood Evolving	Residential neighborhoods with adopted plans that call for introducing a mix of housing types along with improved connectivity
T4 Urban Neighborhood Maintenance	Established residential neighborhoods with adopted plans that call for maintaining the current mix of housing and building form
Civic	KIPP Academy Nashville and Shwab Elementary School properties
Conservation	Environmentally sensitive features such as Pages Branch

Supplemental Policies

The study area has supplemental policies for Highland Heights with a building regulating plan and mobility plan. A building regulating plan identifies nine distinct subdistricts in Highland Heights; three of those subdistricts are relevant to the Study. The mobility plan identifies street hierarchy types and future road connections and associated cross sections for each street type. The Study reflects the Highland Heights supplemental policies. No changes are proposed.

Historic Properties

There are no National Register Historic Districts within or adjacent to the area. Three properties along Dickerson Pike are National Register Eligible, and 52 properties are currently identified as Worthy of Conservation in the study area.

Streets/Connectivity

The Major and Collector Street Plan (MCSP) identifies North 1st Street, Dickerson Pike, Cowan Street, Spring Street, and Trinity Lane as Arterial-Boulevards. Cleveland Street, Meridian Street, and Fern Avenue intersect Dickerson Pike as Collector-Avenues. The remaining intersecting roads are classified as local streets.



Metro Planning Commission Meeting of 6/13/2019

The existing street network is reflective of an urban street network, particularly south of Trinity Lane and east of Dickerson Pike. Interstates 24/65 are a barrier to connectivity east-west and limit crossings to the Spring Street and Trinity Lane interchanges. The Fern Avenue overpass provides additional connectivity at a midpoint in the Study area. Future street connections east-west between Dickerson Pike and River North are identified in the MCSP.

Transit

Dickerson Pike is a WeGo route with regular service and multiple bus stops. The *nMotion Transit Plan* identifies Dickerson Pike with full Bus Rapid Transit, a limited stop bus service that utilizes bus-only lanes independent of travel lanes with automobiles. Major local service improvements are planned along Dickerson Pike and Whites Creek Pike in the interim to improve operational frequency. Additionally, a new crosstown route is planned along Trinity Lane connecting routes along Gallatin Pike to Bordeaux.

COMMUNITY PARTICIPATION

Planning staff undertook an extensive public outreach and participation program, including a Steering Committee and multiple means of promoting the project and participation opportunities. During the summer of 2018, Planning Department staff hosted two early touchpoint meetings with the community to discuss the vision of Dickerson Pike from Spring Street to Skyline Medical Center. Staff presented an overview of challenges and opportunities along the corridor with a potential visioning process in 2019.

The public participation process for this project was centered on a four-day charrette. A charrette is a collaborative planning and design effort organized to build consensus and focus on one or more common goals. The Study charrette was held January 28th through January 31st.

Public Notice and Outreach

As part of the standard policy amendment process, public notice of the charrette schedule, including community meetings, was mailed to approximately 1,800 property owners within and near the study area. In addition to the standard public notice letter, a project website was created – DickersonRoadStudy.nashville.gov – and project flyers were sent to the Steering Committee members and other stakeholders to share with their contacts and email lists.

Since the corridor serves a regional function for mobility, project flyers and notification of the charrette week activities were e-mailed to the following stakeholders:

- Greater Nashville Regional Council
- Metro Council Members – Districts 2, 3, 5, and 8
- Metropolitan Development and Housing Agency
- Nashville Area Chamber of Commerce
- Nashville Area Hispanic Chamber of Commerce
- Nashville Civic Design Center
- Nashville Black Chamber of Commerce
- Nashville LGBT Chamber
- Tennessee Department of Environment and Conservation
- Tennessee Department of Transportation
- Tennessee Latin American Chamber of Commerce
- Transit Alliance of Middle Tennessee
- Transit Now Nashville
- Urban Land Institute Nashville
- Walk Bike Nashville
- WeGo Public Transit

Steering Committee

The Planning Department formed a Steering Committee to assist the planning team with outreach and to function as a sounding board. This committee comprises business owners, neighborhood leaders, property owners, and development and design professionals. Within the Steering Committee, experiences range from long-time residents and business owners to newcomers.

Charrette Week

Two evening community meetings were held – Monday, January 28, and Thursday, January 31 – and an on-site design studio was held. Approximately 74 community members and stakeholders attended the community visioning meeting on January 28 to convey their vision and expectations for the neighborhood's future. Following an opening presentation, the workshop began with a live poll exercise using Mentimeter. Breakout small group exercises followed. Exercise results informed the planning team's work throughout the remainder of the week and during plan production over the months that followed.



Metro Planning Commission Meeting of 6/13/2019

An on-site design studio was held at Trinity Community Commons throughout the week. Working on-site made it possible for community stakeholders to participate in the process based on their scheduling needs and to better understand the charrette process.

A work-in-progress public presentation concluded the charrette, and 41 stakeholders attended to hear a summary of the week's work, including the results of the visioning exercises, the vision statement, goals and objectives, and building height and mobility concepts for achieving the community's vision and expectations. At the end of the presentation, attendees were encouraged to interact with the participation stations to respond to the concepts formulated during charrette week. The community was generally in support of the concepts presented, and staff only received requests to clarify height transitions.

Key Issues and Common Goals

Overall, charrette participants identified four major points of emphasis that the planning team would work to bring together.

1. They want to maintain affordability for those living along the corridor and operating businesses;
2. Redevelopment of the corridor is still a priority of residents adjacent to Dickerson Pike, so additional guidance is needed for building heights to support mass transit;
3. Future parking needs for redevelopment along the corridor will need to be balanced as most people will still depend on car travel until a robust mass transit system is implemented; and
4. Infrastructure improvements will need to be undertaken, so Dickerson Pike's regional mobility role is enhanced.

Post-Charrette Meetings

Building on the information collected during charrette week, the planning team refined the goals, objectives, and concepts into the Study. The refined goals, objectives, building heights, mobility concepts, and design scenarios were presented to the Steering Committee. The general consensus was one of support for the information presented, and staff scheduled follow-up meetings with neighborhood groups in spring. Presentations were given to the Cleveland Park Neighborhood Association on April 11, the Highland Heights Neighborhood Association on May 16, and the McFerrin Park Neighborhood Association on June 6. The Steering Committee met during this timeframe on April 23, May 7, and May 16 to review charrette week deliverables, proposed changes to the Community Character Policy, and review modeling work to inform discussion about appropriate heights. The Steering Committee also reviewed a working draft of the Dickerson South Study at their May 16 meeting.

A static draft was released for review and comment on the Planning Department's website on May 30 in preparation for the June 13 Planning Commission public hearing.

PROPOSAL

Adopt the Dickerson South Study.

The Study, if adopted, will be the policy guide for zone change requests. It may also guide requests for the Capital Improvements Budget. The vision statement, goals, and objectives are intended to guide policy interpretation and zone change requests.

A conceptual framework of the area identifies a conceptual street network, major intersections and transit nodes, appropriate building heights with new development, and Pages Branch greenway trail. The Dickerson South Supplemental Policy incorporates this framework through subdistricts for building height and mobility guidance.

Five (5) building height subdistricts are within the area. Heights tend to be taller in the western extent of the area adjacent to the interstate and the Trinity Lane and Spring Street interchanges. A transition in heights across redeveloping properties abutting policy boundaries are detailed within the subdistrict policy guidance. Lower heights should transition into the residential neighborhoods on the eastern extent of the area.

The mobility plan identifies the community's priorities for connectivity within and outside the area. Future street connectivity to River North is envisioned along with more frequent transit on Dickerson Pike with future crosstown bus service on Trinity Lane. Major intersections near the interstate and transit nodes are where more jobs and housing densities are anticipated with the building heights. Street cross sections are proposed that reaffirm the *nMotion Transit Plan's* mass transit concept for Dickerson Pike while expanding sidewalks and improving crossings. Bicycle connectivity is proposed within adjacent neighborhoods east and west of Dickerson Pike since walking, driving, and transit accommodations are prioritized on the Dickerson Corridor.

Amend the Community Character Policies.

Staff recommends the following policy amendments to better align with the goals, objectives, and policy guidance of the Study:



Metro Planning Commission Meeting of 6/13/2019

- Apply T5 MU policy on properties at the southern end of the study area to achieve continuity with River North west of I-24/65. Specifically, this includes a change from:
 - T4 NE: 100 Meridian Street and 660 Joseph Avenue
- Apply T4 CM policy on properties fronting Dickerson Pike to achieve continuity with adopted policy along the remainder of the corridor. Specifically, this includes changes from:
 - T4 NE: 631 Dickerson Pike
 - T4 CC: 1213 Dickerson Pike to 1235 Dickerson Pike
- Apply T4 MU policy on various properties between Dickerson Pike and I-24/65 to shift from a residential-only focus to one allowing for a wider diversity of uses. Specifically this includes changes from:
 - T4 CC: 1055 Whites Creek Pike, 2 to 22 and 15 to 27 Ligon Avenue (including 0 Ligon Avenue at Whites Creek Pike)
 - T4 NE: Western portion of 1410 Dickerson Pike and portion of 0 Dickerson Pike at the terminus of Elmhurst Avenue
 - T4 CM: Western portion of 1508 Dickerson
- Apply T4 CC policy on properties around the Trinity Lane/I-24/65 interchange east to Dickerson Pike to solidify a mixed use center and achieve continuity with T4 CC policy applied to west of the interchange. Specifically, this includes changes from:
 - T4 MU: 130 West Trinity Lane, 150 West Trinity Lane, 2040 Lucas Lane, and 0 West Trinity Lane near interstate interchange and 109 to 145 West Trinity Lane, 110 to 200 Old Trinity Lane, 109 to 213 Old Trinity Lane, 0 Tarpley Avenue, 0 Meadow Avenue, and 110 Grizzard Avenue
 - T4 CM: 1900 and 1902 Dickerson Pike, 100 and 114 West Trinity Lane, 103 to 107 West Trinity Lane, 103 to 107 Old Trinity Lane, 2202 to 2312 Dickerson Pike, and 106 Grizzard Avenue

Adopt the Supplemental Policy.

Adoption of the proposed Study would supplement the Community Character Policies for height and mobility. The following summarizes the supplemental policy:

1. **Building height.** The proposed supplemental policy adjusts the building heights currently outlined in the East Nashville Community Plan and organizes the new guidance by subdistrict with maximum height and transitions guidance.
2. **Mobility.** The proposed supplemental policy expands guidance to include multimodal improvements to street, sidewalk, bike lane, transit, and greenway improvements that can be accomplished by both private and public sectors.

Amend the Major and Collector Street Plan.

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment on major streets (Arterial-Boulevards and Arterial-Parkways) and collectors (Collector-Avenues) that make up the backbone of the city's transportation system. It is a part of, and implements, Access Nashville 2040, which is the functional plan component of *NashvilleNext*, the General Plan for Nashville and Davidson County.

The Study proposes adding a Collector-Avenue west of Dickerson Road and Local Streets connecting new development. Street cross sections are included in the study to provide more detailed guidance as streets are built in the area. Additional right-of-way will be needed around future transit stations along Dickerson Pike. Although these stations are not depicted in the Study's cross sections, these areas align with WeGo's High Capacity Transit Briefing Book as part of *nMotion* and are factored into right-of-way widths as part of the Major and Collector Street Plan's interactive map – <http://maps.nashville.gov/mcsp>.

Additionally, *WalknBike* should be updated to identify a bicycling backbone along the new Collector-Avenue west of Dickerson Pike and neighborway guidance for a parallel bikeway east of Dickerson Pike. Planning staff will make note of those changes and work with Metro Public Works to incorporate the bikeway elements as part of a comprehensive update to *WalknBike*.

Development oriented to Pages Branch greenway is also envisioned, and guidance for the greenway trail as development occurs is included in the Study.

STAFF RECOMMENDATION

Staff recommends approval.

Mr. Briggs presented the staff recommendation of approval.

Mac McDonald, 1222 16th Ave S, spoke in favor of the application.

Jack Cawthon, 4010 Valley Rd, spoke in favor of the application.



Metro Planning Commission Meeting of 6/13/2019

Bill Munson, 407 W Trinity Ln, spoke in favor of the application as this will help create a great first impression of Nashville.

Sam McCullough, 1112 N 6th St, spoke in favor of the application.

Ben Jordan, 1011 N 5th St, spoke in favor of the application. Staff has done a great job and there has been significant community involvement.

Scott Morton, 1005 N 14th St, spoke in favor of the application. This is the right plan at the right time for investment in this corridor.

Taylor Perkins, Dickerson Rd, spoke in favor of the application.

Jessica Williams, 2115 Yeaman Dr, spoke in favor of the application.

Martha Carroll, 325 Gatewood, spoke in opposition and requested a deferral for more time to review the document.

Adam Vollrath, 322 Wilburn St, spoke in opposition to the application, specifically the 12-15 story height around the McFerrin Park area. It should be limited to six stories.

Michael Yang, 609 N 2nd St, spoke in opposition to the 15 story height.

Jade Swafford spoke in opposition to the 15 story height.

Will Holbrook, 209 Truland Ave, spoke in opposition to the 15 story height as well as the allowance of non-owner occupied short term rentals.

Julie Gamble, 1440 Penuck Ave, spoke in opposition to the application because of the lack of open space.

Councilmember Davis spoke in favor of the application as it will increase uses, but would like to encourage more green space opportunities. He also expressed no objection to limiting certain heights closer to McFerrin Park area.

Chairman Adkins closed the Public Hearing.

Ms. Farr expressed concerns regarding the 15 story height and noted there seems to be consensus about the plan until you reach this portion. She suggested removing that one portion and approving the remainder.

Ms. Blackshear spoke in agreement with Ms. Farr regarding transitioning of building heights into single family areas and also in favor of inclusion of green spaces.

Mr. Elam spoke in favor of the application.

Councilmember Bedne asked to hear from the Office of Economic Development at the Mayor's Office to offer assurances that there will be an effort to address those issues along the corridor.

Ms. Moore spoke in agreement with Ms. Farr.

Chairman Adkins spoke in favor of the application and thanked the staff and community for their hard work and input.

Mr. Haynes moved and Ms. Farr seconded the motion to approve the plan with the exception that the portion of the area east of Dickerson Pike from Grace Street south to Spring Street be removed and deferred to the July 18, 2019 Planning Commission meeting to allow for additional study. (7-0)

Resolution No. RS2019-201

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019CP-005-002 is approved with the exception that the portion of the area east of Dickerson Pike from Grace Street south to Spring Street be removed and deferred to July 18, 2019, to allow for additional study. (7-0)



Metro Planning Commission Meeting of 6/13/2019

11. 2019CP-010-001 GREEN HILLS - MIDTOWN COMMUNITY PLAN AMENDMENT MUSIC ROW VISION PLAN

Council District 19 (Freddie O'Connell)
Staff Reviewer: Joni Priest

A request to amend the Green Hills Midtown Community Plan by adopting the Music Row Vision Plan. This includes some properties currently in the Midtown Study, all properties in the Music Row Detailed Design Plan, and additional properties currently without supplemental policies. For various properties located from Wedgwood Avenue northward to Broadway and bordered by Grand Avenue, 18th Avenue South, and Interstate 40, various zonings (approx. 152 acres), requested by Metro Planning Department, applicant; various owners.

Staff Recommendation: Defer to the June 27, 2019 Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019CP-010-001 to the June 27, 2019, Planning Commission meeting. (7-0)

12a. 2019CP-010-002 GREEN HILLS – MIDTOWN COMMUNITY PLAN AMENDMENT

Council District 17 (Colby Sledge)
Staff Reviewer: Marty Sewell

A request to amend the Green Hills Midtown Community Plan by changing from T4 Urban Neighborhood Evolving Policy to T4 Urban Mixed Use Corridor Policy for properties located at 910, 912 and 926 13th Avenue South and 13th Avenue South (unnumbered), at the southeast corner of South Street and 13th Avenue South, zoned CN and CS (1.23 acres), requested by T.W. Frierson Contractor Inc., applicant; African Methodist Episcopal Church Inc., owner (See Associated Case #2019Z-074PR-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend Green Hills-Midtown Community Plan to change the policy.

Major Plan Amendment

A request to amend the Green Hills-Midtown Community Plan by changing from T4 Urban Neighborhood Evolving (T4 NE) policy to T4 Urban Mixed Use Corridor (T4 CM) policy for properties located at 910, 912, and 926 13th Avenue South and 13th Avenue South (unnumbered), at the southeast corner of South Street and 13th Avenue South, zoned Commercial Neighborhood (CN) and Commercial Service (CS) (1.23 acres).

GREEN HILLS – MIDTOWN COMMUNITY PLAN

Current Policy

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.

Proposed Policy

T4 Urban Mixed Use Corridor (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 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 6/13/2019

BACKGROUND

The community plan amendment was requested in conjunction with Case #2019Z-074PR-001, a request to rezone from CS and CN to MUL-A zoning for properties located at 910, 912, and 926 13th Avenue South (13th Avenue) and 13th Avenue (unnumbered).

CS is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses. CN is intended for very low intensity retail, office, and services. The requested MUL-A is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses. Existing T4 NE policy applied to these properties does not support the mix of uses permitted by MUL-A. Due to the conflict between the applicant's zoning request and existing policy, the applicant has proposed a policy change to T4 Urban Mixed Use Corridor (T4 CM), which supports mixed use. T4 CM is intended to enhance mixed use corridors by encouraging a greater mix of higher density residential and mixed use development.

The plan amendment request site (site) fronts 13th Avenue and South Street and shares an alley with office and commercial uses that front 12th Avenue South (12th Avenue). Parcels adjacent and east of the site orient to 12th Avenue and form the southwest corner of the intersection with South Street. The 2.5-acre Greater Bethel A.M.E. Church property fronts the northwest corner of the intersection and sits across South Street from the site. Single-family residential occupies property to the east and south of the site.

As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

COMMUNITY PARTICIPATION

Staff hosted a community meeting on May 14, 2019 at Greater Bethel A.M.E. Church (Greater Bethel). Five stakeholders attended along with the development team, and staff. One stakeholder, owner of property across 13th Avenue from the site, submitted a written comment form in support of the request. Staff has not received additional comments. Key themes expressed to staff at the community meeting include the following concerns:

- Support for request and property owner, Greater Bethel;
- Pursuit of MUL-A over Specific Plan;
- Building design fronting South Street within T4 CM policy; and
- Transition to residential uses across 13th Avenue South from the site.

ANALYSIS OF T4 MIXED USE CORRIDOR POLICY

The area requested for amendment is a suitable location for T4 CM policy 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 concept map designates the site and general vicinity, including 12th Avenue frontage, as *Neighborhood*. This category is intended for primarily residential areas with a mix of housing types and character that can include smaller employment areas and neighborhood centers. Given that this mixed-use portion of 12th Avenue frontage is included within *Neighborhood* in this context, the requested half-block expansion of T4 CM policy is appropriate.

- A half-block T4 CM expansion westward from 12th Avenue is appropriate within the context of this particular *Neighborhood*-designated area.

Community Character Policy

Neighborhood areas are generalized on the concept map and are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions. The requested T4 CM policy encourages a greater mix of higher density residential and mixed use along the corridor with a concentration of intensity at intersections of arterials and collectors (e.g. 12th Avenue/South Street). The land use mix in vicinity of the site includes single and multifamily residential, institutional, and commercial. A concentration of intensity occurs at the intersection, where Greater Bethel and commercial/office properties front the intersecting streets.

- Request would strengthen the concentration of intensity at 12th Avenue/South Street, which is T4 CM policy's intent.

Transportation and Connectivity

According to CCM, T4 CM policy areas are applied to prominent arterial-boulevards and collector-avenues with adequate capacity. The site is served by Major Collector and Street Plan-designated arterial-boulevard and collector-avenue streets. WeGo provides service along 12th Avenue. Existing utilities, sidewalks, streets, and alley infrastructure are sufficient to support additional intensity at this location. The four corners at 12th Avenue/South



Metro Planning Commission Meeting of 6/13/2019

Street provide adequate access for a typical concentration of mixed use within T4 CM policy, including rear access via an existing alley.

- Adequate infrastructure consisting of transportation options, connectivity, and access is in place to support the request.
- Property fronts a collector-avenue and is a half block from an arterial boulevard.

Relationship to Surrounding Policies

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

- T4 Urban Neighborhood Maintenance (T4 NM) to west, south, and north;
- T4 NE to southeast, fronting 12th Avenue South; and
- T4 CM to the east, fronting 12th Avenue South.

The 12th Avenue frontage where T4 CM is currently applied shares an alley with the site. T4 NM policy applied across South Street from the site, the Greater Bethel property, includes buildings and parking at a T4 CM-appropriate scale. The amendment request is opposite the main church building on the Greater Bethel property. The church's parking area extends another 400 feet westward along South Street. Given the location in relation to the Greater Bethel property, expansion of T4 CM policy westward would not create a situation where mixed use development fronts lower intensity uses.

- Request includes commercially zoned property that shares an alley with existing office and commercial uses that front 12th Avenue;
- Mixed use development would not front lower intensity uses along South Street.

Analysis Summary

Amending the Community Character Policy from T4 NE and to T4 CM is appropriate because of the opportunities described above. In summary, the area of the request is appropriate for T4 CM, due to the following:

- Supported by the stakeholders present at the community meeting
- Zoned commercial and shares alley with adjacent commercial uses that front 12th Avenue;
- Strengthens concentration of intensity at 12th Avenue /South Street.
- Property fronts a collector-avenue and is a half block from an arterial boulevard
- Adequate transportation infrastructure is in place to support the request.
- Mixed use would not front lower intensity uses along South Street.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-202

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019CP-010-002 is **approved. (7-0)**

12b. 2019Z-074PR-001

Council District 17 (Colby Sledge)

Staff Reviewer: Amelia Lewis

A request to rezone from CS and CN to MUL-A zoning for properties located at 910, 912, and 926 13th Avenue South and 13th Avenue South (unnumbered), at the southeast corner of 13th Avenue South and South Street (1.23 acres), requested by TW Frierson Contractor Inc., applicant; African Methodist Episcopal Church Inc., owner (see associated case 2019CP-010-002).

Staff Recommendation: Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.

APPLICANT REQUEST

Zone change from CS and CN to MUL-A.



Metro Planning Commission Meeting of 6/13/2019

Zone Change

A request to rezone from Commercial Service (CS) and Commercial Neighborhood (CN) to Mixed Use Limited – Alternative (MUL-A) zoning for properties located at 910, 912, and 926 13th Avenue South and 13th Avenue South (unnumbered), at the southeast corner of 13th Avenue South and South Street (1.23 acres)

Existing Zoning

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

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.

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.

GREEN HILLS - MIDTOWN 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 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 on the south side of South Street, between 13th Avenue South and 12th Avenue South. The site has frontage along South Street and 13th Avenue South. The site is bounded by Alley #428 to the east and an unnumbered alley to the south. The site is currently vacant. The surrounding properties are primarily zoned residential. At the intersection of 12th Avenue South and South Street, there are several commercial and institutional uses.

The proposed MUL-A zoning is not appropriate with the existing T4 NE policy. MUL-A zoning is appropriate with the proposed T4 CM policy. The policy guides these areas to be pedestrian-friendly, prominent arterial-boulevard and collector-avenue corridors that accommodate residential, commercial, and mixed use development, and are served by multiple modes of transportation.

The surrounding mix of uses at this location with residential to the south and east and commercial and institutional uses to the west and north support mixed use zoning at this site. If developed with a mix of uses, the site could serve as a transitional use between all of the surrounding land uses. The policy also focuses on connectivity for vehicles, sidewalks, bikeways and transit. With frontage along South Street, 13th Avenue South, and an existing alley the site has multiple access points. The site is also has nearby Metropolitan Transit Authority (MTA) stops and sidewalks along both street frontages.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.



Metro Planning Commission Meeting of 6/13/2019

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.42	0.6 F	10,977 S.F.	697	35	76

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)	0.81	0.25 F	8,820 S.F.	560	29	61

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)	0.63	1.0 F	27 U	164	14	19

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.3	1.0 F	13,068 S.F.	148	39	17

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.3	1.0 F	13,068 S.F.	830	42	90

Traffic changes between maximum: CS, 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
-	-	-		-115	+31	-11

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 Eakin Elementary School, West End Middle School, and Hillsboro 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 of the rezoning if the associated plan amendment is approved. Staff recommends disapproval of the rezoning if the associated plan amendment is not approved.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-203

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-074PR-001 is **approved. (7-0)**"



Metro Planning Commission Meeting of 6/13/2019

13a. 2019CP-012-001 SOUTHEAST COMMUNITY PLAN AMENDMENT

Council District 30 (Jason Potts)

Staff Reviewer: Gene Burse

A request to amend the Southeast Community Plan by changing from T3 Suburban Neighborhood Maintenance Policy to T3 Suburban Neighborhood Evolving Policy on property located at 5009 Raywood Lane and a portion of property located at 4930 Nolensville Pike, at the northwest corner of Strasser Drive and Raywood Lane, zoned RS10 (4.58 acres), requested by CESO, Inc., applicant; Tusculum Hills Baptist Church, owner (see associated case 2019SP-050-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend Southeast Community Plan to change the policy.

Major Plan Amendment

A request to amend the Southeast Community Plan by changing from T3 Suburban Neighborhood Maintenance (T3 NM) Policy to T3 Suburban Neighborhood Evolving (T3 NE) Policy on property located at 5009 Raywood Lane and a portion of property located at 4930 Nolensville Pike, at the northwest corner of Strasser Drive and Raywood Lane (4.58 acres).

SOUTHEAST COMMUNITY PLAN

Current Policy

T3 Suburban Neighborhood Maintenance (T3 NM) areas are characterized by their low to moderate density residential development pattern, building form, setbacks, and spacing. While T3 NM policy is applied where there is an expressed interest in maintaining the predominant character, these 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.

Proposed Policy

T3 Suburban Neighborhood Evolving (T3 NE) policy is intended to provide a broader range and integrated mixture of housing types and housing choice than may be present in surrounding suburban neighborhoods. T3 NE areas are intended to have a moderate density residential development pattern with a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas. Areas that are abutting or adjacent to Centers and Corridors may be appropriate for higher density housing, and for the use of these more intense building types as land use transitions, to less intense areas of development.

BACKGROUND

The applicant requested this plan amendment in conjunction with Case #2019SP-050-001, a request to change the zoning for properties located at 5009 Raywood Lane and 4930 Nolensville Pike from RS10 to Specific Plan to permit up to 180 multi-family units. The current zoning does not permit multi-family residential. Existing T3 NM policy applied to these properties within this context does not support the scale and uses permitted by the proposed SP. Due to the conflict between the applicant's zoning request and existing policy, the applicant has proposed a policy change to T3 NE policy, which allows for greater housing choice.

The proposed plan amendment area (site) consists of two single-family residential homes and surface parking associated with Tusculum Hills Baptist Church. Some limited redevelopment and investment has occurred under current zoning within the broader Fairlane Park neighborhood on Madeline Drive and Raywood Lane. The site, which includes Strasser Drive and Raywood Lane, has a suburban, single-family residential development pattern defined by large lots with deep setbacks.

As part of the application process, the Executive Director determined the plan amendment is minor with a required community meeting. Planning Staff limited the study area boundary to parcels listed in the plan amendment request.

COMMUNITY PARTICIPATION

On May 28, 2019, staff hosted a community meeting at Tusculum Hills Baptist Church to discuss the applicant's request. Approximately 45 people attended, along with the development team and staff. Attendees consisted of property owners, civic leaders and concerned citizens. Staff spoke and answered questions regarding the plan amendment and zoning processes, while the applicant discussed their request in detail. Reaction to the requests was mixed.



Metro Planning Commission Meeting of 6/13/2019

Key themes expressed to staff include the following:

- Additional traffic;
- Scale of the project;
- Potential for setting a precedent for similar residential proposals within the neighborhood;
- Potential for setting a precedent that could encourage non-residential development proposals to be located closer to the neighborhood; and
- Opportunity for residents to age in place by providing an additional housing choice.

ANALYSIS OF T3 NEIGHBORHOOD EVOLVING POLICY

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

NashvilleNext's Growth & Preservation Concept Map

The Growth & Preservation Concept Map reflects Nashvillians' desires for growth and preservation in the future. The concept map designates the west side of the site as "Transition and Infill" and the east side as "Neighborhood." "Neighborhood" areas support a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. As such, higher density housing with a greater mix of housing types is appropriate. "Transition and Infill" supports higher density housing along and around corridors and centers. As such, higher density housing with a greater mix of housing types is appropriate.

The site is located approximately 0.5 miles north of a "Tier Two Center" at the Nolensville/Old Hickory Boulevard intersection. "Tier Two Centers" support a concentration of future growth that supports transit with a dense mix of homes, shops, jobs, and parks. NashvilleNext encourages residential development with a variety of housing types around these centers in order to grow the market and demand for consumer services and the demand for transit in these centers.

The concept map also designated Nolensville Pike as an "immediate need high capacity transit corridor" slated for near term improvements to transit service. Allowing a wider range of housing types, supported by T3 NE policy, in locations with convenient access to major transportation and transit networks (existing and planned) on a primary corridor to downtown Nashville is appropriate.

- Concept map's vision for a greater mix of housing at higher densities is shared by the intent of T3 NE policy. The site's designation as "Transition and Infill" and "Neighborhood" along an "immediate need high capacity transit corridor" within a half mile of a "Tier Two Center" makes application of T3 NE policy appropriate at this location.

Community Character Policy Application

Neighborhood areas are generalized on the concept map and are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions. The requested T3 NE policy encourages greater housing choice. T3 NE policy is intended to enhance residential neighborhoods to include greater housing choice at higher densities along with improved infrastructure and connectivity. T3 NE policy encourages placement of higher intensity near centers and corridors along with a transition in scale and massing to lower scale development of adjacent neighborhoods.

- T3 NE's intent of providing additional housing choice near centers and corridors make this an appropriate application of the policy.

Transportation and Connectivity

The site is located east of Nolensville Pike, a street that the Major and Collector Street Plan classifies as a five-lane Arterial Boulevard. WeGo provides bus and BRT Lite bus service on Nolensville Pike with nearby access to two inbound and outbound bus stops located at Nolensville Pike intersections with Tusculum Road and McMurray Drive. Bus stops are located outside of but near the plan amendment area.

- Adequate infrastructure consisting of transportation options, connectivity, and access is in place to support the request.

Relationship to Surrounding Policy

The site's relationship to surrounding policy is as follows:

- T3 NM policy applied to study area and properties to east, and
- T3 CM policy to the west along Nolensville Pike.

T3 NM policy is applied to the east of the site where suburban residential development character should be maintained. Application of T3 NE policy to the site adds an appropriate transition of density and intensity from the mixed use policies and commercial development on Nolensville Pike into the established adjacent neighborhoods. A similar application of T3 NE policy has occurred on the west side of Nolensville Pike at a similar distance from the



Metro Planning Commission Meeting of 6/13/2019

corridor as the applicant's request proposes. Applying T3 NE policy to this area allows for the consistent application of policy to both sides of Nolensville Pike.

T3 CM policy is applied to a portion of Nolensville Pike that abuts the site to the west. This policy is intended for a mix of higher-density residential and mixed use development. The opportunity for housing choice, such as what could be yielded by T3 NE policy, would support the viability of consumer businesses and population in the adjacent T3 CM policy area.

- T3 NE policy at this site would serve as an appropriate transition in intensity for future development between T3 CM policy along Nolensville Pike and T3 NM policy in the neighborhood to the east.

Analysis Summary

Amending the Community Character Policy from T3 NM to T3 NE is appropriate at this location because of the opportunities described above. In summary, the area of the request is appropriate for T3 NE policy due to the following:

- Concept map's vision for a greater mix of housing at higher densities is shared by the intent of T3 NE policy. The site's designation as "Transition and Infill" and "Neighborhood" along an "immediate need high capacity transit corridor" within a half mile of a "Tier Two Center" makes application of T3 NE policy appropriate at this location.
- T3 NE's intent of providing additional housing choice near centers and corridors make this an appropriate application of the policy.
- Adequate infrastructure consisting of transportation options, connectivity, and access is in place to support the request.
- T3 NE policy at this site would serve as an appropriate transition in intensity for future development between T3 CM policy along Nolensville Pike and T3 NM policy in the neighborhood to the east.

STAFF RECOMMENDATION

Staff recommends approval.

Mr. Burse presented the staff recommendation of approval.

Items 13a and 13b were heard and discussed together.

Tom White, 315 Deaderick St, spoke in favor of the application and noted there is good support within the community. Paul Gunn, 4930 Nolensville Rd, spoke in favor of the application.

Bob Murphy, 1408 Elmwood, spoke in favor of the application. A traffic analysis was conducted and showed a negligible impact on the roadway network.

Barbara Colebank, 4856 Aster Dr, spoke in favor of the application because it would be nice to have something like this close to the church.

Rosalind Johnson, 4922 Raywood Ln, spoke in opposition to the application due to traffic concerns.

Shirley Collins, 348 Melpar Dr, spoke in opposition to the application because it will change the dynamics of the neighborhood.

Hilda Mathis, 310 Melpar Dr, spoke in opposition to the application.

Donna Sexton, 5003 Crosby Ln, spoke in opposition to the application. The development is too big and the roads are too small.

Jeff Sexton, 5003 Crosby Ln, spoke in opposition to the application and explained that the councilmember hasn't been involved at all.

Chairman Adkins closed the Public Hearing.

Ms. Blackshear asked if this area will be required to stay as elder housing.

Mr. Burse explained that staff proposed an additional condition stating that the owner shall file a deed restriction on the property limiting the units to elderly house, which Metro Nashville will not be a party to nor will enforce.



Metro Planning Commission Meeting of 6/13/2019

Ms. Farr noted that from a design perspective, this could have been done better, but it is an important use for the area.

Mr. Haynes spoke in favor of staff recommendation with the additional condition on age restriction.

Councilmember Bedne moved and Mr. Haynes seconded the motion to approve. (7-0)

Resolution No. RS2019-204

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019CP-012-001 is **approved (7-0)**”

13b. 2019SP-050-001 TUSCULUM HILLS

Council District 30 (Jason Potts)

Staff Reviewer: Gene Burse

A request to rezone from RS10 to SP zoning for a portion of properties located at 5009 Raywood Lane and 4930 Nolensville Pike, located at the northwest corner of Raywood Lane and Strasser Drive, (4.58 acres), to permit 180 multi-family residential units, requested by CESO, Inc., applicant; Tusculum Hills Baptist Church, owner (see associated case 2019CP-012-001).

Staff Recommendation: Disapprove unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies and the associated plan amendment is approved, staff recommends approval with conditions and disapproval without all conditions.

APPLICANT REQUEST

Rezone to SP to permit 180 multi-family residential units.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for a portion of properties located at 5009 Raywood Lane and 4930 Nolensville Pike, located at the northwest corner of Raywood Lane and Strasser Drive, (4.58 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 4.35 dwelling units per acre. *RS10 would permit a maximum of 19 single-family residential lots. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

Current Policy

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

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 6/13/2019

PLAN DETAILS

The 4.58 acre site consists of one parcel and a portion of a different parcel located at the northwest corner of Raywood Lane and Strasser Drive in the Southeast Community Plan area. One parcel has an existing single-family residential home and the other has a single-family residential home and associated surface parking for an adjacent church building. This is a request for up to 180 multi-family residential units within one building. The plan includes surface parking, private walkways, new public sidewalks, landscaping, onsite stormwater mitigation, and shared access with an adjacent church parking lot. This proposal includes new public sidewalks along site frontage on Raywood Lane and Strasser Drive consistent with local standards. The proposed building has a maximum height of 4 stories in 60 feet. Site access will be from Raywood Lane and Strasser drive.

ANALYSIS

Uses near the site consist of single-family residential to the east. Institutional, commercial and multi-family residential uses are to the west along Nolensville Pike. The site is located in a large area of Single-Family Residential (RS10) zoning. Nearby zoning districts include One and Two-Family Residential (R6) and Commercial Service (CS).

This plan proposes 180 multi-family residential units within one building. This site is adjacent to T3 Suburban Mixed Use Corridor policy along Nolensville Pike, a street that the Major and Collector Street Plan classifies as a five-lane Arterial Boulevard. This plan will support existing public transit service along Nolensville Pike as bus stops are located within 1,500 feet of the site. The site serves as a transition from more intense commercial and institutional uses along Nolensville Pike to less intense residential uses within the neighborhood. This proposal will enhance the pedestrian realm and strengthen the sidewalk network within the area through new public sidewalks consistent with local standards.

T3 NE policy is intended to create and enhance suburban residential neighborhoods. This proposal meets goals of the proposed T3 NE policy in this location as it provides an additional housing choice within the area, enhances the pedestrian realm through new sidewalks, supports a nearby transit route and serves as a transition between intense uses along Nolensville Pike and less intense uses within neighborhood.

Staff is recommending disapproval because the plan lacks a recommendation from the Traffic and Parking section of Public Works, which has indicated a Traffic Impact Study is needed.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES

Approve with conditions

- Private site utility plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval (See STUDY Permit No. 2019022297).

STORMWATER

Approve

PUBLIC WORKS

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A traffic impact study waiver request has been received for this proposed development. That request demonstrates the proposed senior living facility will have minimal impact to the existing traffic conditions surrounding the site. Based on the findings of that waiver request and a land-use restriction to a senior living facility, a waiver of the traffic impact study requirement is considered appropriate. However, either Planning or Public Works may require the submittal of a comprehensive traffic impact study with the submittal of the Final SP development plan.



Metro Planning Commission Meeting of 6/13/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	4.58	4.35 D	19 U	226	19	21

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)	4.58		180 U	1320	84	100

Traffic changes between maximum: **RS10 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 161 U	+1094	+65	+79

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 7 Elementary 5 Middle 5 High

Projected student generation proposed SP-R district: 25 Elementary 18 Middle 18 High

The proposed SP-R zoning is expected to generate 44 more students than the existing RS10 zoning district. Students would attend Tusculum Elementary School, McMurray Middle School, and Overton 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

Approve with conditions and disapprove without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends to disapproval.

CONDITIONS

1. Use shall be limited up to 180 multi-family residential units.
2. Provide and notate an A-2 landscape buffer, at a minimum, along the north site boundary.
3. The owner shall file a deed restriction on the property limiting the units to elderly housing. Metro Nashville will not be a party to the restriction and will not enforce the restriction. The restriction will be a private agreement.
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 RM40 zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 6/13/2019

Mr. Burse presented the staff recommendation of disapproval unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies and the associated plan amendment is approved, staff recommends approval with conditions and disapproval without all conditions.

Items 13a and 13b were heard and discussed together.

Tom White, 315 Deaderick St, spoke in favor of the application and noted there is good support within the community. Paul Gunn, 4930 Nolensville Rd, spoke in favor of the application.

Bob Murphy, 1408 Elmwood, spoke in favor of the application. A traffic analysis was conducted and showed a negligible impact on the roadway network.

Barbara Colebank, 4856 Aster Dr, spoke in favor of the application because it would be nice to have something like this close to the church.

Rosalind Johnson, 4922 Raywood Ln, spoke in opposition to the application due to traffic concerns.

Shirley Collins, 348 Melpar Dr, spoke in opposition to the application because it will change the dynamics of the neighborhood.

Hilda Mathis, 310 Melpar Dr, spoke in opposition to the application.

Donna Sexton, 5003 Crosby Ln, spoke in opposition to the application. The development is too big and the roads are too small.

Jeff Sexton, 5003 Crosby Ln, spoke in opposition to the application and explained that the councilmember hasn't been involved at all.

Chairman Adkins closed the Public Hearing.

Ms. Blackshear asked if this area will be required to stay as elder housing.

Mr. Burse explained that staff proposed an additional condition stating that the owner shall file a deed restriction on the property limiting the units to elderly house, which Metro Nashville will not be a party to nor will enforce.

Ms. Farr noted that from a design perspective, this could have been done better, but it is an important use for the area.

Mr. Haynes spoke in favor of staff recommendation with the additional condition on age restriction.

Councilmember Bedne moved and Mr. Haynes seconded the motion to approve with conditions and disapprove without all conditions including additional conditions referenced on the memo from staff. (7-0)

Ms. Blackshear left the meeting at 7:30 p.m.

Resolution No. RS2019-205

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-050-001 is **approved with conditions and disapproved without all conditions including additional conditions referenced on the memo from staff. (7-0)**



Metro Planning Commission Meeting of 6/13/2019

14. 2013SP-030-005
PORTER ROAD SP (AMENDMENT)
Staff Reviewer: Patrick Napier

A request to amend a portion of the Porter Road Specific Plan for properties located at 1505 and 1509 Porter Road, approximately 400 feet north of McKennell Drive, zoned SP (0.7 acres), to remove all commercial space and replace with a maximum of 24 multi-family residential units, requested by Tudor Building Group, applicant; The Porter Village Partners, owner.

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

APPLICANT REQUEST

A request to amend a Specific Plan to permit 24 multi-family residential units.

Preliminary SP

A request to amend a portion of the Porter Road SP for properties located at 1505 and 1509 Porter Road, approximately 400 feet north of McKennell Drive, zoned Specific Plan – Mixed Use (SP-MU) (0.7 acres), to remove all commercial space and replace with a maximum of 24 multi-family residential units.

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.

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.

HISTORY

Metro Council approved the Specific Plan for the Porter Road development on December 18, 2013. The SP was originally approved for a maximum of 28 multi-family residential units and 6,000 square feet of commercial uses. The 22 residential units in Phase 1 have received final site plan approval and have been constructed. The SP was subsequently amended to permit a maximum of 50 dwelling units and 7,400 square feet of commercial space. This amendment included the addition of the parcel located 1509 Porter Road. The amendment was approved by Metro Council on July 20, 2016; no final site plan for the amendment has been approved to date. The current application proposes to amend the allowed uses within the SP to replace 7,400 square feet of commercial space with 24 multi-family residential units, for a total of 46 multi-family residential units within the SP. If the proposed amendment is approved the SP will contain a maximum of 46 multi-family dwelling units, a reduction of 4 dwelling units from the previously approved amendment, and will contain no commercial square footage.

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.

PLAN DETAILS

The site is located along the east side of Porter Road, just south of the intersection of Cahal Avenue and Porter Road. The site consists of three parcels along Porter Road. The rear parcel contains 22 multi-family dwelling units approved by a previous final SP application. The adjacent property to the south consists of a multi-family development, and the commercially zoned properties directly across Porter Road consist of a convenience market and fuel station, retail use and laundromat. There is also a large multi-family development near the site on the west side of Porter. Sidewalks and bike lanes are located along of Porter Road.

Site Plan

The proposed amendment to the Porter Road SP revises the layout for the mixed-use portion of the site. The proposed amendment limits the permitted uses to total of 24 residential units. Access to the northern parking area will



Metro Planning Commission Meeting of 6/13/2019

be from the private drive in Phase 1. A type "A" landscape buffer will be installed along the northern and eastern property to buffer the new parking area. The primary access for both Phase 1 and Phase 2 will be from a private drive from Porter Road.

Parking is provided on-site and on-street. A total of 29 parking spaces are provided, these spaces include on-street parking surface parking spaces located to the rear of the structures fronting Porter Road. The Final SP shall include parking amounts that comply with the Metro Zoning Code based on the total amount of residential units. The proposed plan includes the previously approved 7 foot sidewalk and 8 foot planting strip along Porter Road.

Conceptual elevations have been provided. A variety of building materials are shown, including brick veneer and cementitious 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 west along Porter Road.

ANALYSIS

The proposed SP is consistent with the T4 Urban Neighborhood Center policy. While NC policy generally calls for mixed use within the entirety of the center, a residential development is consistent with the goals of the policy at this location. The remainder of the policy includes existing non-residential uses and the potential for more under existing zoning. The plan provides for a mixture of housing options for within the site. The sidewalks proposed along Porter Road will enhance and increase the pedestrian connectivity within the neighborhood as well as providing a pedestrian friendly streetscape.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Returned for corrections

- The required capacity fees must be paid prior to SP approval (Permit Nos. T2019026713 and T2019026711).

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Comply previous SP comments

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.7		7,400 S.F.	373	38	41

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	0.7		2,000 S.F.	225	20	20

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.7		24 U	141	13	17



Metro Planning Commission Meeting of 6/13/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-457	-45	-44

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-R district: 5 Elementary 3 Middle 2 High

The proposed SP-R zoning is expected to generate 6 more students than the existing zoning. Students would attend Rosebank Elementary School, Stratford Stem Middle School, and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS (if approved)

1. Uses shall be limited to a maximum of 24 multi-family residential units within this phase of the SP and a total maximum of 46 multi-family residential units.
2. Conditions 2, 3 and 7 as stated in Council Bill BL2016-289 remain applicable.
3. A pedestrian connection is required from each principal entrance to the proposed sidewalk along the frontage of Porter Road.
4. The proposed sidewalk dimension along Porter Road shall be revised to be consistent with the sidewalk dimension approved by Council Bill BL2016-289.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The final site plan shall include architectural elevations for all units fronting a public street.
7. Comply with all conditions of Public Works and Traffic and Parking.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. Consent Agenda. (7-0)

Resolution No. RS2019-206

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-030-005 is **approved with conditions and disapprove without all conditions. (7-0)**

CONDITIONS

1. Uses shall be limited to a maximum of 24 multi-family residential units within this phase of the SP and a total maximum of 46 multi-family residential units.
2. Conditions 2, 3 and 7 as stated in Council Bill BL2016-289 remain applicable.
3. A pedestrian connection is required from each principal entrance to the proposed sidewalk along the frontage of Porter Road.
4. The proposed sidewalk dimension along Porter Road shall be revised to be consistent with the sidewalk dimension approved by Council Bill BL2016-289.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM40-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. The final site plan shall include architectural elevations for all units fronting a public street.
7. Comply with all conditions of Public Works and Traffic and Parking.



Metro Planning Commission Meeting of 6/13/2019

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

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

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

15. 2019SP-041-001

1304 & 1306 HAWKINS STREET

Council District 19 (Freddie O'Connell)

Staff Reviewer: Joren Dunnavant

A request to rezone from R6-A to SP-R zoning for properties located at 1304 and 1306 Hawkins Street, approximately 140 feet west of 13th Ave S, (0.72 acres), to permit nine multi-family residential units, requested by Barge, Cauthen & Associates, applicant; Rajesh Aggarwal, owner.

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

APPLICANT REQUEST

Zone change from R6-A to SP-R zoning to permit 9 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 for property located at 1304 and 1306, approximately 140 feet west of 13th Ave South, (0.72 acres), to permit 9 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 5 lots with 1 duplex lot for a total of 6 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.

GREEN HILLS – MIDTOWN COMMUNITY PLAN

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

PLAN DETAILS

The site is located on the north side of Hawkins Street, approximately 600 feet south of I-65. The site is comprised of two parcels totaling 0.72 acres with one vacant lot and one lot with a building. Surrounding land uses are primarily single-family with some two-family and a church directly to the south along Hawkins Street.

The plan proposes a maximum of 9 detached multi-family residential units. Each unit has a 2-car parking garage and there are 7 total guest parking spaces. Heights vary from 35 to 41 feet with a maximum 42 foot building height. Architectural character imagery has been provided for all unit types. Detailed elevations will be required with the final site plan submittal and must be consistent with the character imagery.



Metro Planning Commission Meeting of 6/13/2019

The development proposes 15 foot setbacks at Hawkins Street, 3 foot setbacks at the alley and 5 foot side setbacks. The plan includes a central open space with a courtyard and bio retention area in the middle leading to each garage. There is an existing sidewalk along Hawkins Street with internal footpaths leading to each home.

ANALYSIS

The T4-NE policy aims to create a greater housing choice by providing a variety of densities, housing costs, and housing size while maintaining design principles that are more urban in character. The proposed development creates density and provides the neighborhood with a variation in housing type while creating a streetscape that are placed up against the street. The site has high lot coverage with shallow setbacks and with homes accessed from alleys. For these reasons, the plan meets the goals of the T4-NE Policy and staff recommends approval.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

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.
- Show the following on Final drawings:
- Indicate call outs for ROW dedication, sidewalks, grass strip and curb/gutter per MCSP, along Hawkins Street. Include sections per MPW standards and specs.
- Remove existing ramp off Hawkins.
- Submit proposed utility plan with Final drawings, (if any tie in off to Alley row, will determine extent of paving ness.).
- Submit copy of any ROW dedications to MPW
- Comply with MPW traffic engineer request.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide guest parking on site.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.72	7.26 D	6 U	79	10	7

*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)	0.72		9 U	66	5	6

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
-	-	-	+ 3 U	-13	-5	-1



Metro Planning Commission Meeting of 6/13/2019

METRO SCHOOL BOARD REPORT

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

Projected student generation existing SP-R district: 1 Elementary 0 Middle 1 High

The proposed SP-R zoning will generate 2 more students than the existing R6-A zoning district. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Use shall be limited to a maximum of 9 multi-family residential units.
2. Architectural elevations consistent with the architectural character imagery shall be submitted with the final site plan.
3. All units shall be rear loaded. No individual driveways shall be permitted from the public streets.
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 RM9-A zoning districts as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. Consent Agenda. (7-0)

Resolution No. RS2019-207

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-041-001 is **approved with conditions and disapprove without all conditions. (7-0)**

CONDITIONS

- 1 Use shall be limited to a maximum of 9 multi-family residential units.
- 2 Architectural elevations consistent with the architectural character imagery shall be submitted with the final site plan.
- 3 All units shall be rear loaded. No individual driveways shall be permitted from the public streets.
- 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 RM9-A zoning districts as of the date of the applicable request or application.
- 5 The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
- 6 A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
- 7 Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
- 8 The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 6/13/2019

- 16. 2019SP-044-001**
3699 DICKERSON ROAD
Council District 08 (Nancy VanReece)
Staff Reviewer: Jason Swaggart

A request to rezone from CS and RS20 to SP-R zoning for property located at 3699 Dickerson Pike, approximately 150 feet southeast of Bellshire Drive (13.02 acres), to permit a multi-family residential development, requested by Centric Architecture, applicant; LVH2 LLC, owner.

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission deferred indefinitely 2019SP-044-001. (7-0)

- 17. 2019SP-045-001**
2500 W. HEIMAN STREET
Council District 21 (Ed Kindall)
Staff Reviewer: Joren Dunnavant

A request to rezone from RM40, IR and R6 to SP-MU zoning for properties located at 2518, 2500, 2404 West Heiman Street and Heiman Street (unnumbered), located along the north side of Grace Street, (11.46 acres), to permit a multi-family residential development, requested by Smith Gee Studio, applicant; FMBC Investments, LLC, owner.

Staff Recommendation: Defer to the June 27, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-045-001 to the June 27, 2019, Planning Commission meeting. (7-0)

- 18. 2019SP-047-001**
KNIPFER CORNER SP
Council District 01 (Jonathan Hall)
Staff Reviewer: Jason Swaggart

A request to rezone from RS40 to SP - MU zoning for properties located at 7330, 7340, 7350, 7360 and 7368 White Creek Pike, approximately 1860 feet northeast of Eatons Creek Road (8.82 acres), to permit a mixed use development, requested by Dale and Associates, applicant; Dorothy Knipfer, Carl Knipfer, and Lisa Arrington, owners.

Staff Recommendation: Defer to the June 27, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-047-001 to the June 27, 2019, Planning Commission meeting. (7-0)

- 19. 2019SP-048-001**
CEDARS OF CANE RIDGE SP
Council District 31 (Fabian Bedne)
Staff Reviewer: Patrick Napier

A request to rezone from AR2a to SP zoning for properties located at 5866 Pettus Road, Pettus Road (unnumbered), and a portion of property located at 5916 Pettus Road, approximately 880 feet northeast of Sundown Drive (43.7 acres), to permit 139 single family residential lots and open space, requested by Land Solutions Company LLC, applicant; Green Trails LLC and William Turner, owners.

Staff Recommendation: Defer to the June 27, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-048-001 to the June 27, 2019, Planning Commission meeting. (6-0-1)



Metro Planning Commission Meeting of 6/13/2019

20. 2019SP-051-001

THE PARK AT WILTSHIRE SP

Council District 12 (Steve Glover)

Staff Reviewer: Patrick Napier

A request to rezone from RS15 to SP-R zoning for properties located at 5581, 5585, and 5587 S New Hope Road, approximately 345 feet south of Seven Points Trace, (14.6 acres), to permit 29 two-family lots, requested by Batson & Associates, applicant; Mettle Group and SNY of Tennessee, LLC, owner.,

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

APPLICANT REQUEST

Preliminary SP to permit up to 29 two family lots.

Preliminary SP

A request to rezone from Single-Family Residential (RS15) to Specific Plan-Residential (SP-R) zoning for properties located at 5581 and 5585 S New Hope Road, approximately 345 feet south of Seven Points Trace, (14.63 acres), to permit 29 two-family lots.

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 36 units; however a concept plan was recently approved for 29 lots and open space.*

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.

History

A concept plan for this site was approved by the Metro Planning Commission at the September 13, 2018, Planning Commission meeting. The site plan proposed with this application is consistent with the concept plan approved by the Planning Commission. The lot size, road layout and future street connections have not been altered from their locations on the approved concept plan.

DONELSON - HERMITAGE - OLD HICKORY COMMUNITY PLAN

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

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

PLAN DETAILS

The 14.63 acre site is located at 5581 and 5585 S New Hope Road, approximately 345 feet south of Seven Points Trace. The Villas of the Meadows of Seven Points subdivision to the southeast of this site consists of a mixture of single and two-family dwelling units. The surrounding area contains primarily single family dwellings on lots ranging in size from 7,000 square feet and several acres.

Site Plan

The plan proposes 29 two-family lots, for a total of 58 residential dwelling units. The lots will range in size from 10,000 square feet to 18,479 square feet. Setbacks include a 20 foot front, 15 foot rear, and 5 foot side yard setback distance. All lots will contain street frontage in excess of 50 feet. A total of 4.76 acres will be placed within open space areas, which includes a small recreation area within the middle of the site. A "C" level 20 foot wide landscape buffer is provided around the perimeter of the entire site. Sidewalks which meet the local street standard are provided



Metro Planning Commission Meeting of 6/13/2019

along all streets within the site. The plan provides a typical lot layout and includes some architectural standards pertaining to materials, minimum glazing requirements, and required materials.

ANALYSIS

The proposed two-family residential use at this location is consistent with the T3 NE policy. The plan calls for a suburban design consistent with the surrounding development pattern. The plan provides an additional living option in the area while maintaining the general suburban character of the area. The plan provides ample open space and amenity areas. The site plan includes sidewalks on the both sides of all streets, and establishes locations for future street connections to the north and south.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Fire Code issues will be addressed at permit phase.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. PUBLIC WATER AND SANITARY SEWER PLANS MUST BE approved prior to Final SP approval (18-SL-278 AND 18-WL-218). The approved construction plans must match the Final Site Plan/SP plans).

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with road comments.
- Any future subdivision connected to this subdivision and accessed from Earhart Rd and S New Hope Rd may require a traffic access study.
- Dedicate appropriate ROW on S new hope road.

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 district: 4 Elementary 4 Middle 3 High

Projected student generation proposed SP-R district: 8 Elementary 7 Middle 7 High

The proposed SP-R zoning is expected to generate 11 more students than the existing RS15 zoning districts. Students would attend Ruby Major Elementary School, Donelson Middle School, and McGavock High School. Ruby Major Elementary School and McGavock High School have been identified as having additional capacity. Donelson Middle School has been identified as over 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 within the SP shall be limited to a maximum of 29 two-family lots.
2. Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 5,000 square feet.
3. Sidewalks consistent with the requirements of the Major and Collector Street Plan are required along South New Hope Road with the submittal of the Final SP site plan.
4. Elevations shall be submitted with the Final SP site plan.
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 R10 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. 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.



Metro Planning Commission Meeting of 6/13/2019

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

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

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

Rick Blackburn, applicant, spoke in favor of the application.

Gary (last name unclear) spoke in favor of the application.

Vern Dant, S New Hope Rd, spoke in favor of the application as there is a need for quality housing in this area.

Annette Blackwell, S New Hope Rd, spoke in favor of the application.

Rod Lyon hurst, 5595 S New Hope Rd, spoke in opposition to the application – it will basically be running a two lane street to his backdoor.

Fred Hix, 5569 S New Hope Rd, spoke in opposition to the application due to traffic and sewage concerns.

Sylvia Hix, 5569 S New Hope Rd, spoke in opposition to the application because it doesn't fit with the character of the area.

Chairman Adkins closed the Public Hearing.

Ms. Farr stated the density is a lot for the area, but clearly this is an area that has been targeted for increased housing diversity and this fits with the character of the policy.

Councilmember Bedne requested to remove the stub up.

Ms. Farr moved and Mr. Elam seconded the motion to approve with conditions and disapprove without all conditions including a condition that the stub to the north be dedicated as right-of-way but not constructed and the stub to the south be dedicated as right-of-way and constructed only to the extent needed for fire access. (6-0)

Resolution No. RS2019-208

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-051-001 is approved with conditions and disapproved without all conditions including a condition that the stub to the north be dedicated as right-of-way but not constructed and the stub to the south be dedicated as right-of-way and constructed only to the extent needed for fire access. (6-0)

- 21. 2019SP-052-001**
- EDGEHILL VILLAGE TOWNHOMES**
- Council District 19 (Freddie O'Connell)
- Staff Reviewer: Gene Burse

A request to rezone from R6-A to SP for properties located at 1514, 1516, and 1518 Edgehill Avenue, at the northwest corner of Edgehill Avenue and Villa Place and within the Edgehill Neighborhood Conservation District Overlay (0.6 acres), to permit ten multi-family residential units, requested by Fulmer Engineering, applicant; EVI Holdings LLC and Felicia and John Bass, owners.

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

APPLICANT REQUEST

Rezoned to SP to permit ten multi-family residential units.

Preliminary SP



Metro Planning Commission Meeting of 6/13/2019

A request to rezone from One and Two-Family Residential-Alternative (R6-A) to Specific Plan-Residential (SP-R) for properties located at 1514, 1516, and 1518 Edgehill Avenue, at the northwest corner of Edgehill Avenue and Villa Place and within the Edgehill Neighborhood Conservation District Overlay (0.6 acres), to permit a maximum of ten multi-family residential units.

Existing 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 one 4 lots and 1 duplex lot for a total of 5 residential units.*

Edgehill Neighborhood Conservation Zoning Overlay is a historic preservation and neighborhood conservation district that is defined as a geographical area which possesses 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

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.

GREEN-HILLS MIDTOWN COMMUNITY PLAN

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

PLAN DETAILS

The 0.6 acre site consists of three parcels located at the corner of Edgehill Avenue and Villa Place in the Green Hills – Midtown Community Plan area. Two of the parcels are currently vacant, and one parcel has an existing building. This is a request for up to 10 multi-family residential units in the form of townhomes. The plan includes surface parking in the rear, centralized open space, alley improvements, and sidewalk improvements along site frontage on Edgehill Avenue and Villa Place consistent with Major and Collector Street Plan standards. Proposed townhomes along Edgehill will consist of one building with an approximate height of three stories in 42 feet 6 inches. Proposed townhomes along Villa Place will consist of one building and be approximately two stories within 30 feet 6 inches in height. Site access will be from Edgehill Avenue and Villa Place via an existing alley.

ANALYSIS

Uses near the site consist of office, two-family residential, institutional and single-family residential. This site is in a large area of One and Two-Family Residential-Alternative (R6-A) zoning. Nearby zoning districts include Single-Family Residential (RS5), Office/Residential (OR20), and Office/Residential Intensive (ORI).

This plan proposes 10 multi-family residential units in the form of townhomes. The proposal includes activation of the street through building orientation and stoops that connect to the public sidewalk. The pedestrian realm will be enhanced through proposed sidewalk improvements. This site is located less than 150 feet from the nearest bus stop and will support existing transit service.

T4 NM policy is intended to maintain the general character of existing urban residential neighborhoods. The site is located at the edge of the policy area and is adjacent to Transition policy, T4 Urban Neighborhood Center (T4 NC) policy and District Office Concentration policy. Each of the adjacent policy areas is more intense than T4 NM policy. This proposal is meets goals of the T4 NM policy in this location as it maintains and enhances the development pattern along this portion of Edgehill Avenue through building orientation, scale, and enhances the pedestrian realm. This proposal also provides an appropriate transition between the more intense policy areas to the west and south.

The Metro Historical Zoning Commission recommended approval with conditions on May 15, 2019.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

Approve with conditions

- On 5/15/19, the MHZC approved the preliminary design of the SP with the condition that if the SP is approved by the Planning Commission, the applicant will return to the Commission with a second application or additional applications, including full plans complete with design details review of materials; windows and doors; proportion and rhythm of



Metro Planning Commission Meeting of 6/13/2019

openings; porches and stoops, fences and walls, appurtenances and utility locations; and the overall detailing of the proposal.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Private site utility plans must be approved prior to final sp. The required capacity fees must also be paid prior to Final Site Plan/SP approval (see permit Nos. T2019025177 and T2019025175).

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to the issuance of a building permit by MPW submit a recorded copy of the ROW dedications.
- Coordinate bikeway with planning for Edgehill Ave.
- Comply with MPW traffic engineer.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Any loading or restricted parking zones on Edgehill Ave shall be determined by T&P staff with signage installed.

Maximum Uses in Existing Zoning District: R6-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.6	7.26 D	5 U	67	9	6

*Based on two-family residential lots

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.6		10 U	74	5	6

Traffic changes between maximum: R6-A and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 5 U	+7	-4	0

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zoning is not expected to generate more students than the existing R6-A zoning district. Students would attend Eakin Elementary School, West End Middle School, and Hillsboro 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.



Metro Planning Commission Meeting of 6/13/2019

CONDITIONS

1. Uses shall be limited up to 10 multi-family residential units.
2. The Final SP shall also be reviewed for approval by Metro Historic Zoning Commission staff. The applicant shall also return to the Metro Historic Zoning Commission with a second application or additional applications, including full plans complete with design details review of materials; windows and doors; proportion and rhythm of openings; porches and stoops, fences and walls, appurtenances and utility locations; and the overall detailing of the proposal.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. Consent Agenda. (7-0)

Resolution No. RS2019-209

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-052-001 is **approved with conditions and disapproved without all conditions. (7-0)**

CONDITIONS

1. Uses shall be limited up to 10 multi-family residential units.
2. The Final SP shall also be reviewed for approval by Metro Historic Zoning Commission staff. The applicant shall also return to the Metro Historic Zoning Commission with a second application or additional applications, including full plans complete with design details review of materials; windows and doors; proportion and rhythm of openings; porches and stoops, fences and walls, appurtenances and utility locations; and the overall detailing of the proposal.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 6/13/2019

- 22. 2019SP-053-001**
SR RESIDENTIAL - ACKLEN PARK
 Council District 21 (Ed Kindall)
 Staff Reviewer: Jason Swaggart

A request to rezone from RM40 to SP-R zoning for properties located at 106 Acklen Park Drive and Hillcrest Place (unnumbered), at the northeast corner of Hillcrest Place and Acklen Park Drive and within the 31st and Long Urban Design Overlay District (0.75 acres), to permit 124 multi-family residential units, requested by Catalyst Design Group, applicant; Acklen Park Partners LLC, owner.

Staff Recommendation: Defer indefinitely.

The Metropolitan Planning Commission deferred indefinitely 2019SP-053-001. (7-0)

- 23. 2019SP-054-001**
2540 MURFREESBORO PIKE SP
 Council District 29 (Delishia Porterfield)
 Staff Reviewer: Latisha Birkeland

A request to rezone from CS to SP zoning for properties located at 2540 Murfreesboro Pike and Lakevilla Drive (unnumbered), located at the northeast corner of Murfreesboro Pike and Lakevilla Drive (3.06 acres), to permit 50 multi-family residential units and a maximum of 10,000 square feet of commercial space, requested by Dewey Engineering, applicant; Scotland Springs, LLC, owner.

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

APPLICANT REQUEST

Zone change from CS to SP to permit a mixed use development.

Zone Change

A request to rezone from Commercial Service (CS) to Specific Plan (SP) zoning for properties located at 2540 Murfreesboro Pike and Lakevilla Drive (unnumbered), located at the northeast corner of Murfreesboro Pike and Lakevilla Drive (3.06 acres), to permit 50 multi-family residential units and a maximum of 10,000 square feet of commercial use.

Existing Zoning

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

Proposed Zoning

Specific Plan-Mixed Use 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.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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

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

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



Metro Planning Commission Meeting of 6/13/2019

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.

PLAN DETAILS

The site consists of three parcels totaling 3.06 acres located at 2540 Murfreesboro Pike and Lakevilla Drive (unnumbered). All three parcels are vacant. Surrounding land uses consist primarily of commercial, multi-family residential and single-family residential uses. Surrounding zonings range from RS7.5 and R8 to MUL zoning.

Site Plan

The plan proposes a maximum of 50 multi-family residential units and a maximum of 10,000 square feet of commercial use. A mixed use building consisting of 20 units and 10,000 square feet of commercial use will front Murfreesboro Pike; the remaining residential units will be detached and located within the interior of the site. Units 27-30 will front Lakevilla Drive and will have minimum of one principle entrance along Lakevilla Drive and a principle entrance along the internal drive aisle. All units will either front on a public street or open space.

The SP proposes two access points to the site. Both points of access are along Lakevilla Drive. Parking is provided in the form of garage spaces and surface spaces. Sidewalks are currently located along both street frontages. However, the conditions of approval will require the improvement of each frontage to be consistent with the required sidewalks standards. The Murfreesboro Pike frontage requires the installation of a six foot wide planting strip and an eight foot wide sidewalk. Lakevilla Drive is a local street which requires the installation of a four foot wide planting strip and a 5 foot wide sidewalk.

ANALYSIS

The site is located along Murfreesboro Pike which is classified as an arterial-boulevard on the Major and Collector Street Plan. There is an existing public transit route with the nearest bus stop located at the southwest corner of the site. The existing single-family residential use along the western property line does not provide an opportunity for additional public street connections to this site.

The T3 Suburban Mixed Use Corridor policy is applied on the 0.81 acre parcel along Murfreesboro Pike. The proposed plan is consistent with the T3 CM policy in this location as it provides a mixture of commercial and residential uses that will support the corridor. The T3 Neighborhood Maintenance policy is applied on the two parcels behind the parcel located on Murfreesboro Pike.

The proposed plan is consistent with the policy in this location as it provides detached multi-family units that transition from an intense multi-family residential use along the eastern property line and the single-family residential uses along the western property line. The proposed SP zoning is appropriate at this location given the existing context and policies.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- >30 detached units. 2nd fire apparatus access road/emergency access point required (IFC Section D107) or provide approved fire sprinkler system in each unit. Limited details provided on construction. Subject to review prior to permitting.

STORMWATER RECOMMENDATION

Approve with conditions

- LID may be required for water quality (to be determined during Final Site plan stage).

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval, (see Permit #'s T2019031007 and T2019031011).

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 6/13/2019

- Remove proposed landscaping for clear sight distance for proposed North access on Lakevilla Dr. (ref. C.3)
- Submit ROW dedications to MPW, prior to grading permit.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Extend LTL storage at signal on Lake Villa.
- Align access drive with opposing commercial driveway.
- Show opposing drive on plans. Refurbish existing crosswalks on lake villa and on Murfreesboro at intersection if necessary.

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)	3.06	0.6 F	79,976 S.F.	5077	255	548

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)	3.06		50 U	338	25	32

Maximum Uses in Proposed Zoning District: SP

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

Traffic changes between maximum: CS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-4104	-198	-447

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP district: 9 Elementary 8 Middle 6 High

The proposed SP zoning will generate 23 more students than the existing CS zoning district. Students would attend Lakeview Elementary School, Apollo Middle School, and Antioch High School. All three schools have been identified as having additional capacity. 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 up to 50 multi-family residential units and a maximum of 10,000 square feet of commercial uses as identified on the plan.
2. Revise Note No. 1 "Uses shall be limited to up to 50 multi-family residential units and a maximum of 10,000 square feet of commercial uses as identified on the plan."
3. Sidewalks along Lakevilla Drive shall be built to local street standards. Sidewalks along Murfreesboro Pike shall be built to the Major and Collector Street standards as determined in coordination with Planning and Public Works.
4. Comply with all conditions of Metro Agencies.



Metro Planning Commission Meeting of 6/13/2019

5. The height of the mixed use building along Murfreesboro Pike shall be limited to a maximum height of 45 feet to the highest point of the roof. Units 1 through 30 shall be limited to a maximum height of 35 feet to the highest point of the roof.
6. Units fronting Lakevilla Drive and Murfreesboro Pike shall contain a pedestrian connection to the required sidewalks.
7. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. Consent Agenda. (7-0)

Resolution No. RS2019-210

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Sp-054-001 is **approved with conditions and disapprove without all conditions. (7-0)**

CONDITIONS

- 1 Uses shall be limited to up to 50 multi-family residential units and a maximum of 10,000 square feet of commercial uses as identified on the plan.
- 2 Revise Note No. 1 "Uses shall be limited to up to 50 multi-family residential units and a maximum of 10,000 square feet of commercial uses as identified on the plan."
- 3 Sidewalks along Lakevilla Drive shall be built to local street standards. Sidewalks along Murfreesboro Pike shall be built to the Major and Collector Street standards as determined in coordination with Planning and Public Works.
- 4 Comply with all conditions of Metro Agencies.
- 5 The height of the mixed use building along Murfreesboro Pike shall be limited to a maximum height of 45 feet to the highest point of the roof. Units 1 through 30 shall be limited to a maximum height of 35 feet to the highest point of the roof.
- 6 Units fronting Lakevilla Drive and Murfreesboro Pike shall contain a pedestrian connection to the required sidewalks.
- 7 If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUN-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
- 8 A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
- 9 Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
- 10 The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 6/13/2019

- 24. 2019S-081-001**
FOX VALLEY SUBDIVISION
 Council District 09 (Bill Pridemore)
 Staff Reviewer: Jason Swaggart

A request for concept plan approval to create 121 cluster lots on properties located at 1133, 1145, and 1201 Neely's Bend Road and Neely's Bend Road (unnumbered), approximately 115 feet east of Candlewood Drive, zoned RS10 (32.8 acres), requested by T-Square Engineering, applicant; 1201 Neelys Bend Road, LLC, owner.

Staff Recommendation: Defer to the June 27, 2019, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019S-081-001 to the June 27, 2019, Planning Commission meeting. (7-0)

- 25. 2019S-103-001**
901 ALLEN ROAD
 Council District 15 (Jeff Syracuse)
 Staff Reviewer: Joren Dunnavant

A request for concept plan approval to create 12 single family lots on property located at 901 Allen Road, at the southwest corner of Allen Road and Colfax Drive, zoned RS10 (3.88 acres), requested by Dale and Associates, applicant; Matthew Properties LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Concept plan approval to create 12 single-family lots.

Concept Plan

A request for concept plan approval to create 12 single-family lots on property located at 901 Allen Road, at the southwest corner of Allen Road and Colfax Drive, zoned Single-Family Residential (RS10) (3.88 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 14 residential units.*

Community Character Manual Policy

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

PLAN DETAILS

The 3.88 acre site is located in the Donelson area just east of Donelson Pike. The plan proposes 12 single-family residential lots with an overall density of approximately 3 dwellings per acre. Lots range in size from 10,000 square feet to a little over 14,000 square feet.

Lots 1-10 front and are accessed by a new public road, Pesik Court, which connects to Allen Road. Lots 11 and 12 front Colfax Drive.

ANALYSIS

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Maintenance policy area. Staff reviewed the concept plan against the following criteria as required by the Subdivision Regulations:

Zoning Code

Each proposed lot meets the minimum standards of the Single-Family Residential (RS10) zoning district.

Street Frontage

Each proposed lot has frontage on a public street.



Metro Planning Commission Meeting of 6/13/2019

Density

The resulting density of lots does not exceed the prescribed densities of the policies for the area.

Community Character

As this site is within Neighborhood Maintenance policy, lots oriented to existing streets (Colfax Drive) must meet the compatibility standards of the Subdivision Regulations. Lots 11 and 12 meet the minimum requirements for frontage and area required by the infill subdivision regulations.

Agency Review

All agency comments have been met.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Plan must show 100' for the cul-de-sac.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate sight distance per AASHTO.

PUBLIC WORKS RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Comply with all conditions of Metro Agencies.
2. The final plat cannot be recorded until the associated bond is complete.

Approve with conditions. Consent Agenda. (7-0)

Resolution No. RS2019-211

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019S-103-001 is **approved with conditions.**
(7-0)

CONDITIONS

- 1 Comply with all conditions of Metro Agencies.
- 2 The final plat cannot be recorded until the associated bond is complete.

26. 122-83P-002 THE WOODLANDS (CANCELLATION)

Council District 04 (Robert Swope)

Staff Reviewer: Jason Swaggart

A request to cancel a portion of a Planned Unit Development Overlay District for property located at 491 Kinhawk Drive, at the terminus of Kinhawk Drive, zoned R15 (7.17 acres), requested by Dale and Associates, applicant; Tom Muhsin, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

Cancel Portion of PUD

A request to cancel a portion of a Planned Unit Development Overlay District for property located at 491 Kinhawk Drive, at the terminus of Kinhawk Drive, zoned One and Two-Family Residential (R15) (7.17 acres).



Metro Planning Commission Meeting of 6/13/2019

Existing Zoning

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 20 lots with five duplex lots for a total of 25 residential units.*

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

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.

REQUEST DETAILS

The Woodlands PUD was originally approved in 1983 for a total of 829 residential units consisting of 239 single-family lots, and 590 multi-family units. The subject property is within the designated open space.

ANALYSIS

The existing property configuration and zoning would currently permit a maximum of two residential units. The property is separated from the developed portion of the PUD, which is on the opposite side of the hill. The property also has existing street frontage along Kinhawk Drive. Due to the location, canceling this portion of the PUD will not negatively impact the PUD. It is important to note that any proposed subdivision would have to meet the requirements of the Subdivision Regulations and would be reviewed through a separate application process.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-212

"BE IT RESOLVED by The Metropolitan Planning Commission that 122-83P-002 is **approved. (7-0)**



Metro Planning Commission Meeting of 6/13/2019

27. 23-85P-005 FOREST VIEW PARK (REVISION)

Council District 29 (Delishia Porterfield)

Staff Reviewer: Jason Swaggart

A request to revise the preliminary plan for a portion of a Planned Unit Development Overlay District on property located at 2858 Murfreesboro Pike, approximately 430 feet east of Murfreesboro Pike, (7.84 acres), zoned R10 and within the Murfreesboro Pike Urban Design Overlay district, to permit 56 multi-family residential units, requested by Snyder Engineering, pllc, applicant; The Ridge at Antioch, Limited Partnership, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Revise a portion of the Planned Unit Development to permit 56 multi-family residential units.

Revise PUD

A request to revise the preliminary plan for a portion of a Planned Unit Development Overlay District on property located at 2858 Murfreesboro Pike, approximately 430 feet east of Murfreesboro Pike, (7.84 acres), zoned One and Two-Family Residential (R10) and within the Murfreesboro Pike Urban Design Overlay district, to permit 56 multi-family residential units.

Existing Zoning

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

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

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

PLAN DETAILS

The site is approximately eight acres in size and is located northeast of the intersection of Murfreesboro Pike and Forest View Drive. The Forest View PUD was approved in 1985. As originally approved, and with subsequent revisions, the PUD promotes a mixture of housing types with density decreasing with distance from Murfreesboro Pike. The original PUD is approximately 86 acres in size and includes a combination of single-family and multi-family uses. All of the single-family lots and approximately half of the multi-family dwelling units have been built. This portion of the PUD was originally approved for 212 multi-family units and is the last remaining portion of the PUD to be developed. In 2016, the Planning Commission approved a revision to the preliminary and for final site plan for this portion of the PUD to permit 96 multi-family residential units. The site is also within the Murfreesboro Pike Urban Design Overlay (UDO). The UDO requirements for this site pertain to building materials.

Site Plan

The plan calls for a total of 56 multi-family units in the form of townhomes. The units are attached, and they are dispersed between 12 separate buildings. Access into the site will be from Murfreesboro Pike to the west. The access to Murfreesboro Pike is provided by an existing access easement which is shown on the original 1985 PUD plan. Parking includes a mixture of private garage and surface parking. Sidewalks are provided throughout the project, and to Murfreesboro Pike.



Metro Planning Commission Meeting of 6/13/2019

ANALYSIS

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

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

As proposed, the plan is consistent with the Council approved plan, and meets all of the criteria for being considered a minor modification. As proposed, the plan reduces the number of units from what is currently approved from 96 units to 56 units. Since the plan is consistent with the Council approved plan, staff recommends approval with conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



Metro Planning Commission Meeting of 6/13/2019

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.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- Comply with previous conditions of PUD approval.
- Developer shall make monetary contribution for ped improvements at the intersection of Morris Gentry / Murfreesboro Pk and Forest View Dr/Murfreesboro Pk and submit signage and pavement marking plans to refurbish pavement markings as necessary at project access roads with construction documents.
- Adequate sight distance shall be provided at intersection of new road and Murfreesboro Pk. No walls, signage or vegetation shall restrict sight distance.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary PUD only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval, (see Permit #'s T2019014818 and T2019014821).

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

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

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

Marilyn Metz, 2618 Forest View Dr, spoke in favor of the application.

Gina Crawley, 2629 Forest View Dr, spoke in opposition to the application and noted there are no recreational facilities included.

Chairman Adkins closed the Public Hearing.

Chairman Adkins stated that it would be great to see some type of recreational space even though it isn't required.

Mr. Haynes moved and Ms. Farr seconded the motion to approve with conditions. (6-0)

Resolution No. RS2019-213

"BE IT RESOLVED by The Metropolitan Planning Commission that 23-85P-005 is **approved with conditions. (6-0) CONDITIONS**



Metro Planning Commission Meeting of 6/13/2019

- 1 This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
- 2 The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
- 3 Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
- 4 The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

28. 2019Z-093PR-001

Council District 08 (Nancy VanReece)

Staff Reviewer: Abbie Rickoff

A request to rezone from OG to MUG-A zoning for property located at 624 W. Due West Avenue, approximately 650 feet west of Lentz Drive (1.05 acres), requested by Capital Real Estate, applicant; Marion Doyle, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from OG to MUG-A.

Zone Change

A request to rezone from Office General (OG) to Mixed Use General-Alternative (MUG-A) zoning for property located at 624 W. Due West Avenue, approximately 650 feet west of Lentz Drive (1.05 acres).

Existing Zoning

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

Proposed Zoning

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

MADISON COMMUNITY PLAN

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

ANALYSIS

The 1.05-acre site is vacant and is located on the north side of W. Due West Avenue, just east of I-65 and west of S. Graycroft Avenue. The site is surrounded primarily by institutional, medical, and office uses on both sides of W. Due West Avenue. The area transitions to primarily residential development east of S. Graycroft Avenue. An adjacent property containing a medical office is located between the site and I-65, approximately 200 feet to the west. The rear of the site widens beyond the adjacent property, running parallel with the I-65 corridor.

The proposed MUG-A zoning is compatible with surrounding land uses and is supported by the District Employment Center policy. The site's proximity to the interstate allows direct vehicular access from W. Due West Avenue, identified as an arterial-boulevard on the Major and Collector Street Plan, to I-65 where additional intensity would be appropriate. Additionally, the site is located approximately 0.3 miles from existing transit stops on S. Graycroft Avenue.

The bulk and building placement standards associated with MUG-A zoning ensure future development addresses the pedestrian realm and limits the amount of parking between the building and the street. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.



Metro Planning Commission Meeting of 6/13/2019

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: OG

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.05	1.5 F	68,607 S.F.	737	91	80

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)	0.53	3.0 F	69 U	481	34	43

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)	0.26	3.0 F	33,976 S.F.	373	59	41

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)	0.26	3.0 F	33,976 S.F.	2157	109	233

Traffic changes between maximum: OG and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2274	+111	+237

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 Stratton Elementary School, Madison Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-214

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-093-001 is **approved. (7-0)**"



Metro Planning Commission Meeting of 6/13/2019

- 29. 2019Z-094PR-001**
 Council District 20 (Mary Carolyn Roberts)
 Staff Reviewer: Amelia Lewis

A request to rezone from R8 to RM20 zoning for properties located at 643 and 643 B Vernon Avenue, approximately 180 feet northeast of Nashua Avenue (0.23 acres), requested by Matthew White, applicant; O.I.C. Vernon Avenue Residences, WB Capital LLC, and Nashviddles LLC, owners..

Staff Recommendation: Disapprove as submitted. Approve RM15-A.

The Metropolitan Planning Commission deferred 2019Z-094PR-001 to the July 18, 2019, Planning Commission meeting. (7-0)

- 30. 2019Z-095PR-001**
 Council District 06 (Brett Withers)
 Staff Reviewer: Patrick Napier

A request to rezone from CN to MUL-A zoning for property located at 307 S 11th Street, at the northeast corner of S 11th Street and Lillian Street and within the Five Points Redevelopment District Overlay and the Lockeland Springs-East End Neighborhood Conservation District Overlay (0.13 acres), requested by Martin Corner GP, applicant and owner.

Staff Recommendation: Approve.
APPLICANT REQUEST
Zone change from CN to MUL-A.

Zone Change

A request to rezone from Commercial Neighborhood (CN) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 307 S 11th Street, at the northeast corner of S 11th Street and Lillian Street and within the Five Points Redevelopment District Overlay and the Lockeland Springs-East End Neighborhood Conservation District Overlay (0.13 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.

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

T4 Urban 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 307 S 11th Street, at the northeast corner of S 11th Street and Lillian Street. The site contains a paid surface parking lot. The site has frontage South 11th Street, designated in the Major and Collector Street Plan as a residential collector street. Properties located to the north and west contain a mixture of multi-family and commercial uses. Properties located to the south, east and west of the site contain single and two-family dwellings.

The bulk and building placement standards required by the MUL-A zone district ensure mixed-use development that addresses the pedestrian realm and limits the amount of parking between the building and the street. These standards will also help enhance a pedestrian-friendly, urban streetscape, consistent with the goals of the policy. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site. The



Metro Planning Commission Meeting of 6/13/2019

redevelopment of this site will require the construction of sidewalks which meet the requirements of the Major and Collector Street Plan and the local street standards.

The requested rezoning to MUL-A is compatible with surrounding land uses and is consistent with policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.13	0.25 F	1,415 S.F.	90	5	10

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)	0.05	1.0 F	2 U	19	2	2

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)	0.04	1.0 F	1,742 S.F.	21	29	3

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)	0.04	1.0 F	1,742 S.F.	111	6	12

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
-	-	-	-	+61	+32	+7

METRO SCHOOL BOARD REPORT

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

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

The proposed MUL-A zoning district will generate 1 additional student beyond what would be generated under the existing SP-C zoning district assuming 50% of the floor area is utilized for non-residential uses. Students would attend Warner Elementary, Stratford Stem Middle School, and Stratford High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.



Metro Planning Commission Meeting of 6/13/2019

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Neighborhood Center policy.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-215

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-095PR-001 is **approved. (7-0)**”

31. 2019Z-096PR-001

Council District 21 (Ed Kindall)

Staff Reviewer: Joren Dunnavant

A request to rezone from IR to CS-A zoning for property located at 627 19th Avenue North, at the northwest corner of Warner Street and 19th Avenue North (2.52 acres), requested by Tune, Entrekin & White PC, applicant; 1900 Warner Partners LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IR to CS-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Commercial Service - Alternative (CS-A) zoning for property located at 627 19th Avenue North, at the northwest corner of Warner Street and 19th Avenue North (2.52 acres).

Existing Zoning

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

Proposed Zoning

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

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The property is located just west of Downtown and the surrounding land uses are industrial and community/institutional/utility. The District Industrial policy area calls for districts with a variety of industrial and specialized retail, with high connectivity. A CS-A zoning will allow for specialized commercial activity and the alternative feature of the zoning will ensure careful attention to design in creating pedestrian friendly streetscapes.

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: **IR**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.52	0.6 F	65,862 S.F.	150	34	36



Metro Planning Commission Meeting of 6/13/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	2.52	0.6 F	65,862 S.F.	4181	210	451

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+4031	+176	+415

STAFF RECOMMENDATION

Staff recommends approval.

Mr. Dunnivant presented the staff recommendation of approval.

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

Ed Curtis, 707 19th Ave, spoke in opposition to the application.

Chairman Adkins closed the Public Hearing.

Mr. Elam moved and Mr. Haynes seconded the motion to approve. (6-0)

Resolution No. RS2019-216

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-096PR-001 is **approved. (6-0)**”

32. 2019Z-097PR-001

Council District 21 (Ed Kindall)

Staff Reviewer: Gene Burse

A request to rezone from RS5 to R6-A zoning for property located at 525 31st Avenue North, approximately 280 feet northwest of Delaware Avenue (0.20 acres) requested by Red River Dev LLC, applicant; Gerardo Duran, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6-A) zoning for property located at 525 31st Avenue North, approximately 280 feet northwest of Delaware Avenue (0.20 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 one single-family residential lot based on acreage alone.*

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 one duplex lot for a total of two units.*

NORTH NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high



Metro Planning Commission Meeting of 6/13/2019

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

ANALYSIS

The site consists of one single-family residential lot with an existing house located approximately 280 feet northwest of the intersection of 31st Avenue North and Delaware Avenue in North Nashville. Site access is from 31st Avenue North. The site is located less than 1,000 feet from an existing transit route on Charlotte Avenue. Surrounding land uses consist primarily of single-family residential with some multi-family residential and vacant parcels.

The site is within a large area of Single-Family Residential (RS5) zoning. Surrounding zoning districts include Multi-Family Residential-Alternative (RM20-A), Office/Residential Intensive-Alternative, and Mixed Use Limited-Alternative (MUL-A).

T4 Neighborhood Evolving policy in this location allows 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 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)	0.2	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)	0.2	7.26 D	2 U	29	7	3

*based on two-family residential lots

Traffic changes between maximum: RS5 and R6-A

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning 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. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION



Metro Planning Commission Meeting of 6/13/2019

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

Resolution No. RS2019-217

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-097PR-001 is **approved. (7-0)**

33. 2019Z-098PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Abbie Rickoff

A request to rezone from RS10 to RM15-A zoning for property located at 511 East Trinity Lane, approximately 325 feet west of Jones Avenue (0.32 acres), requested by Ting Chang, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS10 to RM15-A.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential-Alternative (RM15-A) zoning for property located at 511 East Trinity Lane, approximately 325 feet west of Jones Avenue (0.32 acres).

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The site is located on the north side of East Trinity Lane, east of the intersection of East Trinity Lane and Jones Avenue, and approximately 0.30 miles west of Ellington Parkway. The site is comprised of 0.32 acres and contains one single-family residential unit. East Trinity Lane is designated in the Major and Collector Street Plan as an urban arterial-boulevard. An existing MTA route runs along Jones Avenue, with multiple stops at the East Trinity/Jones Avenue intersection, located approximately 400 feet to the west. Surrounding properties along East Trinity Lane are primarily developed with single-family residential and institutional uses, with scattered office and commercial uses. The site is adjacent to a church and associated parking lot, which extend to the west before wrapping the Jones Avenue corner. Commercial uses are located opposite the church, on the south side of East Trinity Lane.

The site is located in the T4 Residential Corridor policy area which spans the majority of East Trinity Lane from Overby Road (west) to Ellington Parkway (east). This site has frontage on a major arterial-boulevard and is located near an intersection with existing transit service, making it an appropriate place to incorporate additional residential intensity consistent with the goals of the T4 RC policy.

The land use policies for properties on the south side of East Trinity were recently updated with the Planning Commission's adoption of the Highland Heights Study in June of 2018. The properties on the south side of East Trinity, opposite the site, are also within an area of T4 Residential Corridor policy, and within the R6 subdistrict of the Highland Heights Building Regulating Plan. The R6 subdistrict supports a variety of residential housing types, including townhouse and low-rise or mid-rise flats, and is intended to encourage redevelopment of the East Trinity Lane frontage in order for the corridor to evolve into a higher density residential development pattern. Although this site is outside of the Highland Heights area, the requested RM15-A zoning permits uses and a development pattern consistent with that encouraged by the land use policy on the south side of the street.



Metro Planning Commission Meeting of 6/13/2019

The bulk and building placement standards associated with the RM15-A district ensure that development addresses the pedestrian realm and limits the amount of parking between the building and the street, consistent with the goals of the T4 RC policy. The multi-family residential uses permitted by RM15-A will encourage a development pattern appropriate along an arterial-boulevard and consistent with the development envisioned on the opposite side of the street.

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: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.32	4.35 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.32	15 D	5 U	37	3	3

Traffic changes between maximum: **RS10 and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4 U	+17	+2	+2

SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 0 Elementary 0 Middle 0 High

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

The proposed RM15-A zoning district will generate four additional students than what would be generated under the existing RS10 zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (6-0)

Resolution No. RS2019-218

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-098PR-001 is **approved. (6-0)**"

34. **2019Z-100PR-001**

Council District 13 (Holly Huevo)

Staff Reviewer: Jason Swaggart

A request to rezone from RS10 to CS zoning for properties located at 3128 Elm Hill Pike and Elm Hill Pike (unnumbered), approximately 730 feet east of Patio Drive (6.21 acres), requested by Midsouth Carpenters Regional Council Training Trust, applicant; Gregg and Susan Eatherly, owners.



Metro Planning Commission Meeting of 6/13/2019

Staff Recommendation: Disapprove.

The Metropolitan Planning Commission deferred indefinitely 2019Z-100PR-001 (7-0)

35. 2019Z-101PR-001

Council District 29 (Delishia Porterfield)

Staff Reviewer: Abbie Rickoff

A request to rezone from R20 to IWD zoning for properties located at 2581, 2591, 2601, and 2611 Couchville Pike, approximately 275 feet west of Pleasant Hill Road (43.21 acres), requested by Kimley-Horn and Associates, applicant; Jeanette Smithson, The Couchville Pike Trust, and Trustee Muggler, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R20 to IWD

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) zoning for properties located at 2581, 2591, 2601, and 2611 Couchville Pike, approximately 275 feet west of Pleasant Hill Road (43.21 acres).

Existing Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. R20 would permit a maximum of 79 lots with 19 duplex lots for a total of 98 units. The Codes Department provides a final determination on duplex eligibility.

Proposed Zoning

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

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

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

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

ANALYSIS

The 43.21-acre site comprises four parcels located on the south side of Couchville Pike, west of Bell Road and the J. Percy Priest Reservoir. The westernmost parcel contains a single-family residence and the three remaining parcels are vacant. The surrounding area contains a mixture of vacant, residential, and industrial land uses. The site is located approximately 1.5 miles from the Nashville International Airport, located to the northwest. Adjacent properties to the east, west, and south, are located in the IWD zoning district.

The proposed IWD zoning district is consistent with the D EC policy, which supports light industrial uses in appropriate locations. District Employment Center policy is intended for concentrations of employment with mixed use, light industrial, and commercial uses that create economic activity and jobs. The proposed zone change would allow various uses pertaining to wholesaling, warehousing and bulk distribution uses, which are appropriate in the District Employment Center policy. Rezoning the site from a residential zoning district to an industrial zoning district is consistent with policy guidance. In addition, the site is centrally located within a larger D EC policy area located just



Metro Planning Commission Meeting of 6/13/2019

east of the airport, which is in the District Impact (D I) policy area, one of the most intense policy areas within Davidson County.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	43.21	2.17 D	98 U	1021	75	100

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	43.21	0.8 F	1,505,782 S.F.	2425	207	209

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1404	+132	+109

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-219

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-0101PR-001 is **approved. (7-0)**"

36. 2019Z-104PR-001

Council District 19 (Freddie O'Connell)

Staff Reviewer: Patrick Napier

A request to rezone from CS to MUG-A zoning for property located at 1320 Rosa L Parks Boulevard, approximately 145 feet southeast of Taylor Street and within the Phillips-Jackson Street Redevelopment District Overlay and the Germantown Historic Preservation District Overlay (0.49 acres), requested by Civil Site Design Group, applicant; Maied Abu-Salim and Salah Ayes, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from CS to MUG-A.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use General – Alternative (MUG-A) zoning for property located at 1320 Rosa L Parks Boulevard, approximately 145 feet southeast of Taylor Street and within the Phillips-Jackson Street Redevelopment District Overlay and the Germantown Historic Preservation District Overlay (0.49 acres).



Metro Planning Commission Meeting of 6/13/2019

Existing Zoning

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

Proposed Zoning

Mixed Use 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.

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The site is located on the east side of Rosa L Parks Boulevard, approximately 145 feet southeast of Taylor Street. The 0.49 acre parcel is currently vacant. The site is bordered on the north and south by small scale commercial retail uses within modest sized structures. A mixture of single, two-family and multi-family dwellings are located to the east of this site. The existing land use pattern along this segment of Rosa L Parks Boulevard is characterized by commercial and community or institutional uses directly on the corridor with residential neighborhoods behind. This site is located in a Tier One Center, identified in NashvilleNext, and contains frontage along Rosa L Parks Boulevard, which is identified as an immediate need multimodal corridor.

The policy calls for diverse mix of moderate- to high density residential, commercial, office, and light industrial land uses. The requested MUG-A zone district includes standard for building placement, façade width and location of parking that will encourage development that is more consistent with the design principles of the T4 MU policy. Additionally, MUG-A zoning creates opportunities for integration of residential uses into the center, either in mixed use buildings, or as a transition to the neighborhoods to the west, that will support current and future transit service along Gallatin Pike.

The existing CS zoning is not consistent with the T4-MU policy. Given the scale and massing of the multi-family structures to the north of this site as well as the adjacent commercial uses within a more intense T4 Urban Community Center Policy, the MUG-A zone district will provide an appropriate scale and form achieving consistency with the policy.

This parcel is located within the Germantown Historic Preservation Overlay District and the Phillips-Jackson Street Redevelopment District. Any redevelopment on this site will be reviewed by both the Metropolitan Development & Housing Agency (MDHA) and the Metropolitan Historical Zoning Commission.

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

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

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.49	0.6 F	12,086 S.F.	768	39	83

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)	0.19	3.0 F	25 U	149	13	18



Metro Planning Commission Meeting of 6/13/2019

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.15	3.0 F	19,602 S.F.	219	45	25

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)	0.15	3.0 F	19,602 S.F.	1245	63	135

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
-	-	-	-	+845	+82	+95

METRO SCHOOL BOARD REPORT

Under the existing CS zoning, this site would qualify for use of the adaptive residential provisions of the Metro Zoning Ordinance, which specify that no density or floor area ratio applies to the residential component of the development; Therefore, staff finds that there would be no significant increase in the number of students generated by the proposed MUG-A zoning beyond the number generated by the existing zoning with adaptive residential. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School. All schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval with conditions as the request is consistent with the T4 Urban Mixed Use Neighborhood policy at this location.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-220

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-104PR-001 is **approved. (7-0)**”

37. 2019Z-106PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Jason Swaggart

A request to rezone from R6-A to RM20-A zoning for properties located at 147 A, 147 B, and 147 C Elmhurst Avenue, approximately 180 feet south of Fern Avenue (0.18 acres), requested by Jeri and Reginald Howard, applicants and owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R6 to RM20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential – Alternative (RM20-A) zoning for properties located at 147 A, 147 B, and 147 C Elmhurst Avenue, approximately 180 feet south of Fern Avenue (0.18 acres).

Existing Zoning



Metro Planning Commission Meeting of 6/13/2019

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 would permit a maximum of two residential 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 four residential units.*

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The property is approximately a quarter acre in size. It is located on the west side of Elmhurst Avenue, and is one block from Dickerson Pike to the east. The public right-of-way for Elmhurst Avenue extends past the property; however, the pavement ends at the property.

Elmhurst Avenue includes single-family homes and vacant property. The property directly behind the subject property is zoned RM20-A, and was rezoned in 2017. Property just north of the subject property that backs onto Elmhurst Avenue is zoned MUL-A, and fronts onto Dickerson Pike.

The T4 NE policy at this location encourages a greater mixture of higher density residential which can provide additional housing options, and support the Dickerson Pike corridor. The proposed RM20-A achieves this goal by permitting multi-family within close proximity of Dickerson Pike. RM20-A is also consistent with previous zone changes in the immediate area, including the abutting property to the west. RM20-A is consistent with the Dickerson Pike study, which maintains the T4 NE policy, and additionally calls for heights up to four stories. Since the proposed RM20-A zoning district is consistent with the T4 NE policy, staff recommends approval.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.18	7.26 D	2 U	10	1	1

*Based on two-family residential lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.18	20 D	4 U	30	2	3

Traffic changes between maximum: **R6 and RM20-A**



Metro Planning Commission Meeting of 6/13/2019

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+20	+1	+2

METRO SCHOOL BOARD REPORT

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

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

The proposed RM20-A zoning could generate three more students than the existing R6-A zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 NE land use policy.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-221

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-106PR-001 is **approved. (7-0)**

38. 2019Z-107PR-001

Council District 21 (Ed Kindall)

Staff Reviewer: Gene Burse

A request to rezone from RS5 to R6-A zoning for property located at 1036 24th Avenue North, approximately 100 feet south of Meharry Boulevard (0.14 acres), requested by CGC Group, LLC, applicant; Hammonds Group, Inc., owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 1036 24th Avenue North, approximately 100 feet south of Meharry Boulevard (0.14 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 one single-family residential lot based on acreage alone.*

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 one duplex lot for a total of two residential units.*

NORTH NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 6/13/2019

ANALYSIS

The site consists of a vacant residential lot located approximately 100 feet south of the intersection of 24th Avenue North in North Nashville. Site access is from 24th Avenue North. The site is located less than 500 feet from an existing transit route on Albion Street to the south.

Surrounding land uses consist primarily of single-family residential with some two-family residential and vacant parcels. The site is within a large area of Single-Family Residential (RS5) zoning. Surrounding zoning districts include Multi-Family Residential (RM20) and One and Two-Family Residential-Alternative (R6-A).

T4 Neighborhood Evolving policy in this location allows 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 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)	0.14	8.71 D	1 U	10	1	1

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)	0.14	7.26 D	2 U	19	2	2

*Based on two-family residential lots

Traffic changes between maximum: RS5 and R6-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+9	+1	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning 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. 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.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-222

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-107PR-001 is **approved. (7-0)**"



Metro Planning Commission Meeting of 6/13/2019

39. 2019Z-108PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Joren Dunnavant

A request to rezone from RS5 to RM20 –A zoning for property located at 738 Douglas Avenue, approximately 180 feet east of Montgomery Avenue (0.55 acres), requested by Marcus Kurth, applicant; Velazqnez Lucia and Sixto Gamez, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change RS5 to RM20-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential – Alternative (RM20-A) zoning for property located at 738 Douglas Avenue, approximately 180 feet east of Montgomery Avenue (0.55 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 4 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 11 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 in East Nashville, just west of Ellington Parkway. The surrounding land uses are primarily single-family residential and industrial. The Urban Neighborhood Evolving policy area calls for greater housing choice and more creative and innovative development techniques.

An RM20-A zoning will allow for a wider range of housing types in this neighborhood, which supports the intent of the policy. The property has an alleyway which will allow for the design principles of the policy to be met. The property is surrounded by warehouse and distribution and industrial uses to the north, east, and west and there is a multi-family property just northwest of the property. RM20-A zoning will provide an appropriate transition between the adjacent light industrial uses and the nearby single-family residential area.

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



Metro Planning Commission Meeting of 6/13/2019

Single-Family Residential (210)	0.55	8.71 D	4 U	38	3	4
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Maximum Uses in Proposed Zoning District: **RM20-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.55	20 D	11 U	81	6	7

Traffic changes between maximum: **Rs5 and RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 7 U	+43	+3	+3

METRO SCHOOL BOARD REPORT

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

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

The proposed RM20-A zoning will generate 3 more students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity by the Metro School Board. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-223

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-108PR-001 is **approved. (7-0)**

40. 2019Z-109PR-001

Council District 21 (Ed Kindall)

Staff Reviewer: Abbie Rickoff

A request to rezone from R6 to CS zoning for property located at Trevor Street (unnumbered), approximately 200 feet north of Charlotte Pike (0.12 acres), requested by Southeast Venture, applicant; Darrell and Linda Breau, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R6 to CS.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Commercial Service (CS) zoning for property located at Trevor Street (unnumbered), approximately 200 feet north of Charlotte Pike (0.12 acres).

Existing Zoning

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 1 lot, based on the current configuration, as determined by the Codes Department.*

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



Metro Planning Commission Meeting of 6/13/2019

WEST NASHVILLE COMMUNITY PLAN

Charlotte Avenue Corridor Study - Subdistrict 6 – I-440 Gateway: The Charlotte Avenue Corridor Study, adopted in October 2018, guides development along Charlotte Avenue between I-440 and White Bridge Pike. It builds the future character of the corridor on existing and unique assets, connecting neighborhoods to resources and services. Subdistrict 6 is the mixed use gateway to the corridor heading west. Development is anticipated to be small in scale, though urban and walkable, and transition appropriately to the adjacent residential neighborhoods. Buildings are typically up to four stories and built up to the sidewalk, with uses focused on residences and smaller scale restaurants and retail services.

ANALYSIS

The vacant site comprises 0.12 acres and is located north of Charlotte Avenue, west of I-440. Alley #1140 forms the western boundary, and an unnumbered alley partially forms the southern boundary. The site does not have any direct street frontage. The neighborhood is made up of predominantly two-family residential units north of Charlotte Avenue, transitioning to commercial and non-residential uses along the Charlotte Avenue corridor. Several recently developed two-family units are located on properties directly opposite the site, on the western side of Alley #1140, and adjacent to the site to the north. Property south of the site, between the unnumbered alley and Charlotte Avenue, currently contains commercial development.

Rezoning to CS would allow for retail, commercial, office, and other non-residential uses in proximity to the corridor, consistent with the Charlotte Avenue Corridor Study Subdistrict 6 guidelines. The CS zoning district will encourage mixed-use development that connects the surrounding neighborhoods to this prominent corridor, which is in keeping with development guidance for the area.

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: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.12	7.26 D	1 U	10	1	1

*Based on two-family lots

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.12	0.6 F	3,136 S.F.	200	10	22

Traffic changes between maximum: R6 and CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+190	+9	+21

STAFF RECOMMENDATION

Staff recommends approval.

Ms. Shepard presented the staff recommendation of approval. Samantha O'Leary, 4011 Armory Oaks Dr, spoke in favor of the application.



Metro Planning Commission Meeting of 6/13/2019

Michael Fisher, 408A 33rd Ave N, spoke in opposition to the application.

Lilly Lewin, 3306A Trevor St, spoke in opposition to the application due to traffic concerns and increased density.

Paul Plummer, 4024 Crestridge Dr, spoke in favor of the application and explained the councilmember is in support.

Chairman Adkins closed the Public Hearing.

Mr. Haynes spoke in favor and stated it seems that the condition of the setback will be improved.

Mr. Haynes moved and Ms. Farr seconded the motion to approve. (5-1) Councilmember Bedne voted against.

Resolution No. RS2019-224

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-109PR-001 is **approved. (5-1)**

41. 2019Z-110PR-001

Council District 05 (Scott Davis)
Staff Reviewer: Amelia Lewis

A request to rezone from SP to R6-A zoning for property located at 1029 North 6th Street, located at the southeast corner of North 6th Street and Evanston Avenue (0.14 acres), requested by Ryan Paige and Grace Kim, applicant and owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from SP to RM6-A.

Zone Change

A request to rezone from Specific Plan – Residential (SP) to One and Two-Family Residential - Alternative (R6-A) zoning for property located at 1029 North 6th Street, located at the southeast corner of North 6th Street and Evanston Avenue (0.14 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 all uses of RS5 and 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 and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of one duplex lot for a total of two residential units.*

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The site is located at the southeast corner of N 6th Street and Evanston Avenue. Alley #336 forms the eastern boundary to the property. The site is currently developed with an existing two story single family structure. The surrounding properties are within the same SP and have primarily been developed with one and two family structures. The SP was approved in 2015 (BL2014-896), to permit detached accessory dwelling units and all standards of RS5 for primary and accessory structures that are not detached accessory dwelling units.



Metro Planning Commission Meeting of 6/13/2019

The proposed R6-A zoning district is consistent with the T4 NM policy at this location. The R6-A zoning district provides the opportunity for this site to redevelop in a manner consistent with the policy guidance for infill development which calls for appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. The one and two family zoning district is based upon the mix of surrounding one and two family structures existing in the neighborhood, and the alternative zoning district will provide for alley access and design standards consistent with the existing urban form. In addition, the site is located on a corner with alley access, which is preferred for two-family development in an urban environment.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.14		1 U	10	1	1

Maximum Uses in Proposed Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.14	7.26 D	2 U	19	2	2

*Based on two-family residential lots

Traffic changes between maximum: SP- and R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+9	+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 is not expected to generate additional students beyond the existing RS5 zoning. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-225

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-110PR-001 is **approved. (7-0)**"



Metro Planning Commission Meeting of 6/13/2019

- 42. 2019Z-111PR-001**
Council District 02 (DeCosta Hastings)
Staff Reviewer: Patrick Napier

A request to rezone from CL and RS7.5 to RM20-A zoning for properties located at 2206, 2210 and 2214 Monticello Drive, at the southwest corner of Monticello Drive and Avondale Circle (0.61 acres), requested by Cream City Developments, applicant; Jea Wook Sim, Hyun Bo Sim, and Josh Hellmer, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Rezone from CL and RS7.5 to RM20-A.

Zone Change

A request to rezone from Commercial Limited (CL) and Single-Family Residential (RS7.5) to Multi-Family Residential (RM20-A) zoning for properties located at 2206, 2210 and 2214 Monticello Drive, at the southwest corner of Monticello Drive and Avondale Circle (0.61 acres).

Existing Zoning

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

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

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 12 units.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk.

T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal

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

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The policy calls for improvement of the existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development. The supplemental policy indicates a potential alley connection in between 2210 and 2214 Monticello Drive. Given the presence of challenging topography within the site and the surrounding area, an alley which meets the required standards may be infeasible to construct. Therefore is not recommended to be included as a part of this rezone application.



Metro Planning Commission Meeting of 6/13/2019

ANALYSIS

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

The proposed zoning provides for additional housing choice within the neighborhood and provides for an appropriate transition from the higher intensity of the Community Center Policy fronting West Trinity Lane to the less intense Neighborhood Maintenance policy fronting Monticello Drive. The RM20-A zone district will also provide design requirements for the site such as the location of parking, width of the front facades, and a glazing requirement of at least 40% of the front façade. The bulk requirements of the RM20-A will provide an effective transition given the range of commercial uses permitted within the CL zone district fronting West Trinity Lane. The requested zoning of RM20-A is consistent with the T4 Suburban Neighborhood Maintenance and T4 Urban Community Center policies at this location.

FIRE DEPARTMENT 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)	0.38	0.6 F	9,931 S.F.	631	32	68

Maximum Uses in Existing Zoning District: RS7.5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.23	5.8 D	1 U	10	1	1

Maximum Uses in Proposed 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)	0.61	20 D	12 U	88	6	7

Traffic changes between maximum: CL, RS7.5 and RM20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-553	-27	-62

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 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 is expected to generate 6 more students than the existing zoning. Students would attend Alex Green Elementary School, Brick Church Middle School, and Whites Creek High School. All three schools



Metro Planning Commission Meeting of 6/13/2019

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

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Mixed Use Corridor, T4 Urban Neighborhood Maintenance and Conservation policies in this location and with the Haynes Trinity Small Area Plan.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-226

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-111PR-001 is **approved. (7-0)**”

43. 2019Z-112PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Joren Dunnavant

A request to rezone from SP to RM20-A zoning for property located at 1220 N 5th Street, at the southwest corner of Douglas Avenue and North 5th Street (0.25 acres), requested by S+H Group, applicant; Melvin & Trinita G. Fitzgerald, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change SP-R to RM20-A.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to Multi-Family Residential – Alternative (RM20-A) zoning for property located at 1220 N 5th Street, at the southwest corner of Douglas Avenue and North 5th Street (0.25 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 all uses of the RS5 zoning district and a detached accessory dwelling unit.

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 5 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 in East Nashville, just south of Douglas Ave. The surrounding land uses are single-family residential, two-family residential, and multi-family residential. There is a property zoned RM20-A directly north of the property.

Although this isn't in Highland Heights, the Highland Heights Small Area Plan places properties across the street in the R4 and M1 subdistricts which is consistent with the proposed RM20-A. The Urban Neighborhood Evolving policy area calls for a districts with a greater housing choice and more creative and innovative development techniques. RM20-A zoning will allow for a wider range of density in this neighborhood, which supports the intent of the policy. The property has an alleyway and is on a corner lot which will allow for the design principles of the policy to be met. The property is surrounded by a mixture of intensities from moderate to high. RM20-A zoning will provide an



Metro Planning Commission Meeting of 6/13/2019

appropriate transition between the high intensity residential properties and the moderately intense adjacent residential areas.

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

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)	0.25		1 U	10	1	1

Maximum Uses in Proposed Zoning District: RM20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.25	20 D	5 U	37	3	3

Traffic changes between maximum:

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 4 U	+27	+2	+2

METRO SCHOOL BOARD REPORT

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

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

The proposed RM20-A zoning will generate 3 more students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-227

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-112PR-001 is **approved. (7-0)**"

44. 2019Z-113PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Jason Swaggart

A request to rezone from RS5 to R6-A zoning for property located at 1128 McFerrin Avenue, approximately 150 feet south of W Greenwood Avenue (0.16 acres), requested by Grace Kim and Ryan Paige, applicants and owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.



Metro Planning Commission Meeting of 6/13/2019

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 1128 McFerrin Avenue, approximately 150 feet south of W Greenwood Avenue (0.16 acres).

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood 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 subject property is approximately a quarter acre in size and is located on the west side of McFerrin Avenue between West Greenwood Avenue and Sharpe Avenue. Ellington Parkway runs along the eastern side of McFerrin Avenue. The property is currently vacant, and surrounding lots include single-family homes. The Major and Collector Street Plan (MCSP) classifies McFerrin Avenue as a residential collector. There is an improved alley that runs along the back of the property.

The proposed R6-A zoning district is consistent with the T4 NE land use policy at this location.

The T4 NE policy encourages a greater mixture of higher density residential which can provide additional housing options. The R6-A permits a slight increase in density, and an alternative housing type in an area that is mostly single-family. Given that the property is located on a residential collector and has alley access the site is appropriate for additional density. The R6-A zoning district includes standards which support the urban nature of the T4 NE policy.

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)	0.16	8.71 D	1 U	10	1	1

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)	0.16	7.26 D	2 U	19	2	2



Metro Planning Commission Meeting of 6/13/2019

*Based on two-family residential lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+9	+1	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High
Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed R6-A zoning is not expected to generate more students than the existing RS5 zoning district. Students would attend Hattie Cotton Elementary School, Gra-Mar Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon data from the school board last updated November 2018.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 NE land use policy.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-228

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-113PR-001 is **approved. (7-0)**

45. 2019Z-114PR-001

Council District 33 (Antoinette Lee)

Staff Reviewer: Amelia Lewis

A request to rezone from AR2a to R10 zoning for property located at 3196 Hamilton Church Road, approximately 220 feet east of Hamilton Glen Drive (0.47 acres), requested by Tusca R.S. Alexis, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from AR2a to R10.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to One and Two-Family Residential (R10) zoning for property located at 3196 Hamilton Church Road, approximately 220 feet east of Hamilton Glen Drive (0.47 acres),

Existing Zoning

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

Proposed Zoning

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

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 6/13/2019

ANALYSIS

The site is located on the north side of Hamilton Church Road, east of the intersection of Owendale Drive and Hamilton Church Road. Surrounding properties are zoned AR2a, Single-Family Residential (RS10) and One and Two-Family Residential (R10). The area has primarily been established with single family detached structures on lots ranging from 0.10 acres to 2 acres.

The T3 NM policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed condition and that condition is believed to be stable and sustainable over time. The proposed R10 zoning district is consistent with the T3 NM policy at this location. The existing and proposed zoning allow for one and two family uses and aligns with the residential nature of the policy. The proposed zoning district is in keeping with lower intensity residential development. In addition, it will provide for additional housing diversity in the area while maintaining the residential character of the area.

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: 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)	0.47	0.5 D	1 U	10	1	1

*Based on two-family residential lots

Maximum Uses in Proposed Zoning District: R10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential * (210)	0.47	4.35 D	4 U	38	3	4

*Based on two-family residential lots

Traffic changes between maximum: AR2a and R10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 3 U	+28	+2	+3

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High

The proposed R10 zoning is not expected to generate additional students beyond the existing AR2a zoning. Students would attend Thomas A. Edison Elementary School, J.F. Kennedy Middle School, and Antioch High School. Thomas A. Edison Elementary School has been identified as having no additional capacity, whereas J.F. Kennedy Middle School and Antioch High School 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 6/13/2019

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-229

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-114PR-001 is **approved. (7-0)**

46. 2019Z-116PR-001

Council District 05 (Scott Davis)

Staff Reviewer: Patrick Napier

A request to rezone from SP to CL zoning for property located at 213 Cleveland Street, at the northwest corner of Cleveland Street and Stockell Street (0.22 acres), requested by Ryan Paige, applicant; Ryan Paige and Chance Glasco, owners.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Zone change from SP to CL.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to Commercial Limited (CL) is intended for retail, consumer service, financial, restaurant, and office uses for property located at 213 Cleveland Street, at the northwest corner of Cleveland Street and Stockell Street (0.22 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 all uses of the RS5 zone district and detached accessory dwelling units.

Proposed Zoning

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

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 proposed CL zoning district is inconsistent with the T4 NE policy and the policy does not support commercial uses. While the CL zone district permits residential uses, it also permits nonresidential uses. The commercial uses allowed by the CL zone district present a conflict with the goals and objectives of the T4 NE policy. In addition to permitting nonresidential uses, the proposed CL zoning district permits a level of intensity that is not consistent with the T4 NE policy.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development



Metro Planning Commission Meeting of 6/13/2019

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.22		1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.22	0.6 F	5,749 S.F.	6221	312	671

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+6211	+311	+670

STAFF RECOMMENDATION

Staff recommends disapproval. The proposed CL zoning district is inconsistent with the T4 NE policy.

Mr. Napier presented the staff recommendation of disapproval.

Ryan Paige, spoke in favor of the application.

Chairman Adkins closed the Public Hearing.

Ms. Farr stated that while she understands where the applicant is coming from, the commission is very concerned with protecting residential areas from commercial zoning.

Councilmember Bedne said it would be easier to support if it were an SP.

Ms. Moore spoke in favor of staff recommendation.

Ms. Moore moved and Councilmember Bedne seconded the motion to disapprove. (6-0)

Resolution No. RS2019-230

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-116PR-001 is **disapprove. (6-0)**

47. **2019Z-117PR-001**

Council District 05 (Scott Davis)

Staff Reviewer: Patrick Napier

A request to rezone from RS5 to CL zoning for property located at 321 Cleveland Street, at the northeast corner of Cleveland Street and North 3rd Street (0.19 acres), requested by Ryan Paige, applicant; Ryan Paige and Chance Glasco, owners.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Zone change from RS5 to CL.



Metro Planning Commission Meeting of 6/13/2019

Zone Change

A request to rezone from Single-Family Residential (RS5) to Commercial Limited (CL) zoning for property located at 321 Cleveland Street, at the northeast corner of Cleveland Street and North 3rd Street (0.19 acres).

Existing Zoning

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

Proposed Zoning

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

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 proposed CL zoning district is inconsistent with the T4 NE policy as the policy does not support commercial uses. The CL zone district permits residential as well as nonresidential uses. While residential is a permitted use, the commercial uses allowed within the CL zone district present a conflict with the goals and objectives of the T4 NE policy. In addition to permitting nonresidential uses, the proposed CL zoning district permits a level of intensity that is not consistent with the T4 NE policy.

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)	0.19	8.71 D	1 U	10	1	1

Maximum Uses in Proposed Zoning District: CL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.19	0.6 F	4,965 S.F.	316	16	34

Traffic changes between maximum: RS5 and CL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+306	+15	+33

STAFF RECOMMENDATION

Staff recommends disapproval. The proposed CL zoning district is not consistent with the T4 NE policy.

Mr. Napier presented the staff recommendation of disapproval.



Metro Planning Commission Meeting of 6/13/2019

Ryan Paige spoke in favor of the application.

Chairman Adkins closed the Public Hearing.

Mr. Elam moved and Mr. Haynes seconded the motion to disapprove. (6-0)

Resolution No. RS2019-231

“BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-117PR-001 is **disapproved. (6-0)**”

48. 2019Z-118PR-001

Council District 26 (Jeremy Elrod)

Staff Reviewer: Gene Burse

A request to rezone from RS10 to R10 zoning for property located at 4920 Shasta Drive, approximately 385 feet east of Jonquil Drive (0.28 acres), requested by James Logan, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS10 to R10

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 4920 Shasta Drive, approximately 385 feet east of Jonquil Drive (0.28 acres).

Existing Zoning

Single-Family Residential (RS10) zoning requires a minimum 10,000 square foot lot and is intended for single-family dwellings at an overall density of 4.35 dwelling units per acre. *RS10 would permit one single-family residential lot based on acreage alone.*

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.35 dwelling units per acre. *R10 would permit one duplex lot for a total of two residential units.*

SOUTHEAST COMMUNITY PLAN

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

ANALYSIS

The site consists of single-family residential lot with an existing house located approximately 385 feet east of the intersection of Welch Road and Jonquil Drive in the Southeast Community Plan area. Site access is from Shasta Drive. The site is located approximately 500 feet from an existing bus stop located at the intersection of Harding Place and Jonquil Drive. Surrounding land uses consist of single-family residential to the west and north, multi-family residential to the east and office to the south along Harding Place. The site is within a large area of Single-Family Residential (RS10) zoning. Surrounding zoning districts include Multi-Family Residential (RM20) immediately to the east and Office Limited (OL) to the south.

T3 Suburban Neighborhood Maintenance policy in this location allows moderate density that will allow some change over time. This site is located at the edge of the T3 Suburban Neighborhood Maintenance policy and is adjacent to T3 Suburban Neighborhood Evolving policy to the east which contains a large area of existing multi-family residential housing. The R10 zoning district is consistent with policy in this location as it will provide the opportunity for moderately dense development that will serve as an appropriate transition between the T3 Suburban Neighborhood Maintenance and T3 Suburban Neighborhood Evolving policy areas.



Metro Planning Commission Meeting of 6/13/2019

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: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.28	4.35 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.28	4.35 D	2 U	19	2	2

*Based on two-family residential lots

Traffic changes between maximum: **RS10 and R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 1 U	+9	+1	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High

The proposed R10 zoning is not expected to generate more students than the existing RS10 zoning district. Students would attend Paragon Mills Elementary School, Wright Middle School, and Glenclyff 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 Neighborhood Maintenance policy of the Southeast Community Plan in this location.

Approve. Consent Agenda. (7-0)

Resolution No. RS2019-232

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-118PR-001 is **approved. (7-0)**"

49. 1-74P-011

HICKORY HOLLOW PUD (REVISION AND FINAL)

Council District 32 (Jacobia Dowell)

Staff Reviewer: Jason Swaggart

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District for a portion of property located at 5301 Hickory Hollow Parkway, approximately 270 feet southeast of Bell Road, zoned Shopping Center Regional (SCR), (0.99 acres), to permit a restaurant, requested by Kimley-Horn, applicant; Hickory Hollow Partners, LLC, owner.

Staff Recommendation: Approve with conditions.



Metro Planning Commission Meeting of 6/13/2019

APPLICANT REQUEST

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

Revise PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a Planned Unit Development Overlay District for a portion of property located at 5301 Hickory Hollow Parkway, approximately 270 feet southeast of Bell Road, zoned Shopping Center Regional (SCR), (0.99 acres), to permit a restaurant.

Existing Zoning

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

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

PLAN DETAILS

The approximately six acre site is located at the southwest corner of Bell Road and Hickory Hollow Parkway. It currently contains an approximately 60,000 square foot retail building. Metro Council approved this PUD in 1974 and it includes a large area (approximately 192 acres) on both sides of Bell Road north of Interstate 24. The 1974 Metro Council plan was approved for 1,529,581 square feet of various commercial and office uses and 432 residential units. This PUD was amended in 1989 to permit 1,115,189 square feet of commercial and office uses. This site is approved for approximately 66,000 square feet of retail space.

Site Plan

The plan proposes a 2,100 square foot Starbucks restaurant with drive-thru. The building is located along Hickory Hollow Parkway, and is adjacent to the drive for the existing retail building. Access is provided from the existing drive. The plan calls for an eight foot wide sidewalk and four foot wide planting strip along Hickory Hollow Parkway. The plan also provides an internal sidewalk that provides a direct connection from the proposed building to the public sidewalk along Hickory Hollow Parkway.

ANALYSIS

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

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



Metro Planning Commission Meeting of 6/13/2019

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

As proposed, the plan is consistent with the Council approved plan, and meets all of the criteria for being considered a minor modification. The plan also provides for new sidewalks along Hickory Hollow Parkway consistent with the Major and Collector Street Plan. Since the plan is consistent with the Council approved plan, staff recommends approval with conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Add the NOC note 2 for sites disturbing less than one acre from Vol. 1, App. A-8 to the plans.
- For the storm network drainage map sheet D1-10:
 - Remove the existing building roof area from the map if this area does not connect to the storm sewer system shown; otherwise, include it in the calculations and table.
 - Update the values in the labels for ROW-1, ROW-2, and ROW-3 to match the table and the calculations or remove from the structure labels.
- Resolve drainage inlet/driveway entrance conflict at inlet ROW-2 by using a Metro Std. ST-325 driveway ramp and replacing the existing grates with Metro Std. ST-506b castings. Alternatively, demonstrate with truck turn templates that the conflict cannot be avoided due to turning radii.
- For the bioretention, remove "impermeable" from the label for the filter fabric on the sides of the bioretention; only the fabric under the pretreatment cell should be impermeable.
- The Declaration of Restrictions and Covenants (DRC) and Long Term Maintenance Plan (LTMP) are approved. Submit an original notarized document and the recording fee (\$2 processing fee plus \$5 per page, check made payable to "Register of Deeds"). The recording fee must be submitted and the documents recorded prior to issuance of the grading permit.

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 6/13/2019

- Prior to the issuance of a building permit by MPW, submit a copy of approval for the Hickory Hollow Parkway ROW dedications to MPW .

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

In accordance with the TIS dated February 2019, developer shall implement the following:

- Hickory Hollow Parkway at Existing Right-In / Right-Out Driveway.
- Ensure adequate intersection sight distance is provided in accordance with the criteria provided in A Policy of Geometric Design of Highways and Streets.
- Truck deliveries shall be prohibited during peak hours.
- A signal coordination / timing study for the intersections of Hickory Hollow Parkway at Crossings Boulevard, Hickory Hollow Lane, and Bell Road shall be implemented within six months after opening.

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

Approve with conditions. Consent Agenda. (7-0)

Resolution No. RS2019-233

"BE IT RESOLVED by The Metropolitan Planning Commission that 1-74P-011 is **approved with conditions (7-0)**

CONDITIONS

- 1 This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
- 2 The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
- 3 Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
- 4 The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



Metro Planning Commission Meeting of 6/13/2019

H: OTHER BUSINESS

50. Election of Officers

Chair – Mr. Elam moved and Mr. Haynes seconded the motion to appoint Greg Adkins. (6-0)

Vice Chair – Ms. Moore moved and Mr. Haynes seconded the motion to appoint Jessica Farr. (6-0)

Historic Zoning Commission Representative - Mr. Elam moved and Ms. Moore seconded the motion to appoint Brian Tibbs. (6-0)

Parks Board Representative – Ms. Moore moved and Ms. Farr seconded the motion to appoint Jeff Haynes. (6-0)

Executive Committee Representative – Mr. Elam moved and Ms. Farr seconded the motion to appoint Lillian Blackshear. (6-0)

Resolution No. RS2019-234

"BE IT RESOLVED by The Metropolitan Planning Commission that Election of Officers is **approved. (6-0)**

51. New Employee Contract for Logan Elliott

Resolution No. RS2019-235

"BE IT RESOLVED by The Metropolitan Planning Commission that New Employee Contract for Logan Elliott is **approved. (7-0)**

52. Historic Zoning Commission Report

53. Board of Parks and Recreation Report

54. Executive Committee Report

55. Accept the Director's Report and Approve Administrative Items

Resolution No. RS2019-236

"BE IT RESOLVED by The Metropolitan Planning Commission that the Director's Report and Administrative Items are **approved. (7-0)**

56. Legislative Update

I: MPC CALENDAR OF UPCOMING EVENTS

June 27, 2019

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

July 18, 2019

MPC Meeting

4 pm, 1441 12th Avenue South, Midtown Hills Police Precinct

August 22, 2019

MPC Meeting

4 pm, 1441 12th Avenue South, Midtown Hills Police Precinct

September 12, 2019

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center



Metro Planning Commission Meeting of 6/13/2019

J: ADJOURNMENT

The meeting adjourned at 12:43 a.m.

Chairman

Secretary