

Metropolitan Planning Commission



Staff Reports

November 14, 2019



Metro Planning Commission Meeting of 11/14/2019

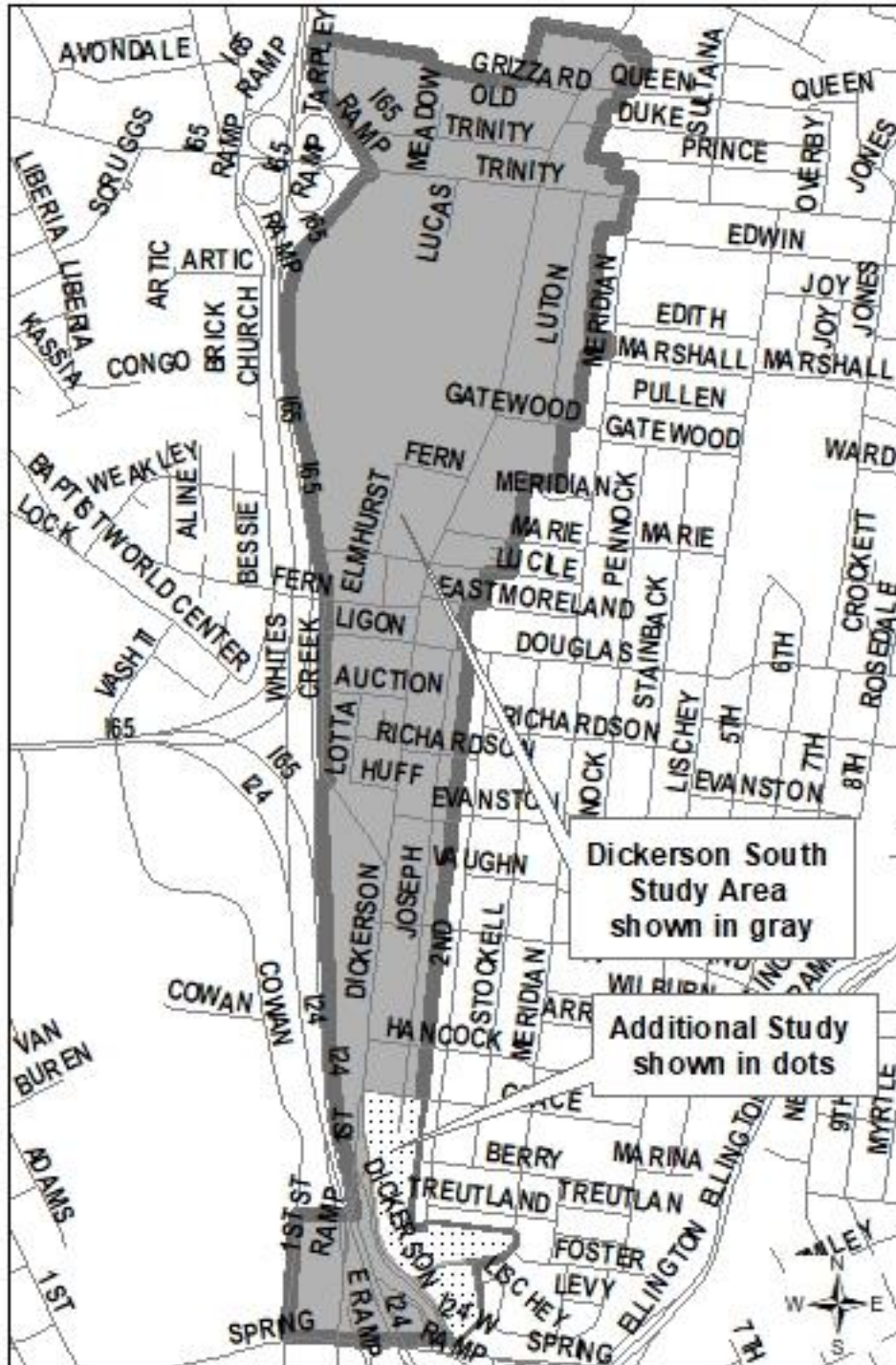
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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2019CP-005-002
EAST NASHVILLE COMMUNITY PLAN AMENDMENT
(DICKERSON SOUTH CORRIDOR STUDY)

Various Properties
05, East Nashville
5 (Sean Parker)



Project No. Major Plan Amendment 2019CP-005-002
Project Name East Nashville Community Plan Amendment (Dickerson South Corridor Study)
Council District 05 – Parker
School District 5 – Buggs
Requested by Metro Nashville Planning Department, applicant; various owners.

Deferrals Planning Commission adopted the majority of the Dickerson South Study on June 13, 2019. This portion of the Dickerson South Corridor Study was deferred at the June 13, 2019, July 18, 2019, September 26, 2019, and October 24, 2019, Planning Commission meetings.

Staff Reviewer Sewell
Staff Recommendation *Defer to the December 12, 2019, Planning Commission meeting.*

APPLICANT REQUEST
Amend East Nashville Community Plan.

Major Plan Amendment
 A request to amend the East Nashville Community Plan on various parcels located along the eastern side of Dickerson Pike between Grace Street and Spring Street.

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. At its meeting on June 13, 2019, the Planning Commission adopted the Study 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. This area is shown in dots on the adjacent map. The Planning Commission deferred this area again to the November 14, 2019, Planning Commission meeting for staff to develop a three-dimensional model and obtain community input.

ANALYSIS
 Planning staff formulated a work plan to further analyze the area. Staff developed a three-dimensional model for public input at the McFerrin Park Neighborhood meetings on September 5, 2019, and October 3, 2019. Based upon this feedback, additional time is needed to finalize a policy recommendation.



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COMMUNITY PARTICIPATION

Planning staff undertook an extensive public outreach and participation program with the Study. Staff needs additional time to formulate a recommendation for the area for final review by the neighborhood.

STAFF RECOMMENDATION

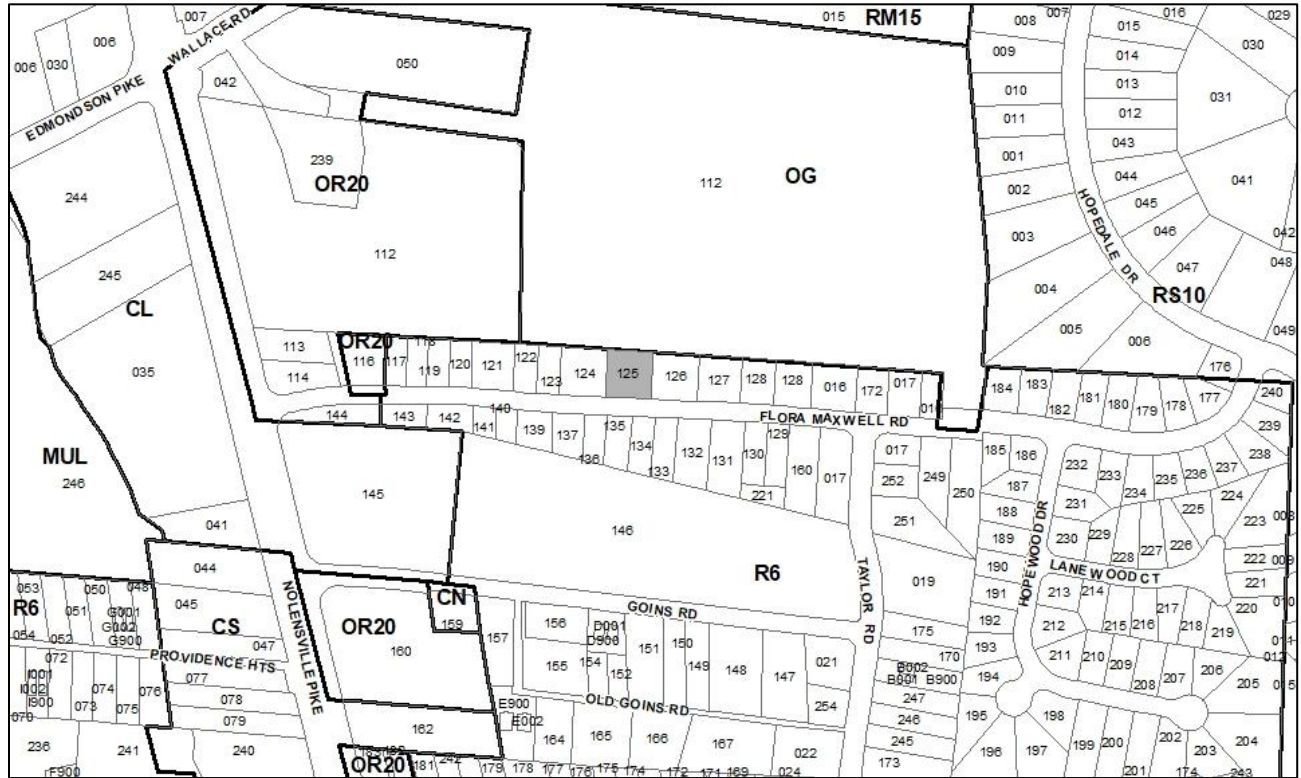
Staff recommends deferral of this portion of the plan amendment area to the December 12, 2019, Planning Commission meeting to allow for further community participation.



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Metro Planning Commission Meeting of 11/14/2019



2018SP-018-001

325 FLORA MAXWELL ROAD SP

Map 147-07, Parcel(s) 125

12, Southeast

30 (Sandra Sepulveda)



Project No. Specific Plan 2018SP-018-001
Project Name 325 Flora Maxwell Road SP
Council District 30 - Sepulveda
School District 2 – Elrod
Requested by S and H Group, LLC, applicant; Pillars Development, LLC, owner.

Deferrals This item was deferred at the October 10, 2019, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Rezone from R6 to SP-R to permit 4 residential units.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan-Residential (SP-R) zoning on property located at 325 Flora Maxwell Road, approximately 730 feet east of Nolensville Pike (0.23 acres), to permit 4 multi-family residential units.

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 duplex lot for a total of 2 units.*

Proposed Zoning

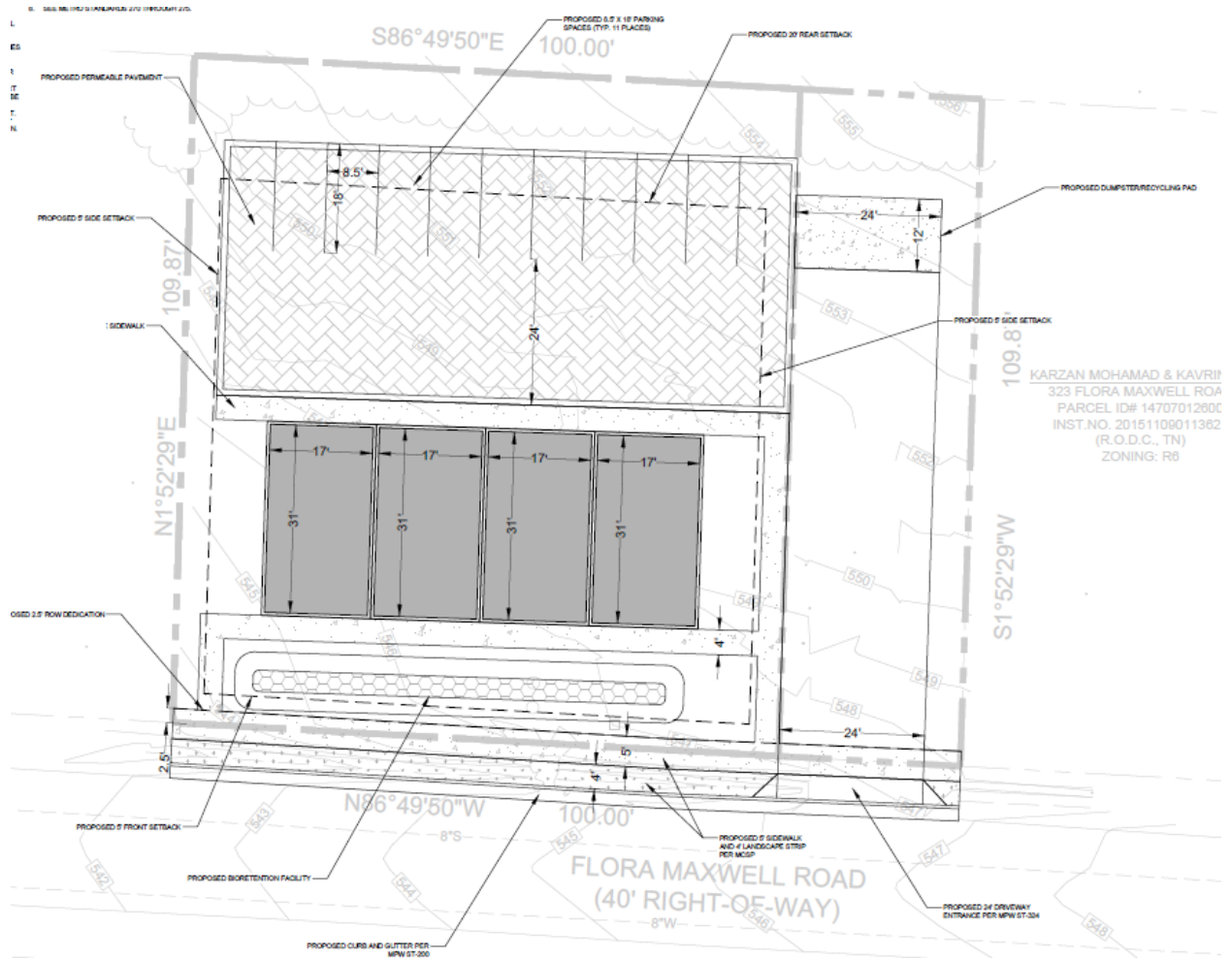
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

SOUTHEAST COMMUNITY PLAN

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



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Proposed Site Plan



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PLAN DETAILS

This request is composed of a single property totaling approximately 0.23 acres with frontage on Flora Maxwell Road. The surrounding area consists of a variety of single-family, commercial, office and religious institution uses. There is also a variety of zoning districts in the immediate area including residential, commercial, office and mixed-use.

Site Plan

The plan calls for a maximum of 4 multi-family residential units with an overall density of approximately 15 units per acre. As proposed all units front Flora Maxwell Road. The units are noted with a maximum height of 45 feet. Planning staff recommends a condition limiting the height to 35 feet given the size of the property and the impact the proposed height would have upon the surrounding structures.

Vehicular access is proposed from an access easement to the east of the proposed structures. All units will be served by surface parking located at the rear of the site. A total of 11 parking spaces are provided. The plan calls for a five foot sidewalk and four foot planting strip along the entire frontage of Flora Maxwell Road. A small sidewalk network will be provided on the site, connecting the units to the public sidewalk along Flora Maxwell. The plan provides architectural standards pertaining to, but not limited to, glazing, materials, raised foundations

ANALYSIS

As proposed the plan is consistent with the T3 NE policy. The proposed plan provides a transition from the adjacent T4 CC policy area to the north of the site to the surrounding neighborhood. The plan provides an additional housing option in an area that primarily contains single-family homes on individual lots. The site is located within 730 feet of a Nolensville Pike, a major arterial street, which contains MTA service. MTA service will provide an alternative method of transit for future residents. The plan will provide a sidewalk which will act as the beginning of a sidewalk network within the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- The applicant must submit for, and receive approval of, a variance for the proposed shared private sewer system, prior to Final SP approval. This variance package must contain a Letter Of Responsibility, and must match the Final Site Plan/SP plans. If the private sewer service line is to be an 8-inch, as shown on these plans, than a public manhole at the sewer tap point is required. If so, than public sewer construction plans for this manhole must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.



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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.

TRAFFIC AND PARKING RECOMMENDATION

Approve

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) | 0.32 | 7.26 D | 2 U | 19 | 2 | 3 |

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) | 0.32 | - | 4 U | 39 | 4 | 5 |

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

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

METRO SCHOOL BOARD REPORT

Projected student generation existing R6 district: 1 Elementary 0 Middle 0 High

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

The proposed SP-R zoning is not expected to generate any additional students beyond what is typically generated under the existing RS10 zoning district. Students would attend Norman Brinkley Elementary, Croft Middle School, and Overton High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

- Permitted uses shall be limited to a maximum of 4 multi-family residential units. Short term rental property – owner occupied and short-term rental property – not-owner occupied shall be prohibited.
- Height shall be limited to a maximum of 35 feet, as defined by the Metro Zoning Code.
- 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.

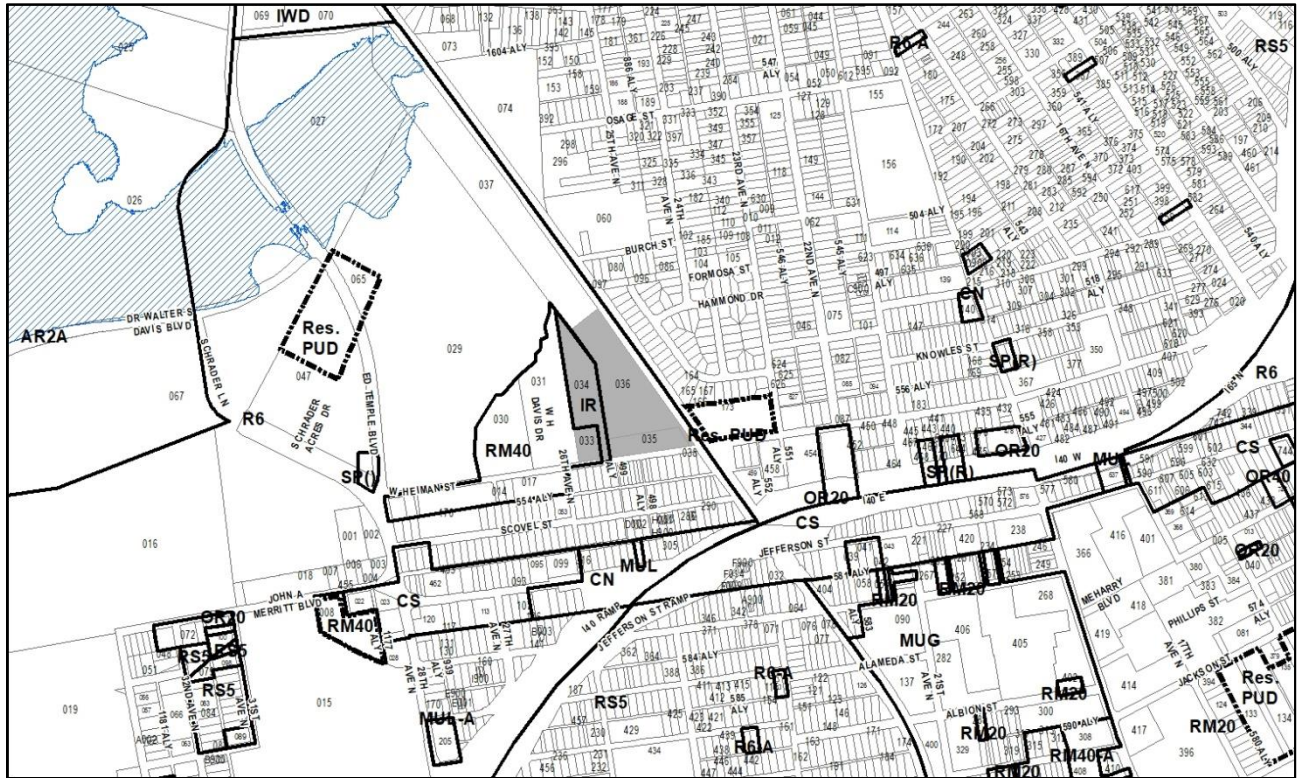


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4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
5. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
7. 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.



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2019SP-045-001
2500 W. HEIMAN STREET
Map 081, Parcels 033-036
8, North Nashville
21 (Brandon Taylor)



Project No. Specific Plan 2019SP-045-001
Project Name 2500 W. Heiman Street
Council District 21 - Taylor
School District 1 - Gentry
Requested by Smith Gee Studio, applicant; FMBC Investments, owners.

Deferrals This item was deferred at the June 13, 2019, June 27, July 18, 2019, September 12, 2019, and October 10, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Dunnavant
Staff Recommendation *Defer to the January 16, 2020, Planning Commission meeting.*

APPLICANT REQUEST
Zone change from RM40, IR, and R6 to SP-MU zoning.

Preliminary SP

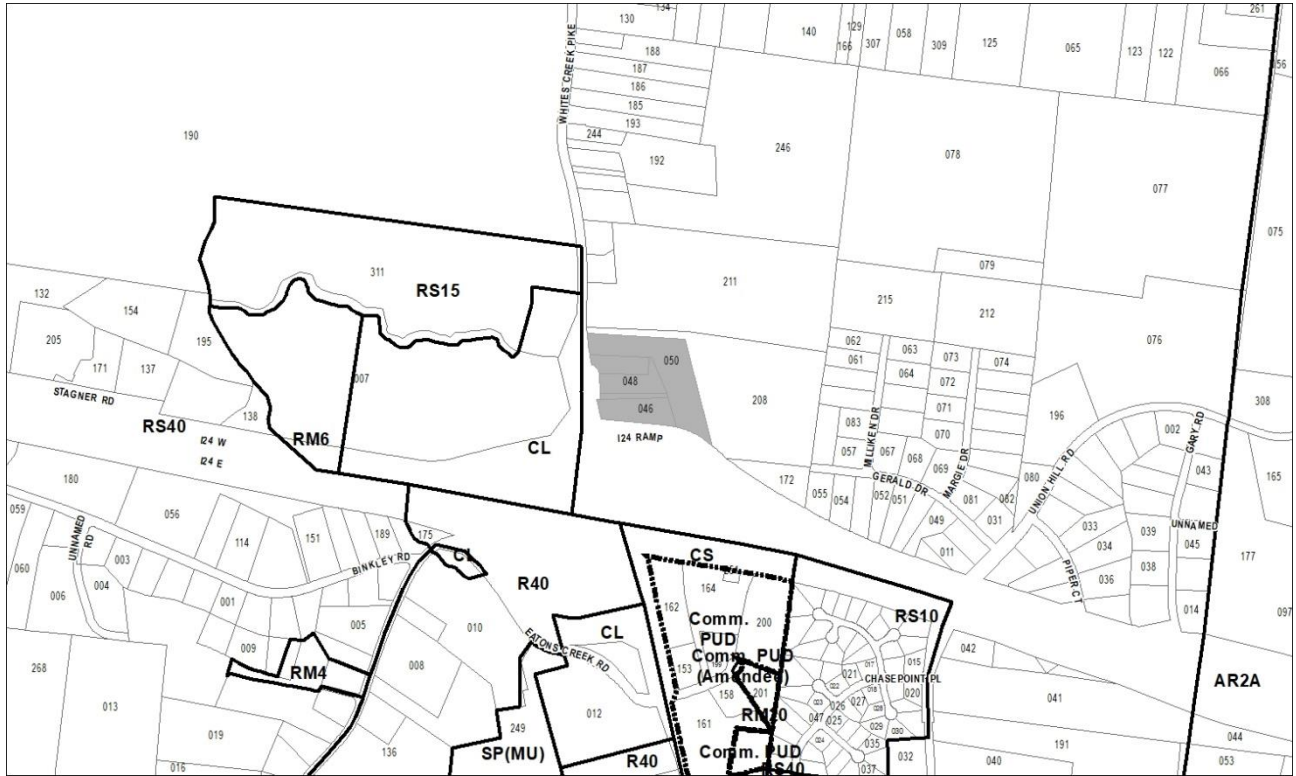
A request to rezone from Multi-Family Residential (RM40), Industrial Restrictive (IR), and One and Two-Family Residential (R6) to Specific Plan – Residential (SP-R) zoning for properties located at 2518, 2500, 2404 West Heiman Street, and Heiman Street (unnumbered), located along the north side of Grace Street, (11.68 acres), to permit a multi-family residential development.

STAFF RECOMMENDATION

Staff recommends deferral to the January 16, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 11/14/2019



2019SP-047-001

KNIPFER CORNER SP

Map 015, Parcel(s) 046-049

01, Joelton

01 (Jonathan Hall)



Project No. Specific Plan 2019SP-047-001
Project Name Knipfer Corner SP
Council District 01 – Hall
School District 1 – Gentry
Requested by Dale and Associates, applicant; Dorothy Knipfer, Carl Knipfer, and Lisa Arrington, owners.

Deferrals This request was deferred at the June 13, 2019, June 27, 2019, and August 22, 2019, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the December 12, 2019, Planning Commission meeting.*

APPLICANT REQUEST

Rezone from RS40 to SP-MU to permit a mixed use development.

Preliminary SP

A request to rezone from Single-Family Residential (RS40) to Specific Plan – Mixed Use (SP – MU) zoning for properties located at 7330, 7340, 7350, 7360 and 7368 White Creek Pike, approximately 1860 feet northeast of Eaton’s Creek Road (8.82 acres), to permit a mixed use development.

STAFF RECOMMENDATION

Staff recommends deferral to the December 12, 2019, Planning Commission meeting at the request of the applicant.



NO SKETCH



| | |
|-----------------------------|---|
| Project Nos. | Text Amendment 2019Z-019TX-001 |
| Project Name | Commercial Service Airport |
| Council Bill No. | BL2019-32 |
| Council District | Countywide |
| School District | Countywide |
| Requested by | Councilmembers Russ Bradford and Joy Styles |
| | |
| Staff Reviewer | Shepard |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Amend chapters 17.04, 17.08, 17.16, and 17.20 of the Zoning Code pertaining to an Airport, Medium or Large Commercial Service.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend the Zoning Code as follows (new text shown underlined; deleted text shown with ~~strikethrough~~):

Amend Section 17.04.060, Definitions of general terms, to insert the following definition in alphabetical order:

Airport, Medium or Large Commercial Service" means publicly owned passenger and cargo loading and unloading facilities for aircraft and helicopters that receive scheduled passenger service and has at least .25% of national passenger boardings each calendar year. Included are runways, hangars, refueling and repair facilities, parking and all other facilities needed to operate aircraft or conduct an aeronautical activity. Uses indicated on the Airport Layout Plan approved by the FAA, or associated with supporting the passenger experience, including but not limited to ticket purchasing, restaurant, retail and other concessions, vehicular rental/leasing, ground transportation services, and hotel, or uses associated with construction activities are permitted as accessory uses.

Amend Section 17.08.030, District Land Use Tables, to insert "Airport, Medium or Large Commercial Service" in alphabetical order under Transportation Uses and to designate "Airport, Medium or Large Commercial Service" as a use permitted with conditions (PC) in AR2a, CS, IWD, IR and IG zoning districts.

Amend Section 17.16.105, Transportation Uses, by inserting the following as subsection A. and renumbering the remaining subsections:

- A. Airport, Medium or Large Commercial Service
 - 1. Minimum Area. The combined minimum area of all parcels shall be three thousand acres.
 - 2. Setback. Where transportation facilities, excluding passenger car parking lots, abut a residential zone district or district permitting residential use, there shall be a minimum setback of five hundred feet.



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3. Landscape Buffer Yard. Along all residential zone districts and districts permitting residential use, screening in the form of landscape buffer yard Standard D shall be applied along common property lines.
4. Street Standard. At a minimum, airport land uses shall have driveway access on nonresidential collector streets. A traffic impact study shall demonstrate that the traffic generated will use only streets that function at, or better than, a level of service (LOS) D.

Amend Table 17.20.030, Parking Requirements, by adding “Airport, Medium or Large Commercial Service and associated uses” in alphabetical order under Transportation Uses with Minimum Parking Spaces designated as “Established by the traffic engineer (Section 17.20.030F).”

ANALYSIS

Chapter 17.04 of the Metro Zoning Ordinance currently includes a definition for “Airport/heliport,” which is defined as passenger and freight loading and unloading from aircraft and helicopters. The definition includes runways, hangars, repair facilities, parking and other facilities needed to operate aircraft, and permits ticket purchasing, retail and restaurants as accessory uses. The “Airport/heliport” use is currently permitted by Special Exception in the Industrial Restrictive (IR) and Industrial General (IG) zoning districts.

The definition of Airport/heliport currently in the Zoning Code does not distinguish between private or commercial airports, nor do the standards or permitted accessory uses vary depending on the size or operating capacity of the airport. The existing Nashville International Airport currently operates on over 3,000 acres zoned Agricultural/Residential (AR2a), Commercial Service (CS), and Industrial (IWD, IR, IG). Nashville International Airport also currently incorporates accessory uses common at medium or large commercial airports such as vehicular rental and leasing and ground transportation services (parking shuttles, etc.) that are not currently reflected in the definition of Airport/heliport.

The existing definition of Airport/heliport and the associated standards are unchanged with this amendment. The proposed amendment defines a separate use, “Airport, Medium or Large Commercial Service” to reflect the existing conditions at Nashville International Airport, and to accommodate the types of accessory uses that are typical of an airport of its size, including but not limited to retail, concessions, restaurant, hotel, vehicular rental, and ground transportation services. The “Airport, Medium or Large Commercial Service” use is added to the District Land Use Table as a use permitted with conditions (PC) in the districts currently applied to the airport. The amendment also establishes conditions for the use in Subsection 17.16.105, including minimum standards for site area, setbacks, landscape buffer yards, and street and access standards. Finally, the amendment establishes that parking requirements for the use are to be established by the Metro Traffic Engineer upon review of a parking study.

The proposed amendments help clarify the Zoning Ordinance by distinguishing between smaller private and commercial airports or heliports and large commercial service airports, and by establishing appropriate accessory uses and standards for each. Staff recommends approval.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken.



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Bill BL2019-32

An ordinance amending Chapters 17.04, 17.08, 17.16, and 17.20 of Title 17 of the Metropolitan Code pertaining to an Airport, Medium or Large Commercial Service (Proposal No. 2019Z-019TX-001).

WHEREAS, the Nashville International Airport (BNA) topped 17 million total annual passengers, setting passenger records for the sixth consecutive year; and

WHEREAS, BNA generated approximately \$7.1 billion in total economic impact to the Middle Tennessee economy; and

WHEREAS, BNA is currently in the midst of a major expansion and renovation project known as BNA Vision; and

WHEREAS, the Metropolitan Council finds it necessary and in the public interest to promote the development of BNA to support the citizens of Nashville and Davidson County.

NOW, THEREFORE, BE IT ENACTED BY THE COUNTY OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Section 17.04.060, Definitions of general terms, of the Metropolitan Code is hereby amended by inserting the following definition in alphabetical order:

"Airport, Medium or Large Commercial Service" means publicly owned passenger and cargo loading and unloading facilities for aircraft and helicopters that receive scheduled passenger service and has at least .25% of national passenger boardings each calendar year. Included are runways, hangars, refueling and repair facilities, parking and all other facilities needed to operate aircraft or conduct an aeronautical activity. Uses indicated on the Airport Layout Plan approved by the FAA, or associated with supporting the passenger experience, including but not limited to ticket purchasing, restaurant, retail and other concessions, vehicular rental/leasing, ground transportation services, and hotel, or uses associated with construction activities are permitted as accessory uses.

Section 2. That Section 17.08.030, District Land Use Tables, of the Metropolitan Code is hereby amended by inserting "Airport, Medium or Large Commercial Service" in alphabetical order under Transportation Uses and by designating "Airport, Medium or Large Commercial Service" as a use permitted with conditions (PC) in AR2a, CS, IWD, IR and IG zoning districts.

Section 3. That Section 17.16.105, Transportation Uses, of the Metropolitan Code is hereby amended by inserting the following as subsection A. and renumbering the remaining subsections:

A. Airport, Medium or Large Commercial Service

1. Minimum Area. The combined minimum area of all parcels shall be three thousand acres.
2. Setback. Where transportation facilities, excluding passenger car parking lots, abut a residential zone district or district permitting residential use, there shall be a minimum setback of five hundred feet.



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3. Landscape Buffer Yard. Along all residential zone districts and districts permitting residential use, screening in the form of landscape buffer yard Standard D shall be applied along common property lines.
4. Street Standard. At a minimum, airport land uses shall have driveway access on nonresidential collector streets. A traffic impact study shall demonstrate that the traffic generated will use only streets that function at, or better than, a level of service (LOS) D.

Section 4. That Table 17.20.030, Parking Requirements, of the Metropolitan Code is hereby amended by adding “Airport, Medium or Large Commercial Service and associated uses” in alphabetical order under Transportation Uses with Minimum Parking Spaces designated as “Established by the traffic engineer (Section 17.20.030F)”.

Section 5. That this Ordinance shall take effect five (5) days from and after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

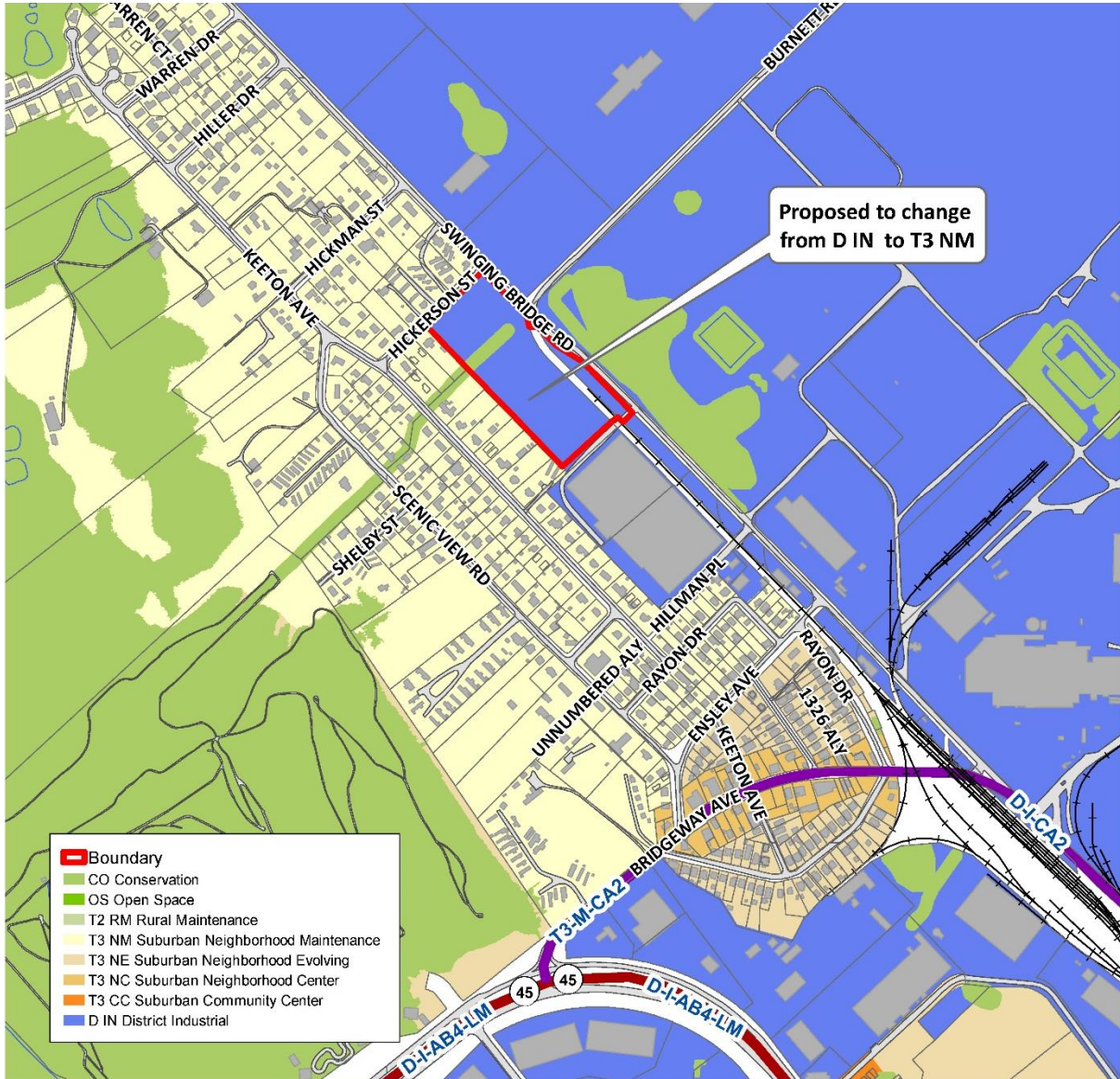
Sponsor(s) Russ Bradford, Joy Styles



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2019CP-014-001
DONELSON-HERMITAGE-OLD HICKORY
COMMUNITY PLAN AMENDMENT
Map 044-01, Parcel(s) 013-014
14, Donelson-Hermitage-Old Hickory
11 (Larry Hagar)



| | |
|-----------------------------|---|
| Project No. | Minor Plan Amendment 2019CP-014-001 |
| Project Name | Donelson-Hermitage-Old Hickory Community Plan Amendment |
| Associated Cases | 2019Z-158PR-001 |
| Council District | 11 – Hagar |
| School District | 4 – Shepherd |
| Requested by | CESP, Inc., applicant; Charron & Williams, LLC, owner. |
| Staff Reviewer | Sewell |
| Staff Recommendation | <i>Defer to the December 12, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Amend Donelson-Hermitage-Old Hickory Community Plan to change the policy.

Minor Plan Amendment

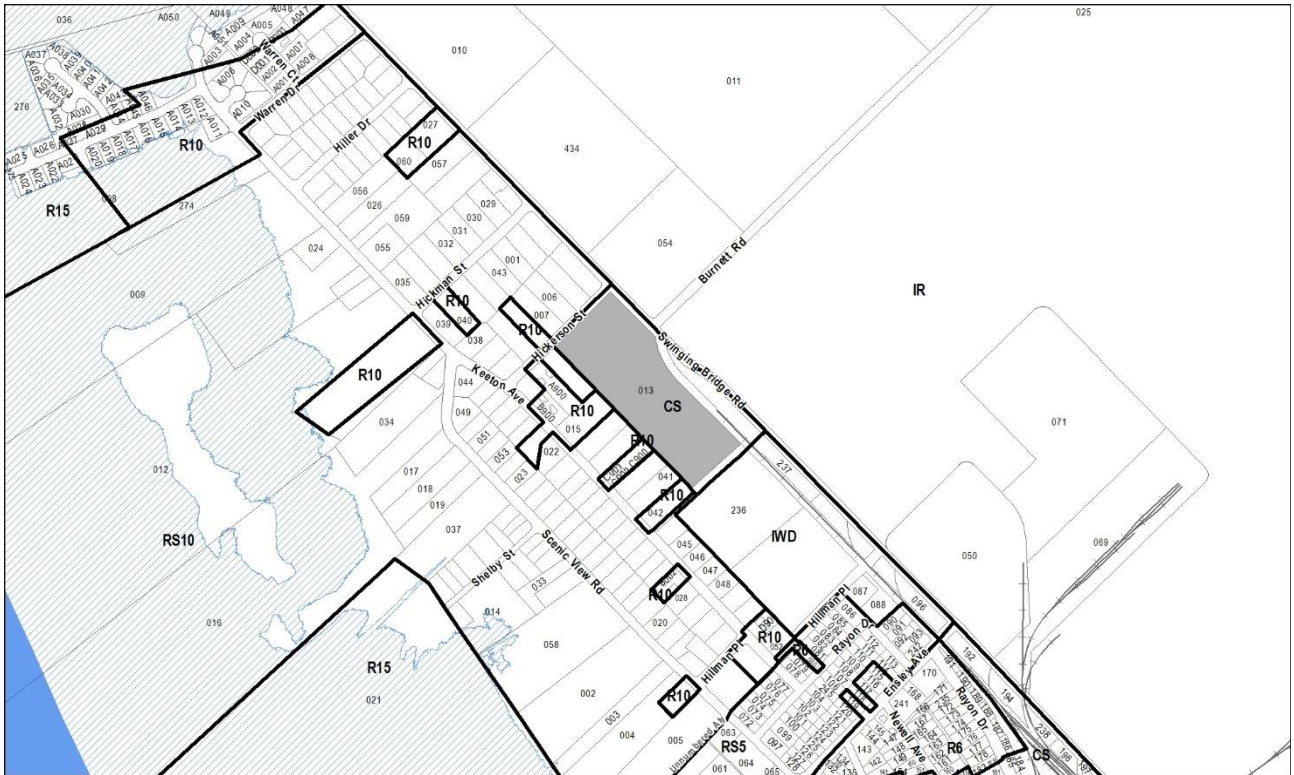
A request to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the Community Character Policy to change from District Industrial (D IN) to T3 Suburban Neighborhood Maintenance (T3 NM) on properties located at Swinging Bridge Road (unnumbered), at southern corner of Swinging Bridge Road and Hickerson Street, zoned Commercial Service (CS) (9.97 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the December 12, 2019, Planning Commission meeting at the request of the applicant.



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2019Z-158PR-001

Map 044-01, Parcel(s) 013

14, Donelson - Hermitage - Old Hickory

11 (Larry Hagar)



| | |
|-----------------------------|---|
| Project No. | 2019Z-158PR-001 |
| Associated Case | 2019CP-014-001 |
| Council District | 11 - Hagar |
| School District | 4 – Shephard |
| Requested by | CESO, Inc., applicant; Charron & Williams, LLC, owner. |
| Staff Reviewer | Napier |
| Staff Recommendation | <i>Defer to the December 12, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST
Rezone from CS to R10.

Zone Change

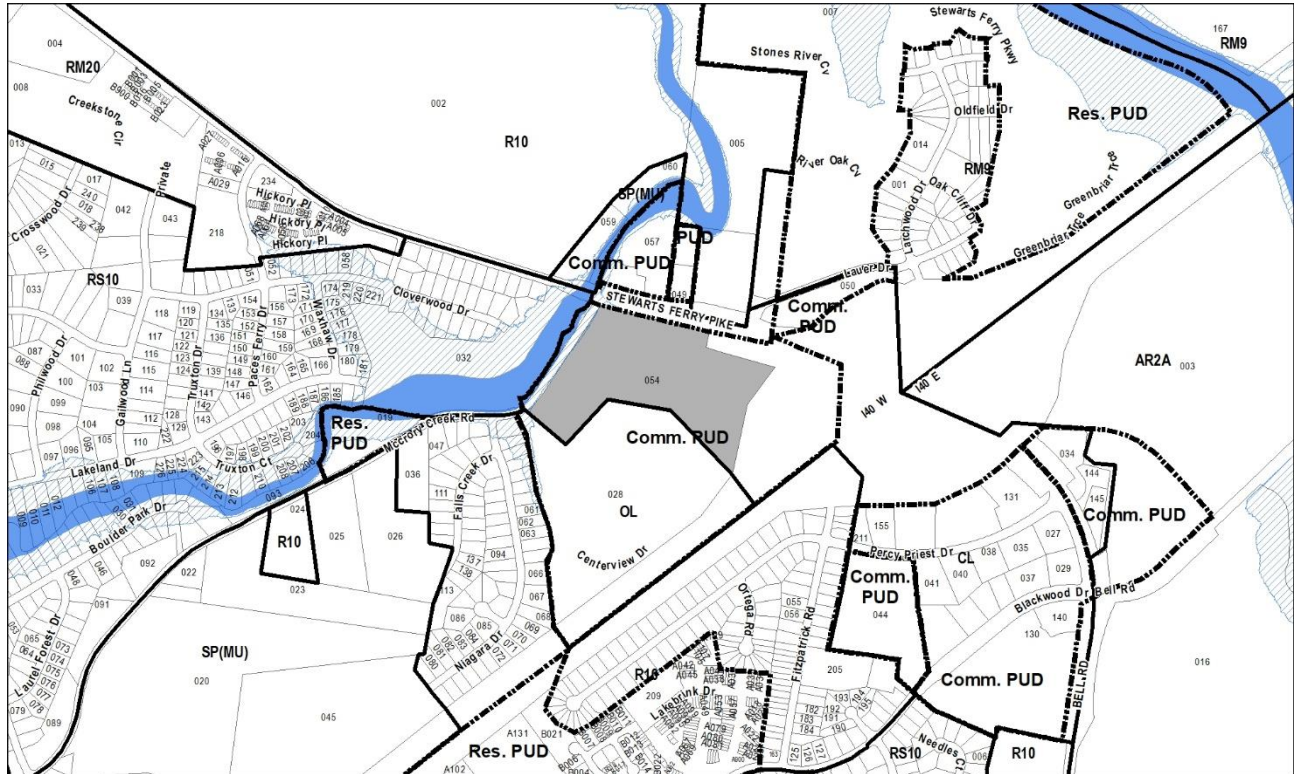
A request to rezone from Commercial Service (CS) to One and Two Family Residential (R10) zoning for property located at Swinging Bridge Road (unnumbered), at the corner of Swinging Bridge Road and Hickerson Street (9.06 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the December 12, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 11/14/2019



2019SP-068-001

STEWART'S FERRY PIKE MULTIFAMILY

Map 096, Parcel(s) 054

14, Donelson – Hermitage – Old Hickory

14 (Keven Rhoten)



| | |
|-----------------------------|---|
| Project No. | Specific Plan 2019SP-068-001 |
| Project Name | Stewart’s Ferry Pike Multifamily |
| Associated Case | 155-74P-009 |
| Council District | 14 - Rhoten |
| School District | 4 – Shepherd |
| Requested by | Catalyst Design Group, applicant; Commerce Center TN Land, L.P., owner. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Defer to the December 12, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Rezone from CL to SP to permit a mixed-use development.

Preliminary SP

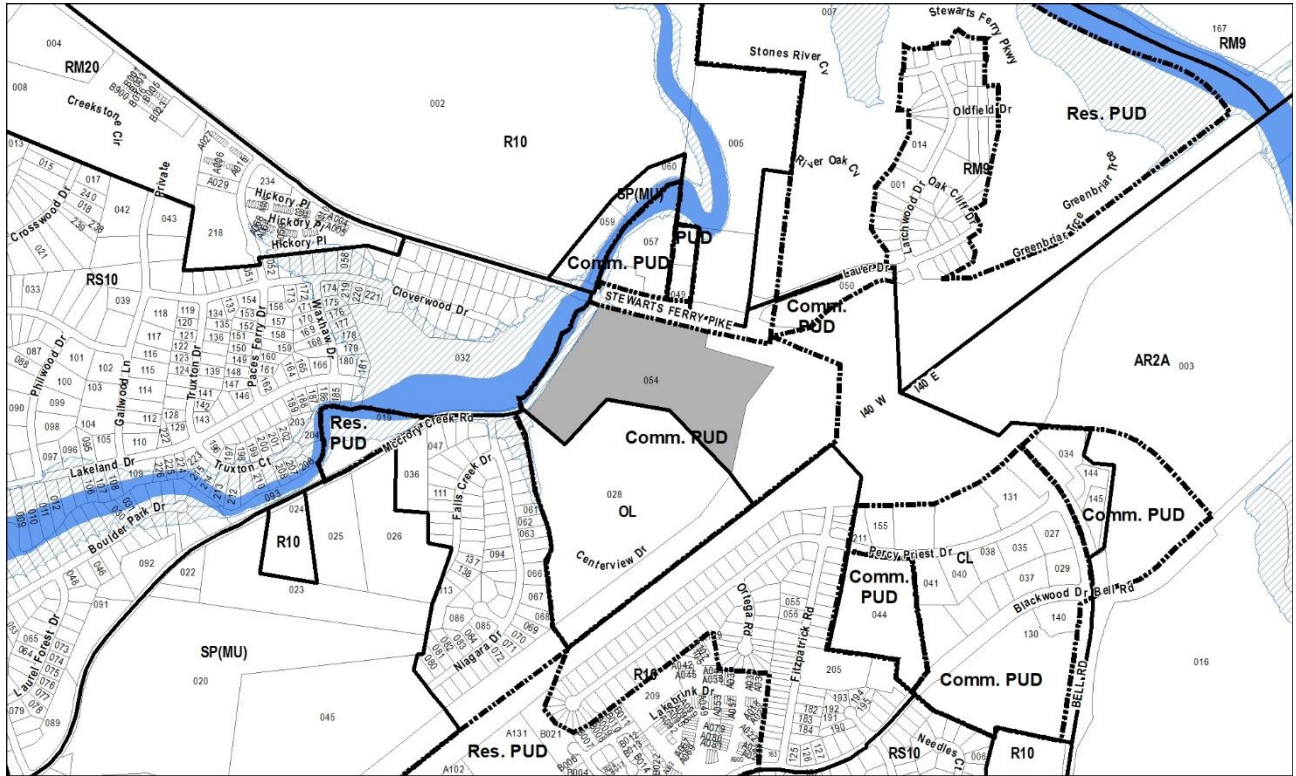
A request to rezone from Commercial Limited (CL) to Specific Plan – Mixed-Use (SP-MU) zoning for property located at 600 Stewarts Ferry Pike, at the corner of Stewarts Ferry Pike and McCrory Creek Road and within a Commercial Planned Unit Development Overlay District (19.04 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the December 12, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 11/14/2019



155-74P-009

LARCHWOOD PUD (CANCELLATION)

Map 096, Parcel(s) 054

14, Donelson – Hermitage – Old Hickory

14 (Keven Rhoten)



| | |
|-----------------------------|---|
| Project No. | Planned Unit Development 155-74P-009 |
| Project Name | Larchwood PUD (Cancellation) |
| Associated Case | 2019SP-068-001 |
| Council District | 14 - Rhoten |
| School District | 4 – Shepherd |
| Requested by | Catalyst Design Group, applicant; Commerce Center TN Land, L.P., owner. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Defer to the December 12, 2019, Planning Commission meeting.</i> |

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

Cancel Portion of PUD

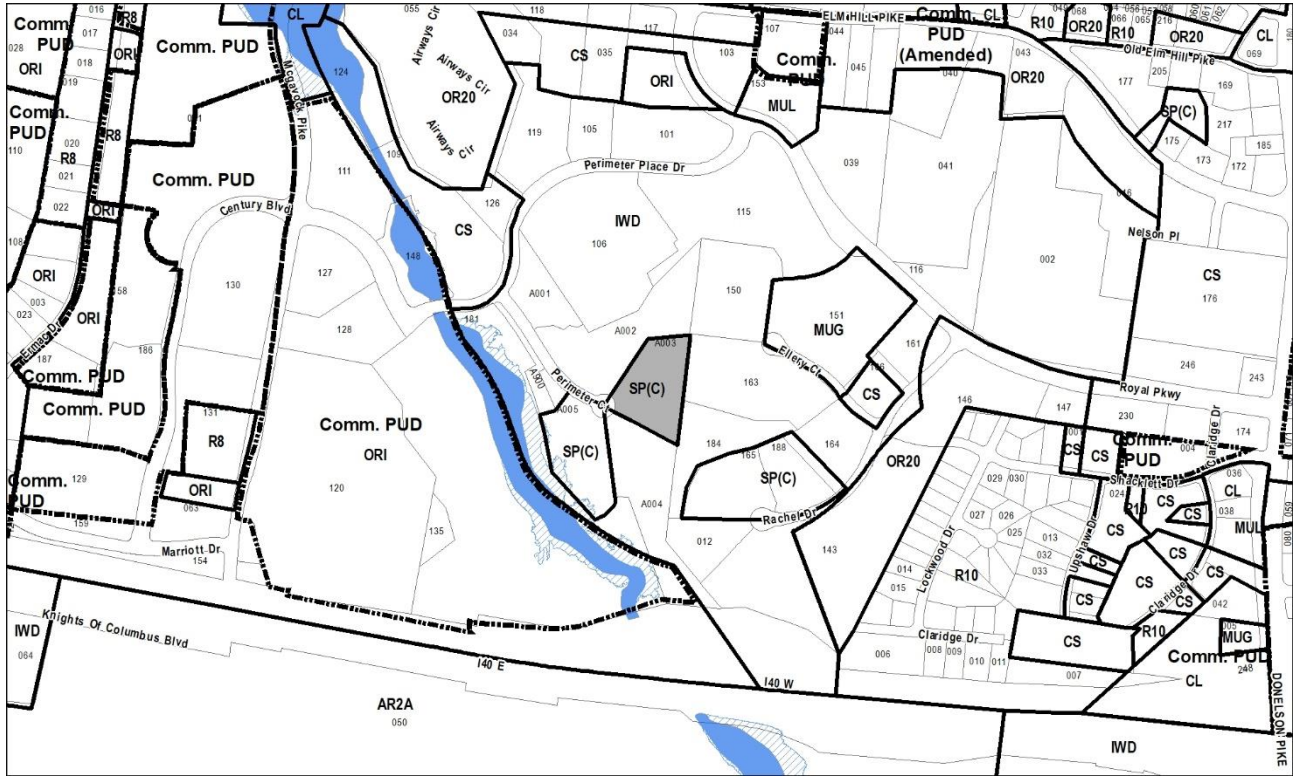
A request to cancel a portion of a Commercial Planned Unit Development Overlay District located at 600 Stewarts Ferry Pike, at the corner of Stewarts Ferry Pike and McCrory Creek Road, zoned Commercial Limited (CL) (19.04 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the December 12, 2019, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 11/14/2019



2016SP-012-002

VIB AT THE PRESERVE (AMENDMENT)

Map 107-04-0-A, Parcel(s) 003

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



| | |
|-----------------------------|--|
| Project No. | Specific Plan 2016SP-012-002 |
| Project Name | Vib At The Preserve (Amendment) |
| Council District | 15 – Syracuse |
| School District | 4- Shepard |
| Requested by | Barge Cauthen and Associates, applicant; Corporate Investors Partnership, owner. |
| Staff Reviewer | Elliott |
| Staff Recommendation | <i>Approve with conditions and disapprove without all conditions.</i> |

APPLICANT REQUEST
To amend a Specific Plan.

Amend a Specific Plan

A request to amend a Specific Plan for property located at 921 Perimeter Court, approximately 830 feet southeast of Perimeter Place Drive, (3.42 acres), to permit 64,500 square feet of hotel use.

Existing & Proposed Zoning

Specific Plan-Commercial (SP-C) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes commercial uses.

Existing Policy

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

REQUEST DETAILS

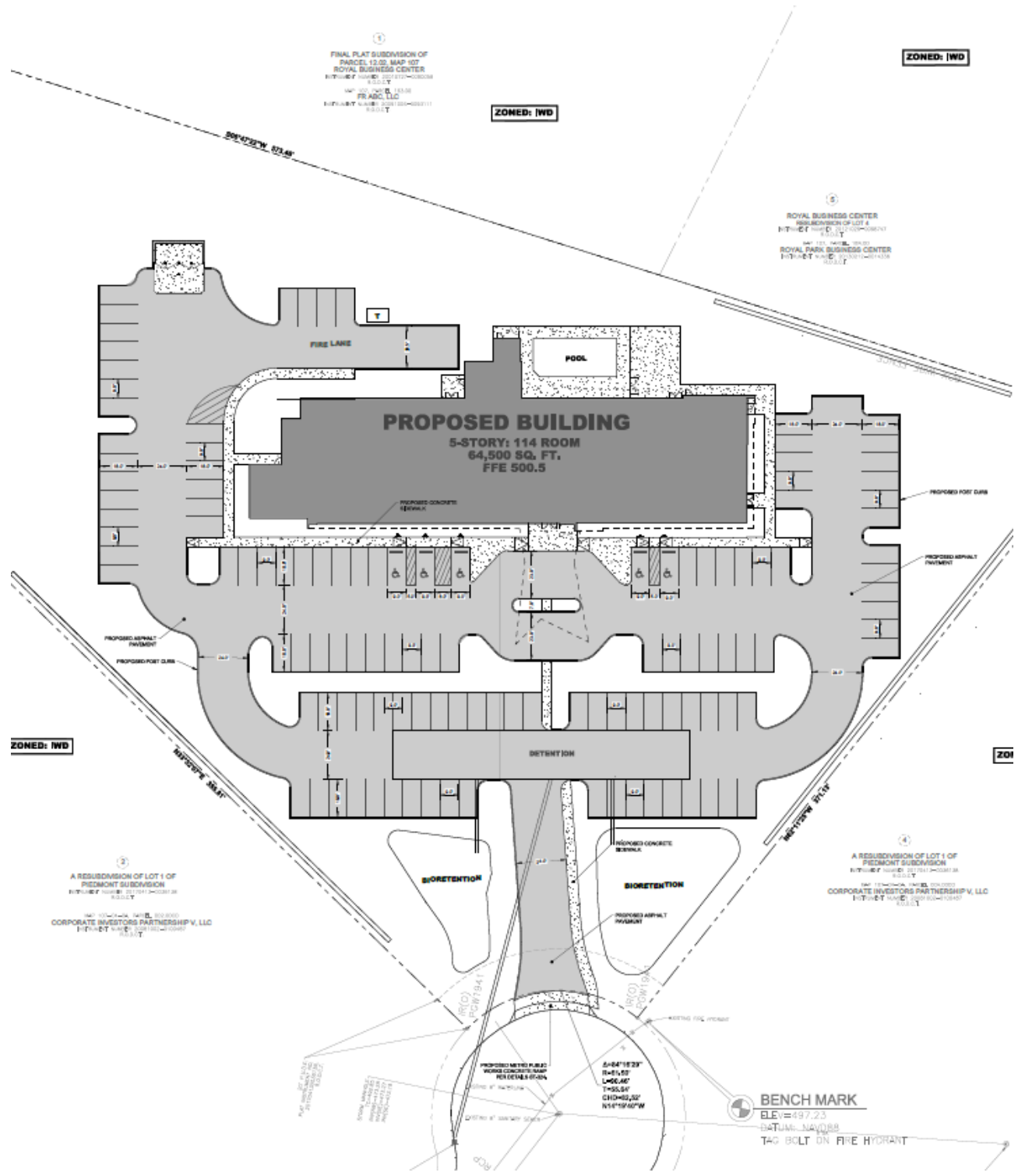
This request is to amend an existing SP by modifying the site plan, increasing the building square footage, increasing the overall height and number of stories, and increasing the number of hotel rooms. The site is currently approved for a 3-story hotel, limited to a maximum height of 46 feet, and a maximum of 81 hotel rooms. The request is to allow for a 5-story hotel, limited to a maximum height of 65 feet, and a maximum of 114 hotel rooms. The site plan is also being modified to provide the additional parking necessary to serve the additional hotel rooms.

Site Plan

The proposed access, building siting, swimming pool location, and parking configuration all closely resemble the previously approved plan. The amended plan adds 29 parking spaces to the front of the lot to accommodate the additional hotel rooms. Also, conceptual architectural elevations have been provided but the building elevations will be reviewed with the final site plan application.



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Proposed Site Plan



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ANALYSIS

The Community Character Manual (CCM) list commercial hotel use as an example of an appropriate primary land use in the District Employment Center (D-EC) policy. The request to increase the overall development intensity of the site is consistent with the designated land use policy because it furthers the goal of the D-EC to be an area of intense economic activity featuring a large number of jobs. The CCM provides design principles related to building height, orientation, setbacks, massing, landscaping, parking, and signage. The proposed site plan is generally consistent with the design principles identified in the CCM for the D-EC.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building detail, and/ or building construction information provided. Any additional fire code or access issues will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes.

STORMWATER RECOMMENDATION

Approve with conditions

- Cite the correct FEMA panel number and date to the plans.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve 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.
- Comply w/ traffic engineer comments.
- Additional comments may follow pending TIS approval/review by traffic.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- A TIS is required prior to final sp plan approval to determine warranted roadway improvements.
- Provide adequate sight distance at road intersection with Perimeter Place Dr.



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Maximum Uses in Existing Zoning District: SP(C)

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Hotel (603) | 3.42 | - | 81 U | 488 | 36 | 35 |

Maximum Uses in Proposed Zoning District: SP(C)

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| Hotel (603) | 3.42 | - | 114 U | 861 | 52 | 60 |

Traffic changes between maximum: SP(C) and SP(C)

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | +33 U | +373 | +16 | +25 |

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

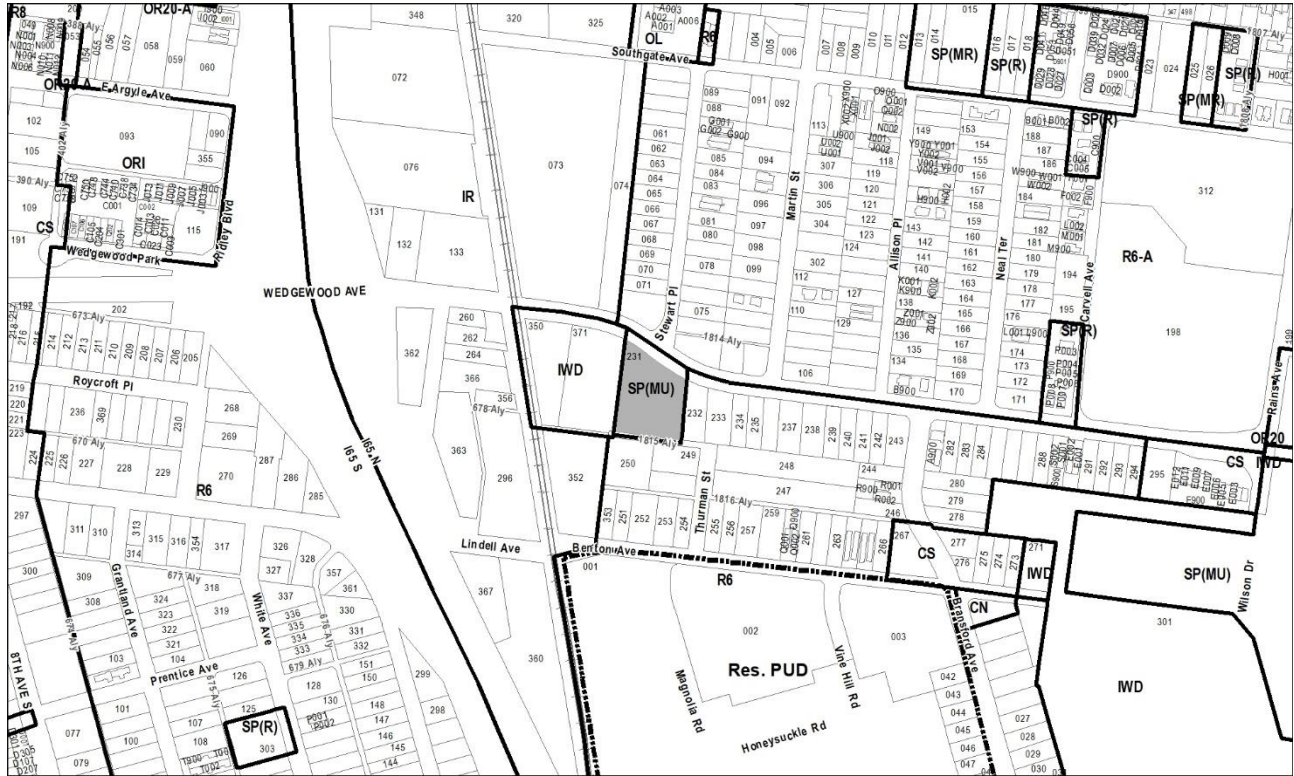
1. Permitted uses shall be limited to a hotel with a maximum of 114 rooms.
2. Elevations shall be included with the final site plan and shall be generally consistent with provided conceptual elevations.
3. This approval does not include any signs. There shall be no pole or billboard signs, changeable LED, video signs or similar signs allowing automatic changeable messages. All other signs shall meet the ORI zoning requirements.
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 requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Comply with all conditions and requirements of Metro reviewing agencies.
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 ORI 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 unit count, 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 11/14/2019



2014SP-082-002

WEDGEWOOD LOFTS SP (PERIODIC REVIEW)

Map 105-11, Parcel(s) 231

11, South Nashville

17 (Colby Sledge)



Project No. Specific Plan 2014SP-082-002
Project Name Wedgewood Lofts SP (Periodic Review)
Council District 17 - Sledge
School District 7 – Player-Peters
Requested by Councilmember Colby Sledge

Staff Reviewer Shepard
Staff Recommendation Find the SP to be inactive and advise Council to re-approve the SP.

APPLICANT REQUEST
Periodic review of a Specific Plan.

Periodic SP Review

A request for a periodic review of the Wedgewood Lofts Specific Plan District for property located at Wedgewood Avenue (unnumbered), approximately 750 feet west of Bransford Avenue, (1.25 acres).

Existing Zoning

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

SP DETAILS

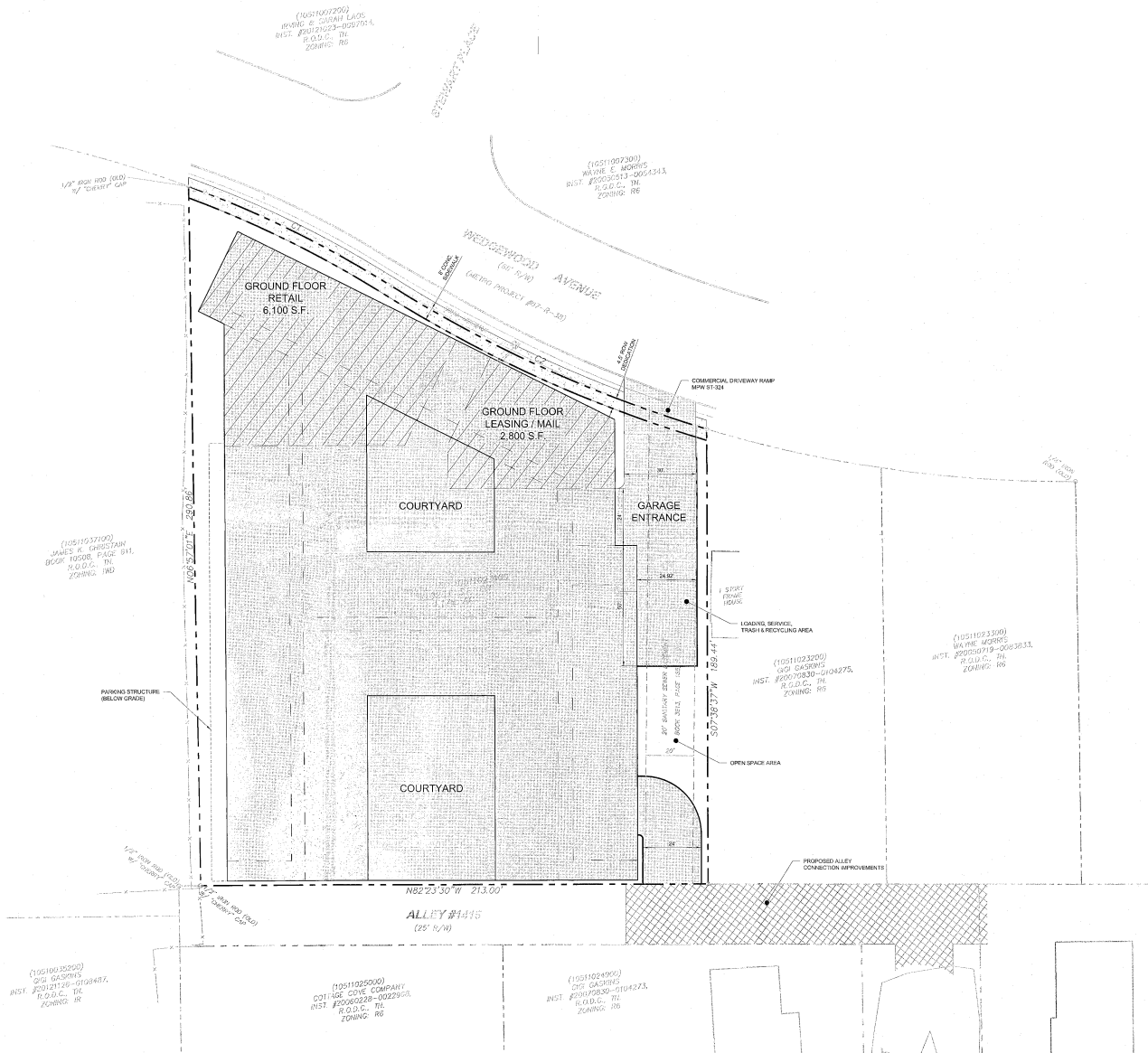
The Wedgewood Lofts SP was approved by Metro Council on April 22, 2015 to permit up to 150 residential units and a maximum of 10,000 square feet of nonresidential uses as identified in the SP plan. The SP specifically permitted multi-family residential, and all commercial and offices uses permitted by the Mixed Use General (MUG) zoning district with the exception of cash advance, check cashing, title loan, automobile convenience, automobile parking, automobile service, bed and breakfast inn, car wash, donation center (drop off), funeral home, furniture store, home improvement sales, hotel/motel, pawnshop, personal care services, and billboards. The approved SP plan proposed a single building with approximately 6,100 square feet of retail and 2,800 square feet of leasing office on the ground floor fronting Wedgewood Avenue, with multifamily residential units behind and above. Access is indicated from a driveway on Wedgewood Avenue along the eastern side of the property, connecting to Alley #1815 to the rear. Improvements are proposed along a portion of the alley to provide a connection west to Thurman Street.

SP HISTORY

The Planning Commission considered the SP at their February 12, 2015 meeting. The plan was considered in association with a request to amend the South Nashville Community Plan (Case 2014CP-011-002) to change the land use policy applicable to this site from T4 Urban Neighborhood Maintenance (T4 NM) to T4 Urban Mixed Use Neighborhood (T4 MU). The Planning Commission approved the change in land use policy and recommended approval with conditions and disapproval



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Approved Preliminary Site Plan



Metro Planning Commission Meeting of 11/14/2019

without all conditions of the SP to Metro Council. Both the community plan amendment and the SP were approved as part of the consent agenda. Metro Council approved the SP on April 22, 2015.

PERIODIC SP REVIEW

Section 17.40.106.I of the Metro Zoning Ordinance authorizes the Planning Commission, a councilmember, or the property owner of the area to be reviewed to request the Metropolitan Planning Commission to review any Specific Plan (SP), or portion thereof, to determine whether the SP is “inactive,” and if so, to recommend to the Council what action should be taken with respect to the SP. The Commission determines whether the SP is “inactive” by examining whether development activity has occurred within four years from the date of the initial enactment, subsequent amendment, or re-approval by the Metro Council. If the Planning Commission determines the SP to be inactive, the Commission is required to recommend legislation to the Council to re-approve or amend the SP or rezone the property.

Timeline for Planning Commission Action

The Zoning Code requires that, within 90 days from the initiation of its review, the Planning Commission must hold a public hearing to make a determination of activity, and if necessary, make a recommendation to the Council. The review was requested by Colby Sledge on September 27, 2019. The 90 day period extends to December 26, 2019. If the Planning Commission does not make a determination within 90 days from the initiation of a review, it is considered to be a recommendation to re-approve by ordinance the existing SP without alteration.

Classification of the SP (Active or Inactive)

Under 17.40.106 I, the Commission is first required to determine whether the Wedgewood Lofts SP is active or inactive by examining whether development activity has occurred within four years from the date of the initial enactment, subsequent amendment, or re-approval by the Metro Council.

Section 17.40.106.I.3.a. of the Metro Code requires the Planning Commission to make three findings in order to determine whether a SP has been active or inactive:

- i. Four or more years have elapsed since the latter of*
 - (1) The effective date of the initial enacting ordinance of the SP,*
 - (2) The effective date of any ordinance approving an amendment to the SP,*
 - (3) The effective date of any ordinance re-approving or amending a SP after it has been reviewed and decided in accordance with subsection 5.a. or b. of this section, or*
 - (4) The deadline for action by the metropolitan council in accordance with subsection 5.d. of this section, and*

The initial enacting ordinance for the SP became effective on April 24, 2015. No amendments have been approved for the SP.

- ii. Construction has not begun on the portion of the SP under review; construction shall mean physical improvements such as, but not limited to, water and sewer lines, footings, and/or foundations developed on the portion of the SP under review; clearing, grading, the storage of building materials, or the placement of temporary structures shall not constitute beginning construction, and*



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Construction has not begun within this SP. No final site plan has been filed for review, nor have any grading or building permits been issued.

iii. Neither right-of-way acquisition from a third party nor construction has begun on off-site improvement(s) required to be constructed by the metropolitan council as a condition of the SP approval.

No right-of-way acquisition has taken place and no off-site improvements have been constructed.

Section 17.40.106.I.3.a. states that the Commission “*may also take into consideration the aggregate of actions, if any, taken within the prior 12 months to develop the portion of the SP under review.*”

The owners of the SP under review have submitted a letter outlining information regarding the aggregate of actions that have occurred to develop the SP. Per the letter, the owners have spent \$100,000 on site design, engineering, and architectural plans in preparation for the development. The letter also briefly speaks to challenges in the lending environment, and the owner’s plans to partner with another developer/builder to move the project forward.

ANALYSIS: CLASSIFICATION OF THE SP

Four years have elapsed since the initial enacting date of the ordinance. During that time, the owner has not filed an application for a final site plan with Metro, nor have they sought approval of any construction plans or issuance of any grading or building permits. As no permits have been applied for or issued, construction has not begun on any on-site or off-site improvements. The information provided by the owner asserts expenditures of \$100,000 on engineering and design plans, as well as a general intent to identify a partner developer and move forward in the coming months, but overall does not document an aggregate of actions in the prior 12 months to develop. Based on the information provided, staff finds the SP to be inactive.

Planning Commission Recommendation to Metro Council

If the Planning Commission determines the SP to be active, then no further action is required. If the Commission determines the SP to be inactive, then the Commission is required to recommend legislation to the Council to re-approve or amend the SP, or rezone the property.

With respect to the legislation to be recommended to the Metro Council, the Planning Commission is directed by the Code to take two distinct steps.

First, the Commission is to determine whether the “*existing SP is consistent with the goals, policies, and objectives of the General Plan and any applicable specific redevelopment, historic, neighborhood, or community plans.*”

Second, the Commission is to recommend the legislation, and include, as required:

(a) The appropriateness of the continued implementation of the development plan or phases(s) as adopted, based on current conditions and circumstances; and



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(b) Any recommendation to amend the development plan or individual phases(s) to properly reflect existing conditions and circumstances, and the appropriate base zoning classification(s) should the SP district be removed, in whole or in part, from the property.

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS: CONSISTENCY WITH POLICY

The site is located approximately 1,000 feet east of the interchange of I-65 and Wedgewood Avenue, on the south side of Wedgewood Avenue. Properties to the west, between the site and I-65, are primarily zoned Industrial Restrictive (IR) and Industrial Warehousing and Distribution (IWD) and contain a mix of industrial uses. Properties to the north, south and east are primarily zoned One and Two Family Residential – Alternative (R6-A) and contain a mix of single-family and two-family residential with some scattered commercial uses along Wedgewood Avenue. East of Bransford Avenue, the zoning shifts back to Industrial, encompassing the Fairgrounds and surrounding industrial and commercial uses.

The site is located at the eastern edge of a large area of T4 MU policy, which also encompasses the industrial areas to the west. To the east, the policy transitions to T4 Urban Neighborhood Evolving, with T4 Urban Neighborhood Center and T4 Urban Community Center policy applicable to the area around the Fairgrounds.

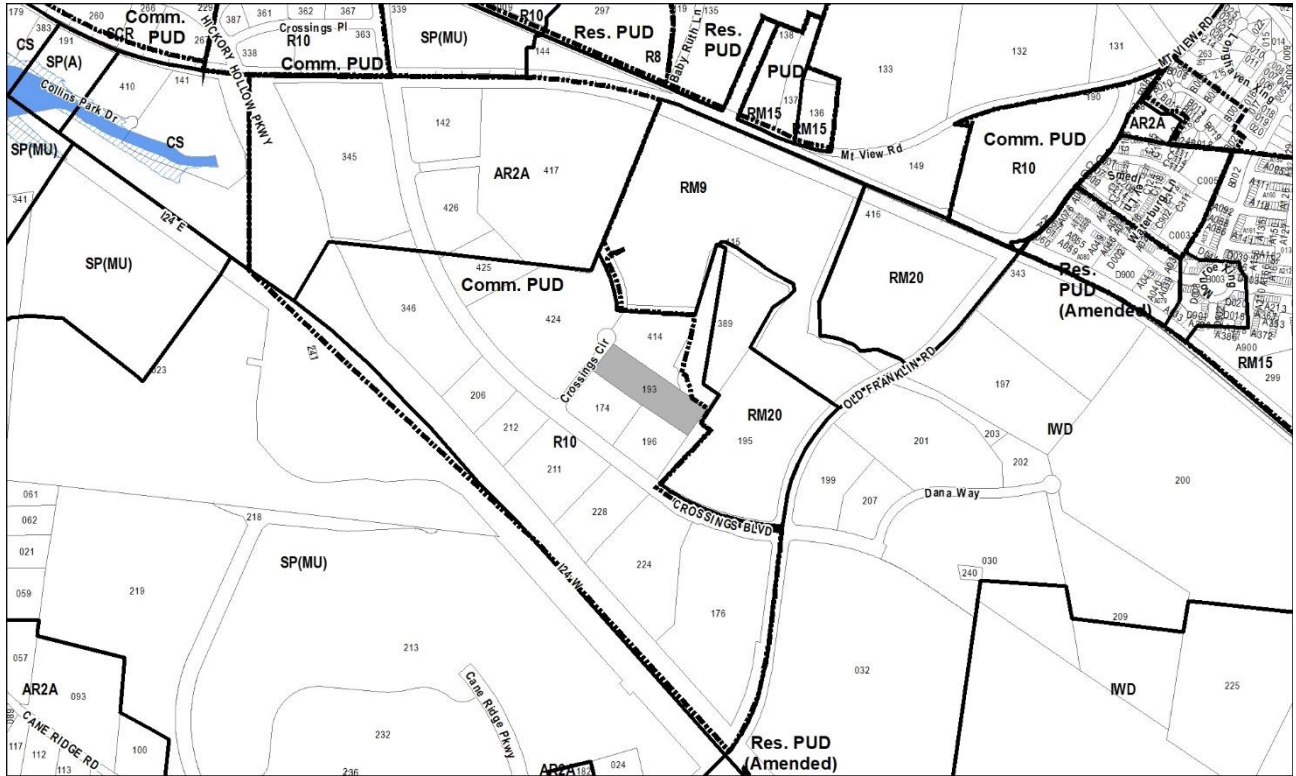
The site is located on a seam between industrial and residential uses along Wedgewood Avenue, which is classified as an Arterial Boulevard on the Major and Collector Street Plan (MCSP). The site's location and its larger size relative to the residentially zoned parcels along Wedgewood Avenue enable it to serve as a transition between residential areas to the east and the industrial and commercial areas to the west. The SP permits a mixed use development incorporating multi-family residential and commercial and office uses that could serve residents of the surrounding neighborhood. The currently approved SP plan is consistent with the goals of the T4 MU policy to incorporate a variety of housing types and a mix of uses. The site is located along a major arterial with high levels of connectivity to the surrounding area, making it an appropriate place to provide this mix of housing and commercial uses and to transition from a primarily industrial area to a residential neighborhood.

STAFF RECOMMENDATION

In accordance with the requirements of 17.40.106.I, staff recommends that the Planning Commission find the SP to be inactive. If the Commission finds the SP inactive, then staff recommends that the Commission advise that Council re-approve the SP, as the plan is consistent with the T4 MU land use policy and is appropriate given the site location and context.



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84-87P-006

THE CROSSINGS PUD (REVISION AND FINAL)

Map 174, Parcels 193

13, Antioch-Priest Lake

32 (Joy Styles)



| | |
|-----------------------------|---|
| Project No. | Planned Unit Development 84-87P-006 |
| Project Name | The Crossings PUD (Revision and Final) |
| Council District | 32 – Styles |
| School District | 6 – Bush |
| Requested by | Barge, Cauthen & Associates, applicant; SBCF Holdings LLC, owner. |
| | |
| Staff Reviewer | Lewis |
| Staff Recommendation | <i>Approve with conditions.</i> |

APPLICANT REQUEST

Revise PUD preliminary plan and final site plan to permit 4,700 square foot addition to an existing commercial building.

PUD Revision and Final

A request to revise the preliminary plan and for final site plan approval for a portion of The Crossings Planned Unit Development Overlay District (PUD) for property located at 5510 Crossings Circle, approximately 300 feet east of Crossings Blvd, zoned One and Two-Family Residential (R10) (3.65 acres), to permit a 4,665 square feet addition to an existing 18,734 square foot building.

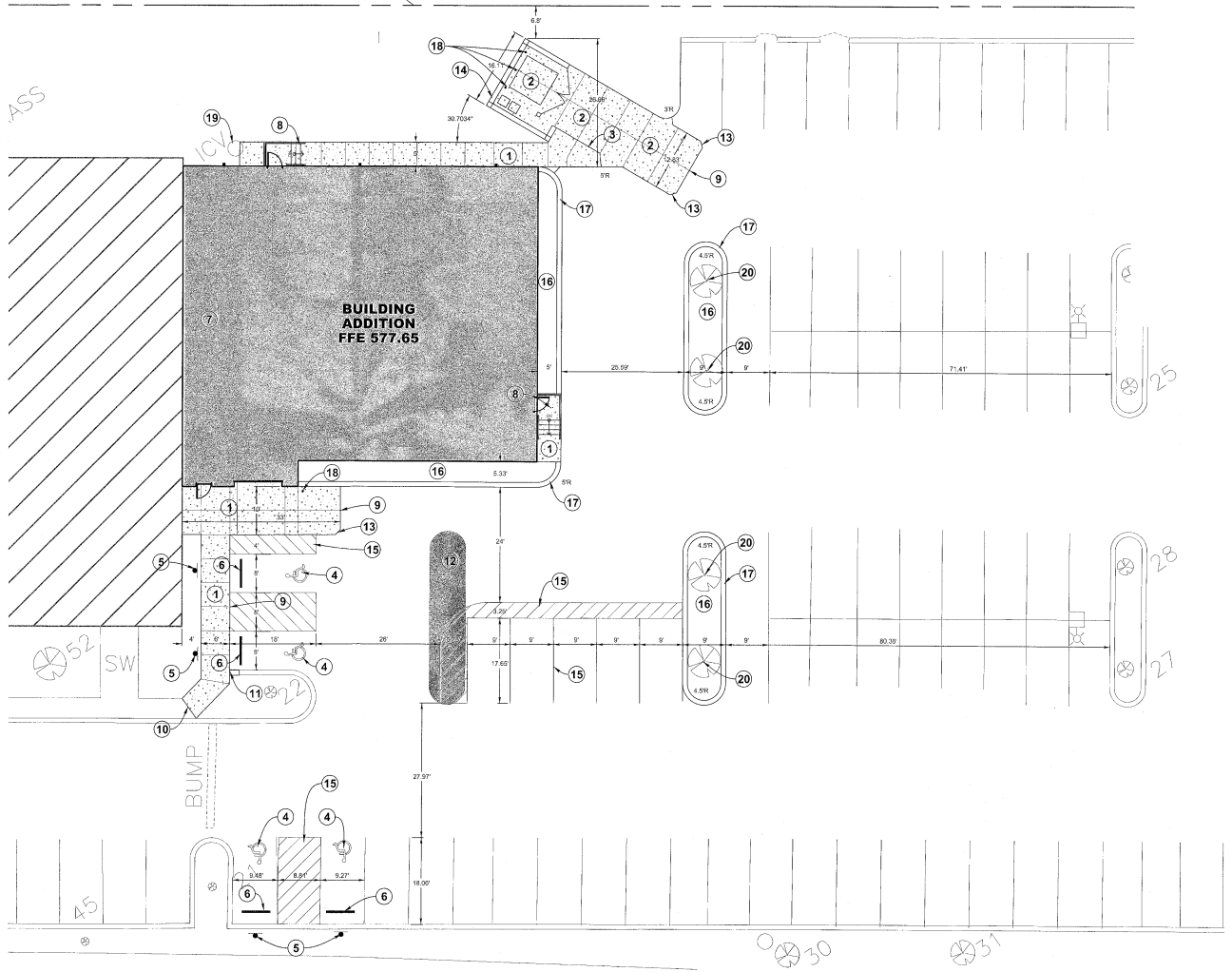
Existing Zoning

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. *The PUD controls uses on the property.*

Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets. *This PUD permits a variety of commercial and office uses.*

PUD HISTORY

The original PUD master plan for the Crossings development was approved in 1984 for over a million square feet of commercial and office uses. The PUD has been revised numerous times throughout the years.



Proposed Site Plan



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PLAN DETAILS

The site is located on the east side of the Crossings Circle cul-de-sac. The site is currently being used as an office facility for Comcast with meeting and training rooms. The proposed addition would be used by the existing tenant. The properties to the north, south, and west are zoned R10 and are within the same PUD overlay. The PUD extends across Crossings Boulevard to the south and to north past Bell Road. The area to the east of the site is zoned Residential Multi-Family (RM20) and has been developed with multi-family structures.

The proposed revision would permit a 4,665 square foot addition to an existing 18,734 square foot commercial building. The area to the west of the existing building would remain unchanged with this request, with the exception of a proposed 5 foot wide sidewalk along Crossings Circle. The site meets the number of required spaces. The proposed site plan shows the replacement of two existing landscaped parking islands that would be removed with the addition.

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 all the requirements 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;
 - 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;



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- 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.

The proposed revision is consistent with the intent of the originally approved PUD, to develop commercial structures. The originally approved PUD was intended to have a mix of office and commercial uses. The original PUD approved a large amount of developable square footage, the proposed PUD revision for the building addition is still within the developable square footage of the original PUD. Given that the boundaries of the PUD are not changing, the total floor area of the commercial building is not increasing from the square footage last approved by the council, the use is not changing, nor are there significant changes to the overall layout of the PUD, Staff finds this consistent with a minor modification permitted within the code.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approval is contingent on construction and completion of MWS Project #19WL0094.



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FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire department access roads shall comply with the current adopted fire code at the time of construction. Fire Department access roads shall have an unobstructed clear width of 20'. Where a fire hydrant is located on a fire apparatus access road the minimum width shall be 26' exclusive of shoulders. Aerial Fire Apparatus access shall be provided for any structure 30 feet or greater in height. Fire lane signage shall be provided in accordance with the adopted fire codes.
- Limited building detail, and/ or building construction information provided. Any additional fire code or access issues will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes.

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 building permit sign-off by MPW, submit copy of recorded ROW dedication(s) as shown on the plans for re-orientation of sidewalk around existing utilities.

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The dumpster enclosure shall meet all screening requirements of the Metro Zoning Code.
2. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
3. Prior to the issuance of any permits, confirmation of PUD final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
4. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
5. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
6. Authorization for the issuance of permit applications will not be forwarded to the Department of Codes Administration until four additional copies of the approved plans have been submitted to the Metro Planning Commission.
7. The PUD final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits



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for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.

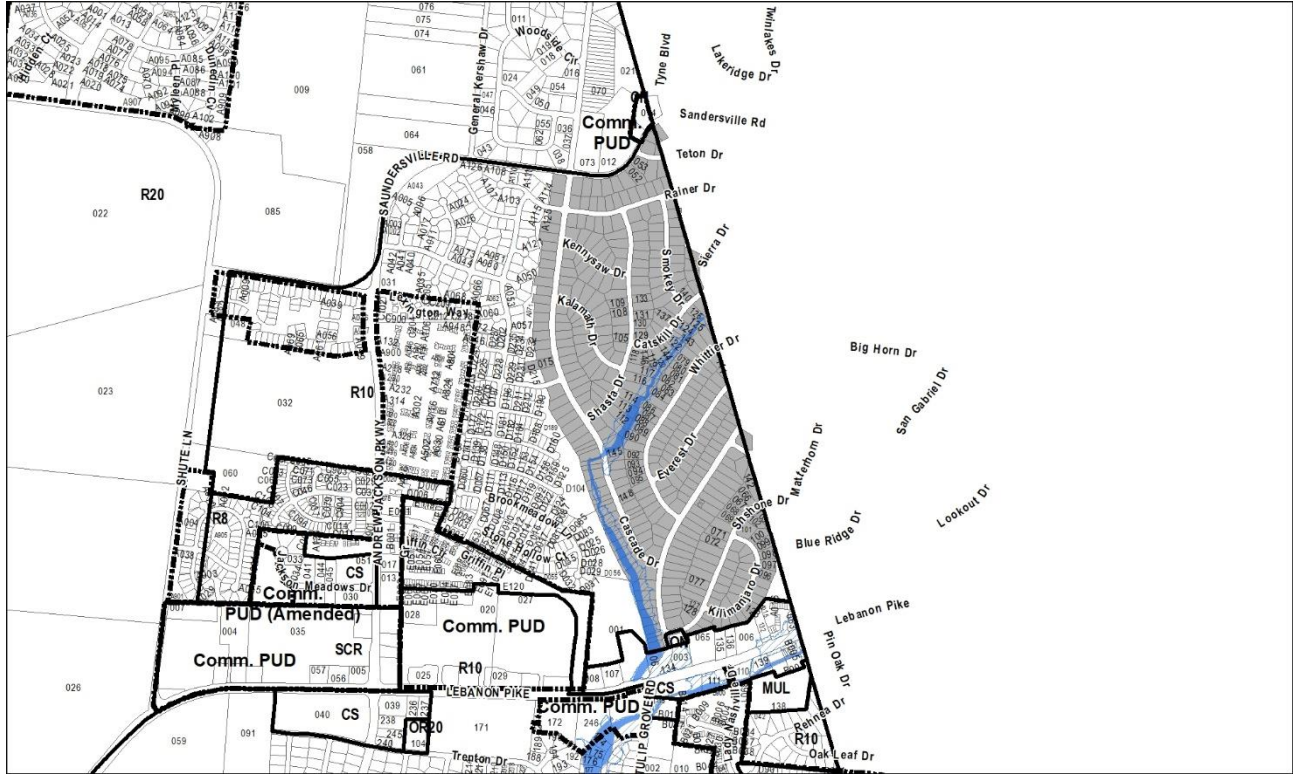
8. A corrected copy of the PUD final site plan incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to or with the final plat application or, when no final plat application is required, prior to the issuance of any permit for this property.



SEE NEXT PAGE



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2019Z-157PR-001

Various Maps, Various Parcels

14 Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



| | |
|-----------------------------|--|
| Project No. | Zone Change 2019Z-157PR-001 |
| Council Bill | BL2019-64 |
| Council District | 11 - Hagar |
| School District | 4 - Shepherd |
| Requested by | Councilmember Larry Hagar, applicant; various property owners. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Apply a Contextual Overlay District.

Zone Change

A request to apply a Contextual Overlay District to various properties located south of Saundersville Road, zoned One and Two-Family Residential (R10) (134.06 acres).

Existing Zoning

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

Proposed Zoning

Contextual Overlay provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

T3 Suburban Neighborhood Maintenance is intended to preserve 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.

CONTEXTUAL OVERLAY

The Contextual Overlay district provides appropriate design standards for residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area. The design standards established through the Contextual Overlay include specific



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standards in regards to street setback, building height, building coverage, access, driveways, garages, and parking areas. Street setbacks, building height, and building coverage are directly tied to the lots abutting on either side of a lot proposed for new construction. Access, driveway, garage and parking design standards are intended to help control new accesses on the public streets as well as the location of garages and parking to lessen the impact of new construction on existing homes. The design standards are already established and cannot be modified.

Contextual Overlay Standards

- A. Street setback. The minimum required street setback shall be the average of the street setback of the two developed lots abutting each side of the lot. When one or more of the abutting lots is vacant, the next developed lot on the same block face shall be used. The minimum provided in 17.12.030A and the maximum provided in 17.12.030C.3 shall not apply. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the minimum required street setback shall be calculated and met for each street.
- B. Height.
 1. The maximum height, including the foundation, of any primary structure shall not be greater than 35 feet or 125% of the average height of the principal structures on the two lots abutting each side of the lot, whichever is less. When one of the abutting lots is vacant, the next developed lot on the same block face shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum height shall be calculated for each street and limited to 35 feet or 125% of the average height of the lesser value. When 125% of the average of the abutting structures is less than 27 feet, a maximum height of 1.5 stories in 27 feet shall be permitted.
 2. The maximum height, including the foundation, of any accessory structure shall not be greater than 27 feet.
 3. For the purposes of this section, height shall be measured from grade or, if present, the top of a foundation which shall not exceed three feet above grade, to the roof line.
- C. Maximum building coverage. The maximum building coverage (excluding detached garages and other accessory buildings) shall be a maximum of 150% of the average of the building coverage (excluding detached garages and other accessory buildings) of the two abutting lots on each side. When the abutting lot is vacant, the next developed lot shall be used. Where there is only one abutting lot on the same block face, it shall be used for this calculation. When the subject lot is on a corner, the maximum building coverage shall be calculated and met for each street.
- D. Access and driveways, garages and parking areas.
 1. Access and Driveways.
 - a. Where existing, access shall be from an improved alley. Where no improved alley exists, a driveway within the street setback may be permitted.
 - b. For a corner lot, the driveway shall be located within 30 feet of the rear property line.
 - c. Driveways are limited to one driveway ramp per public street frontage.
 - d. Parking, driveways and all other impervious surfaces in the required street setback shall not exceed twelve feet in width.
 2. Garages.
 - a. Detached. The front of any detached garage shall be located behind the rear of the primary structure. The garage door of a detached garage may face the street.
 - b. Attached. The garage door shall face the side or rear property line



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ANALYSIS

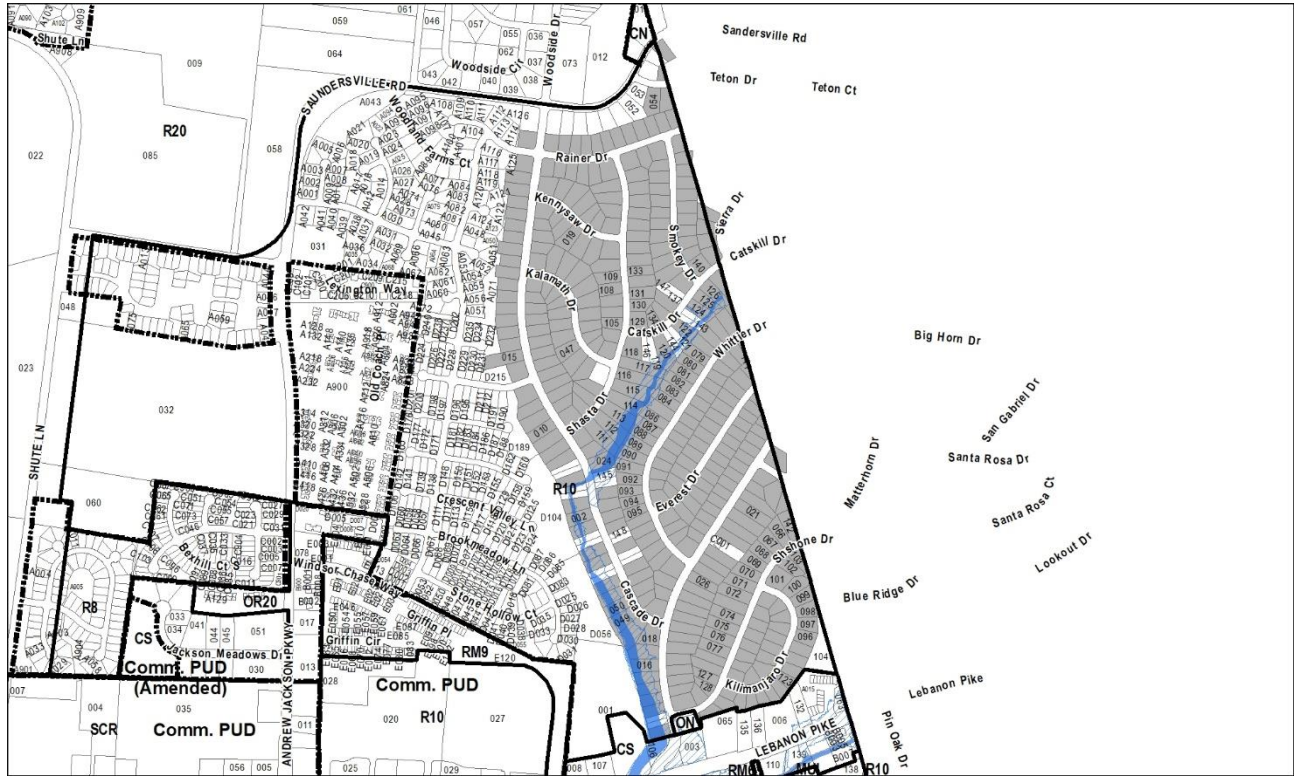
The proposed overlay area is within the T3 Suburban Neighborhood Maintenance and Conservation policy areas. The proposed Contextual Overlay is consistent with both policies. There is a fairly consistent housing type in regards to bulk and massing that currently exists in the area proposed for the Contextual Overlay. The Contextual Overlay would help to preserve the general character of the existing neighborhood with specific standards for new construction that are directly related to the existing residential structures in the area.

STAFF RECOMMENDATION

Staff recommends approval as the establishment of a Contextual Overlay is consistent with the policies for the area.



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2019Z-159PR-001

Various Maps, Various Parcels

14 Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



| | |
|-----------------------------|--|
| Project No. | Zone Change 2019Z-159PR-001 |
| Council Bill | BL2019-67 |
| Council District | 11 - Hagar |
| School District | 4 - Shepherd |
| Requested by | Councilmember Larry Hagar, applicant; various property owners. |
| Staff Reviewer | Swaggart |
| Staff Recommendation | <i>Disapprove as submitted. Approve with a substitute ordinance.</i> |

APPLICANT REQUEST
Rezone from R10 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS10) zoning for various properties located south of Saundersville Road, (124.2 acres).

Existing Zoning

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

Proposed Zoning

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.

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

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

T3 Suburban Neighborhood Maintenance is intended to preserve 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 proposed RS10 zoning district would limit development in the area to be rezoned to only single-family uses.



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The area currently contains a diversity of housing types, including single-family and two-family homes. NashvilleNext calls for the integration of more diverse housing types into neighborhoods to allow for aging in place, to address the overall affordability of housing, and to respond to demographic changes that are driving changes in housing preferences. In order to ensure adequate opportunities for housing diversity, it is important that the zoning pattern permit a variety of housing types. As proposed, existing duplex lots within the area are not included. Retaining the R10 zoning on those parcels allows the two-family units to continue to provide opportunities for housing diversity in the future.

Staff is recommending that five additional parcels remain R10. These include four oversized corner lots, and an outlier lot that is located along Saundersville Road. The four oversized lots are all twice the minimum lot size for the R10/RS10 zoning districts. Due to the size and location, these lots are appropriate for two homes. The Major and Collector Street Plan classifies Saundersville as an arterial street. Zoning districts that permit more than one home on a lot are often more appropriate along arterials. In addition to the outlier lot being located along an arterial, it is located directly across the street from a commercial zoning district. The existing R10 district is appropriate due to the lot's location along an arterial and directly across the street from a commercial zoning district.

Staff's recommendation is intended to provide a balance between maintaining the existing residential character and the General Plan goals for housing diversity.

Substitute Ordinance No. 2019-67

Staff recommends disapproval as submitted and approval with a substitute to remove the following parcels from the downzoning:

Map 065-05, Parcel(s) 015, 018, 059, 118, 101

The parcels to be removed are shown in red on the map below.



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*Red parcels indicate those staff recommends be removed from the zone change.

STAFF RECOMMENDATION

Staff recommends disapproval as submitted and approval of the substitute ordinance.



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2019Z-161PR-001

Map 082-03, Parcel(s) 138

05, East Nashville

05 (Sean Parker)



| | |
|-----------------------------|---|
| Project No. | Zone Change 2019Z-161PR-001 |
| Council District | 05 – Parker |
| School District | 5 – Buggs |
| Requested by | Capital Invest, LLC, applicant and owner. |
| Staff Reviewer | Napier |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Zone change from SP to R6-A.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 903 North 2nd Street, approximately 165 feet north of Cleveland Street (0.19 acres).

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of 1 duplex lot for a total of 2 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 property is located on the east side of North 2nd Street in the Cleveland Park neighborhood between Vaughn Street to the north and Cleveland Street to the south. The proposed zone change is consistent with policy at this location. The surrounding neighborhood contains a diverse mixture of residential uses. These uses include single-family, two-family, and multi-family. The proposed zoning district would permit a two family unit or a detached accessory dwelling unit. This provides additional housing options for the area. The additional density permitted by the proposed district is also appropriate given its proximity to Cleveland Street.



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Cleveland Street is a residential collector street and contains MTA service. Additional density in close proximity to commercial areas and bus routes is appropriate. The Dickerson Pike corridor which contains numerous commercial uses is located within 900 feet of this site.

The development standards for R6-A are also consistent with the goals of the policy. The proposed district requires that buildings be placed at the street, parking be located behind structures/away from the street, and that access be derived from alley ways.

The proposed R6-A zone district is consistent with the T4 NM policy at this location; therefore, staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **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) | 0.19 | 8.712 | 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) | 0.19 | 7.26 D | 2 U | 19 | 2 | 2 |

*Based on two-family lots

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

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | - | +9 | +1 | +1 |

METRO SCHOOL BOARD REPORT

The proposed R6-A zoning district would not generate any more students than what is typically generated under the existing RS5 zoning district. Students would attend Ida B. Wells Elementary, Jere Baxtor Middle School, and Maplewood High School.

STAFF RECOMMENDATION

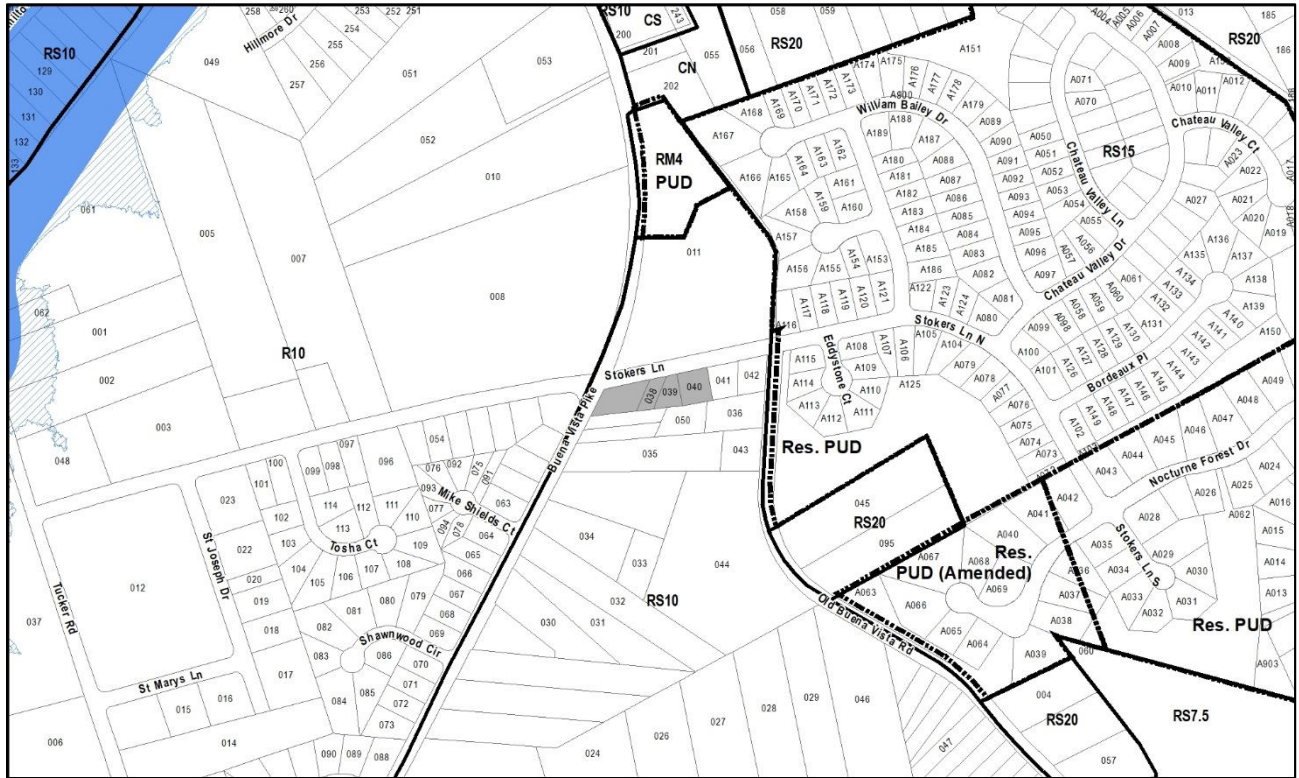
Staff recommends approval as the request is consistent with T4 NM policy at this location.



SEE NEXT PAGE



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2019Z-163PR-001

Map 070-02, Parcel(s) 037-040

03, Bordeaux-Whites Creek-Haynes Trinity

02 (Kyonzté Toombs)



| | |
|-----------------------------|--|
| Project No. | Zone Change 2019Z-163PR-001 |
| Council District | 02 - Toombs |
| School District | 1 - Gentry |
| Requested by | C&H Properties, LLC, applicant; Eldon Spraker, III, C&H Properties, LLC, and Latisha Flye, owners. |
| Staff Reviewer | Rickoff |
| Staff Recommendation | <i>Approve.</i> |

APPLICANT REQUEST

Zone change from RS10 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential-Alternative (R6-A) zoning for properties located at 2850 Buena Vista Pike, 2908 and 2912 Stokers Lane and Stokers Lane (unnumbered), at the southeast corner of Buena Vista Pike and Stokers Lane (0.75 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 three single-family residential units, based on the acreage only.*

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 five lots with one duplex lot for a total of six residential units, based on the acreage only.*

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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

Supplemental Policy

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



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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.

ANALYSIS

The site includes four parcels at the southeastern intersection of Stokers Lane and Buena Vista Pike. One of the parcels is vacant and the remaining three parcels contain residential uses. The area includes primarily single and two-family residential uses, with scattered institutional uses and vacant properties. Hartman Park is located on the west side of Tucker Road, approximately 0.3 miles to the west. Surrounding properties are zoned for one and two-family residential uses on the west side of Buena Vista Pike, and single-family uses to the east. There is also a small concentration of multi-family and commercially-zoned areas to the north.

The proposed R6-A zoning district is consistent with the T3 NE policy at this location. The site has frontage on a collector avenue, Buena Vista Pike, where additional density may be supported. The site is also located along an existing MTA route, which rounds the southwest corner of Buena Vista Pike and Stokers Lane, and is within approximately 400 feet of an MTA stop to the west. The properties are located within the Haynes Trinity Supplemental Policy area, which primarily focuses on connectivity improvements but also provides support for an integrated mixture of housing intended to create and enhance neighborhoods. The R6-A district represents a modest increase in intensity, providing the opportunity to establish diversity in housing choice at a scale that is appropriate with the surrounding context, consistent with policy guidance.

FIRE MARSHAL RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TIS may be required.

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) | 0.75 | 4.356 D | 3 U | 29 | 3 | 3 |

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) | 0.75 | 7.26 D | 6 U | 57 | 5 | 6 |

*Based on two-family lots

Traffic changes between maximum: **RS10 and R6-A**

| Land Use (ITE Code) | Acres | FAR/Density | Total Floor Area/Lots/Units | Daily Trips (weekday) | AM Peak Hour | PM Peak Hour |
|---------------------|-------|-------------|-----------------------------|-----------------------|--------------|--------------|
| - | - | - | +3 U | +28 | +2 | +3 |



Metro Planning Commission Meeting of 11/14/2019

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning district would generate three more students than what is typically generated under the existing RS10 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends approval.