



# METROPOLITAN PLANNING COMMISSION MINUTES

**Thursday, November 14, 2013**

**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:  
Jim McLean, Chair  
Stewart Clifton, Vice Chair  
Jeff Haynes  
Greg Adkins  
Phil Ponder  
Andree LeQuire

Staff Present:  
Rick Bernhardt, Executive Director  
Doug Sloan, Deputy Director  
Jennifer Carlat, Assistant Director  
Kelly Adams, Administrative Services Officer III  
Bob Leeman, Planning Manager II  
Carrie Logan, Planner III  
Jason Swaggart, Planner II  
Duane Cuthbertson, Planner II  
Tifinie Capehart, Planner II  
Michael Briggs, Transportation Planner  
Amy Diaz-Barriga, Planner I  
Ben Miskelly, Planner I  
Susan Jones, Legal

Commissioners Absent: Hunter Gee, Derrick Dalton, Greg Adkins, Judy Cummings

**Richard C. Bernhardt, FAICP, CNU-A**  
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  
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## Notice to Public

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**Please remember to turn off your cell phones.**

The Commission is a 10-member body, nine of whom are appointed by the Metro Council and one of whom serves as the mayor's representative. The Commission meets on the 2nd and 4th Thursday of each month at 4:00 p.m., unless otherwise noted. The Planning Commission makes the final decision on final site plan and subdivision applications. On all other applications, the Commission recommends an action to the Metro Council (e.g. zone changes, specific plans, overlay districts, and mandatory referrals). The Metro Council can accept or not accept the recommendation.

Agendas and staff reports can be viewed on-line at [www.nashville.gov/mpc/agendas](http://www.nashville.gov/mpc/agendas) or weekdays from 7:30 a.m. to 4:00 p.m. at the Planning Department office located at 800 2nd Avenue South, downtown Nashville. Also, at the entrance to this meeting room, a binder of all staff reports has been placed on the table for your convenience.

Meetings on TV can be viewed live or shown at an alternative time on Channel 3. Visit [www.nashville.gov/calendar](http://www.nashville.gov/calendar) for a broadcast schedule.

### Writing to the Commission

You can mail, hand-deliver, fax, or e-mail comments on any agenda item to the Planning Department. For the Commission to receive your comments, prior to the meeting, you must submit them by **noon the day of the meeting**. Otherwise, you will need to bring 14 copies of your correspondence to the meeting and during your allotted time to speak, distribute your comments.

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

### Speaking to the Commission

If you want to appear in-person before the Commission, view our tips on presentations on-line at **[www.nashville.gov/mpc/pdfs/mpc\\_mtg\\_presentation\\_tips.pdf](http://www.nashville.gov/mpc/pdfs/mpc_mtg_presentation_tips.pdf)** and our summary regarding how Planning Commission public hearings are conducted at **[www.nashville.gov/mpc/docs/meetings/Rules\\_and\\_procedures.pdf](http://www.nashville.gov/mpc/docs/meetings/Rules_and_procedures.pdf)**. Briefly, a councilmember may speak at the very beginning of the commission meeting, after the individual item is presented by staff, or after all persons have spoken in favor or in opposition to the request. Applicants speak after staff presents, then, those in favor speak followed by those in opposition. The Commission may grant the applicant additional time for a rebuttal after all persons have spoken. Maximum speaking time for an applicant is 10 minutes, individual speakers is 2 minutes, and a neighborhood group 5 minutes, provided written notice was received prior to the meeting from the neighborhood group.

- Day of meeting, get there at least 15 minutes ahead of the meeting start time to get a seat and to fill-out a "Request to Speak" form (located on table outside the door into this meeting room).
- Give your completed "Request to Speak" form to a staff member.
- For more information, view the Commission's Rules and Procedures, at [www.nashville.gov/mpc/pdfs/main/rules\\_and\\_procedures.pdf](http://www.nashville.gov/mpc/pdfs/main/rules_and_procedures.pdf)

### 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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# MEETING AGENDA

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## A. CALL TO ORDER

The meeting was called to order at 3:58 p.m.

## B. ADOPTION OF AGENDA

Mr. Ponder moved and Mr. Clifton seconded the motion to adopt the agenda. (6-0)

## C. APPROVAL OF OCTOBER 24, 2013 MINUTES

Mr. Ponder moved and Mr. Clifton seconded the motion to approve the October 24, 2013 minutes. (6-0)

## D. RECOGNITION OF COUNCILMEMBERS

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## E. ITEMS FOR DEFERRAL / WITHDRAWAL

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### 2a. 2013CP-000-002

MCSP (GREEN HILLS AREA TRANSPORTATION PLAN)

### 2b. 2013CP-010-005

GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT (GREEN HILLS AREA TRANSPORTATION PLAN)

### 7. 2013SP-036-001

ASHTON PARK

### 17. 2013S-157-001

DALEWOOD, RESUB LOT 254

Mr. Haynes moved and Mr. Adkins seconded the motion to approve the Deferred Items. (6-0)

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## F. CONSENT AGENDA

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**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.

### 1. 2013CP-000-001

MCSP (SOUTH OF BROADWAY STRATEGIC PLAN)

### 3a. 2013CP-003-002

BORDEAUX WHITES CREEK PLAN AMENDMENT

### 3b. 2013Z-032PR-001

### 4a. 2013CP-010-003

GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT

### 4b. 2013SP-039-001

WOODMONT/HOPKINS DEVELOPMENT

### 6. 2013SP-032-001

731 DOUGLAS AVENUE

- 8. 2013SP-037-001**  
HILL CENTER AT SYLVAN HEIGHTS
- 9. 2013SP-040-001**  
EASTLAND COURT
- 11. 2013Z-038PR-001**
- 13. 2013Z-040PR-001**
- 14. 2013Z-041PR-001**
- 15. 2013Z-042PR-001**
- 16a. 2009UD-001-006**  
CEDAR STONE BANK (DOWNTOWN DONELSON UDO: FINAL)
- 16b. 2009UD-001-007**  
CEDAR STONE BANK (DOWNTOWN DONELSON UDO MINOR MODIFICATION)
- 19. Amend the 2013-2014 through 2018-2019 Capital Improvements Budget ID Number 08FI0029, which provides \$55,000,000 funded by Proposed G.O Bonds to \$65,000,000 funded by Proposed Revenue Bonds for the construction of a Minor League Baseball Stadium.**
- 20. Contract between the Greater Nashville Regional Council (GNRC) and the Nashville-Davidson County Metropolitan Planning Commission acting on behalf of the Nashville Area Metropolitan Planning Organization (MPO) for Multi-modal Planning and Public Involvement implementation for FY 2014.**
- 21. New employee contract for Melissa Sajid and employee contract renewals for Amy Diaz-Barriga and Mary Beth Ikard.**

Mr. Ponder moved and Mr. Haynes seconded the motion to approve the Consent Agenda. (6-0)

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## G. PREVIOUSLY DEFERRED ITEMS

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The items below were deferred from a previous Planning Commission meeting at the request of the applicant or by the commissioners. For Community Plan Policy items, see H. Community Plan Policy Changes and Associated Cases.

### No Cases on this Agenda

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## H. COMMUNITY PLAN POLICY CHANGES AND ASSOCIATED CASES

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The Planning Commission will make the final decision on a Community Plan Amendment. The Commission will make a recommendation to the Metro Council on any associated cases(s). The Metro Council will make the final decision to approve or disapprove the associated case(s).

### Community Plan Amendments

#### 1. 2013CP-000-001

##### **MCSP (SOUTH OF BROADWAY STRATEGIC PLAN)**

Council District 19 (Erica Gilmore)

Staff Reviewer: Michael Briggs

A request to amend the adopted Major and Collector Street Plan involving streets in the Lafayette Subdistrict of Downtown, requested by the Metro Planning Department, applicant.

**Staff Recommendation: Approve**

##### **APPLICANT REQUEST**

**Amend designations of the Major and Collector Street Plan.**

##### Major Street and Collector Plan

A request to amend the adopted Major and Collector Street Plan designations for the Lafayette Subdistrict in the Downtown Community Plan area.

##### **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 in the 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, *Mobility 2030*, which is the transportation functional plan component of the General Plan for Nashville and Davidson County.

##### Request Details

The MCSP was adopted on April 24, 2011. As an element of the General Plan, the MCSP is amended as further engineering studies are completed, updates occur to each Community Plan and to reflect the changes that have occurred in the community since the MCSP was adopted and/or to respond to future planned growth, development, and preservation.

A street concept is identified in the adopted MCSP connecting 8<sup>th</sup> Avenue South to Lafayette Street. The South of Broadway Strategic Master Plan was completed in January 2013 and shows a similar concept. An alignment study is being conducted by Metro Public Works, and the street concept shown in the MCSP needs to be amended to show Metro's current proposal regarding alignment.

##### Analysis

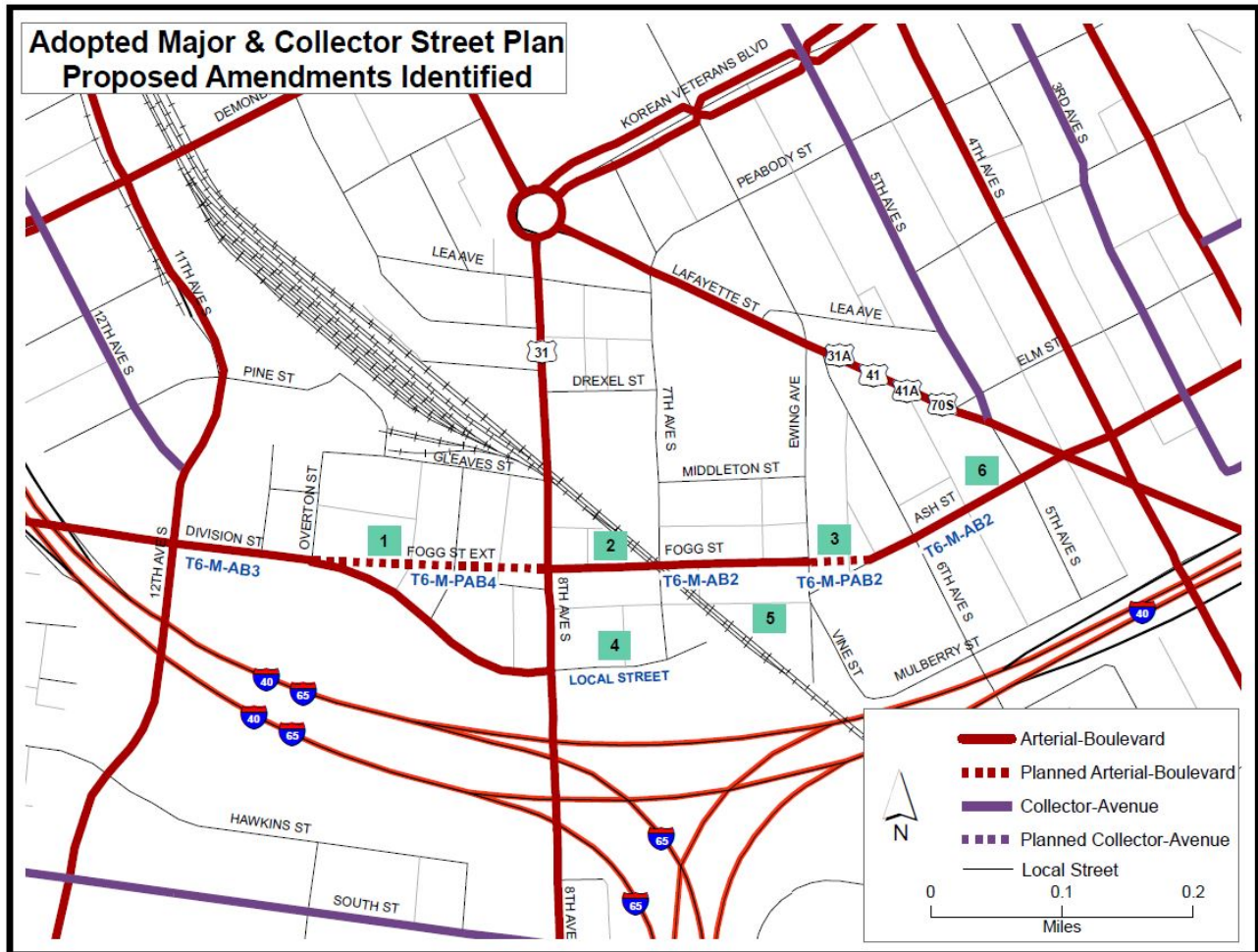
The proposed amendments to the MCSP include changes to street designations and alignment to reflect the most feasible concept being studied by Metro Public Works. The latest alignment utilizes Division Street with a bridge over the railroad tracks to connect to Ash Street providing a critical connection between the Gulch and the Lafayette area of Downtown.

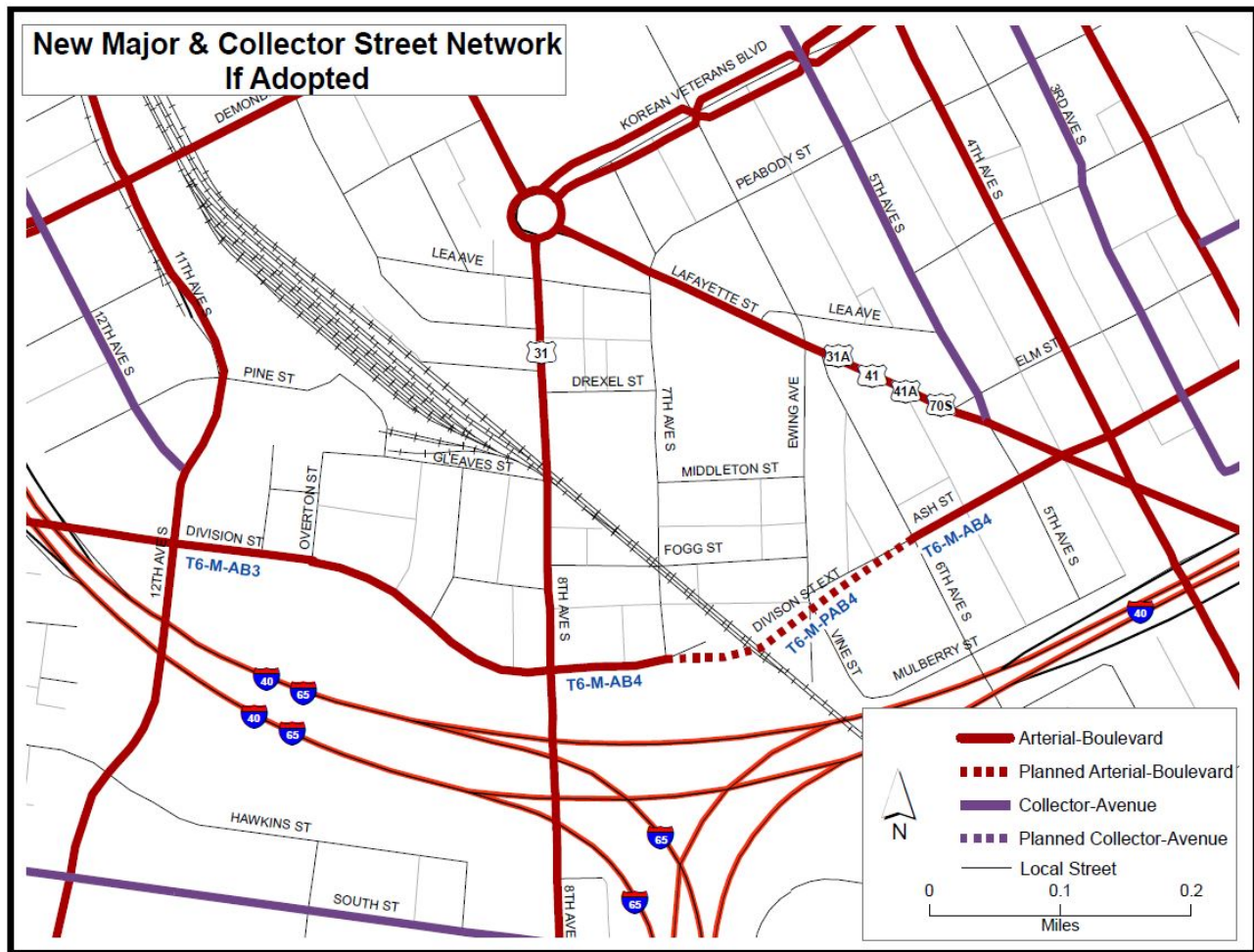
The following changes to the MCSP are proposed:

1. Delete the proposed Fogg Street Extension from Division Street to 8<sup>th</sup> Avenue South (T6-M-PAB4).
2. Amend the designation of Fogg Street from T6-M-AB2 to Local Street.
3. Delete the proposed Fogg Street Extension from Ewing Avenue to Ash Street (T6-M-PAB2).
4. Amend the designation of Division Street from 8<sup>th</sup> Avenue South to its current terminus from Local Street to T6-M-PAB4.
5. Add the Division Street Extension from its current terminus to Ash Street (T6-M-PAB4).

6. Amend the designation of Ash Street from 6<sup>th</sup> Avenue South to Lafayette Street from T6-M-AB2 to T6-M-AB4.

The following maps depict the changes.





**COMMUNITY PARTICIPATION**

The South of Broadway Strategic Master Plan process included stakeholder and community meetings throughout 2012 before being completed in January 2013.

Metro Public Works conducted a community meeting on October 2, 2013, to discuss the proposed Division Street Extension Project. Transportation stakeholders, related agency stakeholders, and Downtown stakeholders were notified via e-mail regarding this community meeting and the minor amendments on September 24, 2013. Meeting notification was also included in that week's *Development Dispatch*. Additionally, Metro Public Works placed a notification in *The Tennessean* on September 18, 2013.

The public hearing notification was sent to transportation stakeholders, related agency stakeholders, and Downtown stakeholders via e-mail on October 30, 2013.

**STAFF RECOMMENDATION**

Staff recommends approval.

Approved (6-0), Consent Agenda

**Resolution No. RS2013-200**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013CP-000-001 is **Approved. (6-0)**"

## 2a. 2013CP-000-002

### MCSP (GREEN HILLS AREA TRANSPORTATION PLAN)

Council District 17 (Sandra Moore); 18 (Berkley Allen); 25 (Sean McGuire); 34 (Carter Todd)  
Staff Reviewer: Michael Briggs

A request to amend the adopted Major and Collector Street Plan to include recommendations from the Green Hills Area Transportation Plan, requested by the Metro Planning Department, applicant.

**Staff Recommendation: Defer to the December 12, 2013, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2013CP-000-002 to the December 12, 2013, Planning Commission meeting. 6-0**

## 2b. 2013CP-010-005

### GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT (GREEN HILLS AREA TRANSPORTATION PLAN)

Council District 17 (Sandra Moore); 18 (Burkley Allen); 25 (Sean McGuire); 34 (Carter Todd)  
Staff Reviewer: Michael Briggs

A request to amend the Green Hills - Midtown Community Plan: 2005 Update to include recommendations from the Green Hills Area Transportation Plan, requested by the Metro Planning Department, applicant.

**Staff Recommendation: Defer to the December 12, 2013, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2013CP-010-005 to the December 12, 2013, Planning Commission meeting. 6-0**

## 3a. 2013CP-003-002

### BORDEAUX WHITES CREEK PLAN AMENDMENT

Map 060-14, Part of Parcel(s) 017 Map 071-02, Part of Parcel 002  
Council District 02 (Frank R. Harrison)  
Staff Reviewer: Anita McCaig

A request to amend the Bordeaux Whites Creek Community Plan: 2003 Update by changing the Land Use policy from Residential Medium density policy to a District Industrial Policy for a portion of properties located at 2506 and 2512 Brick Church Pike, approximately 1,100 feet south of Woodfolk Avenue (9.8 acres), requested by Hawkins Development Company, applicant; Tennessee Processing Center, LLC, owner.

**Staff Recommendation: Approve**

#### APPLICANT REQUEST

**Change the policy from Residential Medium Density to District Industrial.**

#### Amend the Community Plan

A request to amend the *Bordeaux-Whites Creek Community Plan: 2003 Update* by changing the land use policy from Residential Medium density policy to District Industrial policy for a portion of the properties located at 2506 and 2512 Brick Church Pike, approximately 1,100 feet south of Woodfolk Avenue (9.8 acres).

#### CURRENT POLICY

Residential Medium (RM) policy, a land use application policy, is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, townhomes, and walk-up stacked flats.

#### PROPOSED POLICY

District Industrial (D IN) policy, a community character policy, is intended to preserve, 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 area are also found.

#### BACKGROUND

The properties at 2506 and 2512 Brick Church Pike are located on the west side of Brick Church Pike, and south of Woodfolk Avenue. These two properties are part of a larger development, totaling 49.4 acres, owned by Tennessee Processing Center, LLC. The majority of Tennessee Processing Center's policy is zoned IWD, with a small portion still zoned R8 from the 1974 countywide zoning initiative.



The property owner wishes to consolidate their various properties into one zoning classification and have requested a plan amendment and rezoning. The majority of the owner's property is in Industrial policy, with the exception of these 9.8 acres that were placed in Residential Medium density policy to reflect the existing residential zoning in 2003 when the community plan was last updated.

#### ANALYSIS

The properties at 2506 and 2512 Brick Church Pike are located in an established industrial area and surrounded by industrial uses to the north and east, NES property to the south, and residential property to the west. However, the residential uses are located several hundred feet away from the Brick Church Pike properties and separated by steep topography and tree cover on both the applicant's property and the adjacent properties. In the *Community Character Manual*, environmental features are listed as a commonly used boundary defining industrial districts and delineating them from adjacent uses.

The Tennessee Processing Center is an office-type use that has minimal impact on the surrounding area as there are minimal delivery trucks to and from the property, and the property is accessed from Brick Church Pike to the east and not through any residential areas to the west.

Due to the properties' unique circumstances – a portion of two properties that are part of a larger industrial area; a large, established industrial area with IWD zoning and Industrial policy; a holdover of older residential zoning in part of this area; and separation from any adjacent residential by a large area of steep slopes and tree cover – this is deemed a minor plan amendment request, and no community meeting was required.

#### STAFF RECOMMENDATION

Staff recommends approval of the District Industrial (D IN) policy.

Since appropriate transition language is included in the *Community Character Manual*, there are no special policies associated with the D IN policy that are required to be added to the proposed amendment.

Approved (6-0), Consent Agenda

#### **Resolution No. RS2013-201**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013CP-003-002 is **Approved. (6-0)**

### 3b. 2013Z-032PR-001

Map 060-13, Parcel(s) 045, 052 Map 060-14, Parcel(s) 016.01, 016-017  
Map 071-02, Parcel (Part of s) 002  
Council District 02 (Frank R. Harrison)  
Staff Reviewer: Jason Swaggart

A request to rezone from R8 and RS7.5 to IWD zoning for properties located at 443 and 457 Woodfolk Avenue and 2512, 2600 and 2604 Brick Church Pike and a portion of property at 2506 Brick Church Pike, approximately 2,200 feet north of W. Trinity Lane (17.92 acres), requested by Hawkins Development Company, applicant; Tennessee Processing Center, LLC, owner.

**Staff Recommendation: Approve subject to the approval of the associated policy amendment. Disapprove if the associated policy amendment is disapproved.**

#### APPLICANT REQUEST

**Zone change from R8, RS7.5 to IWD.**

##### Zone Change

A request to rezone from One and Two-Family (R8 and RS7.5) to Industrial, Warehousing/ Distribution (IWD) zoning for properties located at 443 and 457 Woodfolk Avenue and 2512, 2600 and 2604 Brick Church Pike and a portion of property at 2506 Brick Church Pike, approximately 2,200 feet north of W. Trinity Lane (17.92 acres).

##### Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 103 lots with 25 duplex lots for a total of 128 units.*

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 1 unit.*

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

**CRITICAL PLANNING GOALS**

N/A

**BORDEAUX/WHITES CREEK COMMUNITY PLAN**

**Existing Policy**

Residential Medium (RM) policy is intended to accommodate residential development within a density range of four to nine dwelling units per acre. A variety of housing types are appropriate. The most common types include compact, single-family detached units, town-homes, and walk-up apartments.

**Proposed Policy**

District – Industrial (D IN) policy is intended to preserve, 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.

Consistent with Policy?

The proposed industrial district is not consistent with the existing residential land use policy. The proposed industrial district is consistent with the proposed industrial policy.

**PUBLIC WORKS RECOMMENDATION**

A traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	17.9	5.79 D	128 U*	1277	98	132

\*Based on 25 duplex lots

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)	0.02	4.94 D	1U	10	1	2

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)	17.17	0.6 F	462,868 SF	1648	139	149

Traffic changes between maximum: **R8, RS7.5** and proposed **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+361	+40	+15

**METRO SCHOOL BOARD REPORT**

The proposed IWD district does not permit residential uses; therefore, the request will not generate any additional students.

**STAFF RECOMMENDATION**

Staff recommends approval subject to the approval of the associated policy amendment, and disapproved if the associated policy amendment is disapproved.

“BE IT RESOLVED by The Metropolitan Planning Commission that 2013Z-032PR-001 is **Approved. 6-0**

**4a. 2013CP-010-003**

**GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT  
(WOODMONT/HOPKINS DEVELOPMENT)**

Map 117-11, Parcel(s) 031-035  
Council District 25 (Sean McGuire)  
Staff Reviewer: Kathryn Withers/Cynthia Wood

A request to amend the Green Hills - Midtown Community Plan: 2005 Update to change the Land Use Policy from Residential Low Density (RL) to Residential Low-Medium Density (RLM) Policy, remove the amendment area from Special Policy Area #14, and change the text of Special Policy Area #14 to reflect the removal of the amendment area from its boundaries for properties located at 1804, 1808 Graybar Lane and 1919 and 1921 Woodmont Boulevard (8.75 acres) requested by Hawkins Partners, applicant for Oscar T. Nelson, owner (also see 2013-SP-039-001).

**Staff Recommendation: Approve with conditions**

**APPLICANT REQUEST**

**Change the policy from Residential Low Density to Residential Low-Medium Density, remove the amendment area from Special Policy Area #14, and change the text of Special Policy Area #14 to reflect the removal of the amendment area from its boundaries.**

Amend the Community Plan

A request to amend the *Green Hills - Midtown Community Plan: 2005 Update* to change the Land Use Policy from Residential Low Density (RL) to Residential Low-Medium Density (RLM) Policy, remove the amendment area from Special Policy Area #14, and change the text of Special Policy Area #14 to reflect the removal of the amendment area from its boundaries for properties located at 1804, 1808 Graybar Lane and 1919 and 1921 Woodmont Boulevard (8.75 acres) .

**GREEN HILLS – MIDTOWN COMMUNITY PLAN**

**EXISTING POLICY**

Residential Low Density (RL) policy supports residential development at a density range between 0-2 dwelling units per acre. Civic and public benefit uses are also supported by RL policy.

Special Policy Area #14 (SPA #14) policy states that: “Maintaining the current 40,000 sq. ft. lot size requirement and established character of development in this RL policy area is recommended, except for the properties along the east margin of Benham Ave. where proposals for rezoning to RS20 and development in accordance with that zoning may be considered on their merits.”

**PROPOSED POLICY**

Residential Low-Medium Density (RLM) policy supports residential development at a density range between 2-4 dwelling units per acre. Civic and public benefit uses are also supported by RLM policy.

Special Policy Area #14 (SPA #14) policy as amended to remove the subject property and adapt the policy for the remaining area: “Maintaining the current 40,000 sq. ft. lot size requirement and established character of development in this RL policy area is recommended.”

**BACKGROUND**

The proposed amendment area consists of several properties, containing some vacant lots and five houses that are scattered throughout the site. These properties are approximately 980 feet from the intersection of Hillsboro Pike and Woodmont Boulevard and are adjacent to a day care facility on the east and housing on the north, east, and south. The properties are approximately 500 feet from the Green Hills Branch Library and about 2,620 feet from Hillsboro High School. The applicant has requested a community plan amendment and Specific Plan rezoning to construct a residential development with more units per acre than can be supported by the existing Residential Low Density policy. The Green Hills – Midtown Community Plan was last updated in 2005. There have been five amendments since then.

As part of the review process, staff determined that the plan amendment area should be expanded to take in three properties on the opposite side Woodmont Boulevard. Staff subsequently decided to remove these three properties from the amendment area based on concerns expressed by the owners of the three properties.

## COMMUNITY PARTICIPATION

A community meeting was held by the Planning Department on October 29, 2013. The meeting was attended by approximately 40 people including District Councilman Sean McGuire. The majority of the questions and concerns were objections to constructing the unbuilt right-of-way of Benham Avenue.

In addition to questions and discussion at the meeting, surveys were distributed that asked attendees whether or not they supported the proposed community plan amendment and the construction of the unbuilt right-of-way of Benham Avenue. Nineteen of these surveys were returned. Out of the nineteen, seventeen were opposed to the construction of the unbuilt right-of-way. Only two of the surveys that were returned supported the proposal to construct the unbuilt right-of-way. The applicants have since communicated with community stakeholders about the Benham Avenue multi-use path recommendation.

## ANALYSIS

As noted above, the requested policy – RLM – allows up to 4 dwelling units per acre. The proposed amendment area is in a good location for denser residential development than the RL policy would support. In addition, the RLM policy would serve as a transition between the more intense community facility and residential development to the west of the site and the lower density neighborhood to the east and south of the site. Removing the site from Special Policy Area #14 and amending the SPA#14 policy text are necessary to support this increased density and allow the amendment area to serve as a transition. The site is served by existing infrastructure that can be upgraded as necessary as opposed to being in a greenfield area where there is no infrastructure. Finally, providing a pedestrian and bicycle connection through the community plan amendment and SP rezoning proposal would help provide needed additional mobility options in Green Hills and contribute to a more livable residential environment.

## STAFF RECOMMENDATION

Staff recommends approval of the plan amendment.

Approved with conditions (6-0), Consent Agenda

### **Resolution No. RS2013-203**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013CP-010-003 is **Approved with conditions. (6-0)**

## 4b. 2013SP-039-001

### WOODMONT/HOPKINS DEVELOPMENT

Map 117-11, Parcel(s) 031-035  
Council District 25 (Sean McGuire)  
Staff Reviewer: Carrie Logan

A request to rezone from R40 to SP-MR for properties located at 1804 and 1808 Graybar Lane and 1919 and 1921 Woodmont Boulevard, (8.75 acres), to permit up to 28 residential units, requested by Hawkins Partners, applicant; Oscar T. Nelson, owner (also see community plan amendment 2013CP-010-003).

**Staff Recommendation: Approve with conditions subject to the approval of the associated policy amendment and disapprove without all conditions. Disapprove if the policy amendment is not approved by the Commission.**

### APPLICANT REQUEST

**Permit 28 detached residential units.**

#### Preliminary SP

A request to rezone from R40 to SP-MR for properties located at 1804 and 1808 Graybar Lane and 1919 and 1921 Woodmont Boulevard, (8.75 acres), to permit up to 28 residential units.

#### **Existing Zoning**

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes. *This property contains 10 lots, which are all eligible for duplexes, for a total of 20 units. Because five of these lots front onto Benham Avenue, development of 20 units would require the construction of Benham Avenue.*

#### **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 would permit 28 detached units.

### CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices
- Provides a Range of Housing Choices

- Supports Infill Development

This development is within three blocks of Hillsboro Pike and is directly northeast of the Green Hills Library. Concentrating development close to the existing retail location and community services will help to create a more walkable neighborhood. In this location, additional units will utilize existing infrastructure. Compact infill development reduces Metro's long-term costs of building and maintaining new public infrastructure. This development complements the existing development pattern by maintaining consistent street setbacks with existing homes, providing detached units and orienting toward public streets. The smaller lot sizes will add a housing alternative to the large lot development in Green Hills. With the addition of the Benham multi-use path, the development will accommodate the increased density by providing a dedicated, alternative pedestrian and bicycle route from the neighborhood north of Woodmont Boulevard to the library neighborhood north of Woodmont Boulevard to the library, Hillsboro High School and eventually to the Green Hills Mall.

**GREEN HILLS - MIDTOWN COMMUNITY PLAN**

**Existing Policy**

Residential Low (RL) policy is intended to conserve large areas of established, low density (one to two dwelling units per acre) residential development. The predominant development type is single-family homes.

Special Policy #14 (SPA #14) policy states that: "Maintaining the current 40,000 sq. ft. lot size requirement and established character of development in this RL policy area is recommended, except for the properties along the east margin of Benham Ave. where proposals for rezoning to RS20 and development in accordance with that zoning may be considered on their merits."

**Proposed Policy**

Residential Low Medium (RLM) policy is intended to accommodate residential development within a density range of two to four dwelling units per acre. The predominant development type is single-family homes, although some townhomes and other forms of attached housing may be appropriate.

Consistent with Policy?

This SP proposal is accompanied by a request to change the policy from RL to RLM and to relocate the boundary of Special Policy # 14 (Community Plan Amendment No. 2013CP-010-003). At 3.2 units/acre, the proposed SP is consistent with the density recommendation of the proposed RLM policy.

**PLAN DETAILS**

The plan includes 28 detached units, which will be subdivided into individual lots, ranging from 6,000 square feet to 9,450 square feet. All of the units face a surrounding public street or an interior courtyard. Common open space is provided within the courtyards and along the frontages of Woodmont Boulevard, Hopkins Street and Graybar Lane, which is designed to create a common responsibility for maintenance through a homeowners association.

A private drive connects to Hopkins Street and Graybar Lane and provide access to the garages of all 28 units. 106 parking spaces are provided. Sidewalks are provided along Woodmont Boulevard and Hopkins Street, and the existing sidewalks along Graybar Lane are maintained.

Allowable materials are brick, cast stone, stone, cultured stone, stucco and cementitious siding, which is consistent with the surrounding area.

The Historical Commission has recommended that the applicants retain the residence at 1921 Woodmont Blvd and incorporate it into the Woodmont/Hopkins Development. There is no historic overlay on these properties and the applicants have indicated that this house cannot be incorporated into the development.

**ANALYSIS**

Initially, staff determined that vehicular improvements, including the construction of Benham Avenue, were necessary to accommodate the requested increase in density. After discussions with the community, staff reevaluated the potential for mobility options with the development of this project. Larger discussions between Planning and the community are underway regarding transportation in the Green Hills Area. Some of the suggested transportation improvements are for pedestrians and cyclists, which are currently scheduled to be discussed at the Commission in December.

By looking at these larger transportation initiatives, staff determined that enhancing the bicycle and pedestrian infrastructure in Green Hills with the inclusion of a public multi-use path, dedicated solely to bicycles and pedestrians would be a valuable transportation improvement that would sufficiently accommodate the increased density. The multi-use path would provide safe access from the area north of Woodmont Boulevard to the Green Hills library, Hillsboro High School and, in the future, Green Hills Mall.

**STORMWATER RECOMMENDATION**

Preliminary SP approved (Stormwater Only)

**PUBLIC WORKS RECOMMENDATION**

Approved with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Preliminary discussion with the development team indicated a proposed all-way stop at the intersection of either Benham and Graybar OR Graybar and Hopkins.
- All "Private Drives" are to be built to Public Works standards. Thus the following need to be revised: the main drive is to be 24' minimum width with an 8 foot parking lane, parking lane cannot be gravel, private alleys to be 22 feet minimum, etc.
- Indicate sidewalk construction on Graybar.
- Indicate curb and gutter installation on Woodmont.
- Curb and gutter installation on all streets is to be placed at the edge of the existing asphalt.
- On Hopkins, remove the grass strip parallel to the on-street parking, i.e. place the sidewalk behind the curb.
- All sidewalks paralleling a public street, Hopkins, Graybar, and Woodmont, must be placed within the public ROW. ROW dedications must be recorded prior to building permit submittal.
- Add note to the plans indicating that the developer/ HOA must submit a long term agreement with a private hauler for solid waste and recycling collection.
- Add note to the plans that the additional on-street parking spaces are to be constructed per MPW ST-261 paving cross section.
- Identify mail kiosk.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	8.75	3.7 D	12 U*	115	9	13

\*Based on two 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
Single-Family Residential (210)	8.75	-	28 U	268	21	29

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 16 U	+153	+12	+16

**WATER SERVICES RECOMMENDATION**

Approved as a Preliminary SP only. Construction plans must be approved prior to Final SP stage. Capacity fees must be paid prior to Final SP/Final Plat stages.

**HISTORICAL COMMISSION RECOMMENDATION**

The house at 1921 Woodmont Blvd (117-11-032) is Worthy of Conservation and appears to be potentially eligible for listing in the National Register of Historic Places. After reviewing the site plan as presented, the Metropolitan Historical Commission recommends approval of this rezoning request with the condition that the applicants retain the residence at 1921 Woodmont Blvd and incorporate it into the Woodmont/Hopkins Development.

**METRO SCHOOL BOARD REPORT**

Based on data from the Metro School Board last updated September 2012, the proposed SP zoning district will not generate additional students from what is generated by the existing R40 zoning district.

**STAFF RECOMMENDATION**

Staff recommends approval with conditions subject to the approval of the associated policy amendment and disapproval without all conditions. Disapprove if policy amendment is not approved by the Commission.

**CONDITIONS**

1. Concurrent with the final plat application, submit a mandatory referral application for Benham Avenue.
2. Submit a revised plan showing the future abandonment of Benham Avenue and plan details of a 12' wide, paved, multi-use path with a public access easement connecting Woodmont Boulevard and Graybar Lane, aligning with Benham Avenue to the north and south.-
3. Add the following note to the plan: With the final site plan approval, the Executive Director may approve a reduction in width of the multi-use path to a minimum of 10', with sufficient information detailing why a 12' wide path cannot physically be constructed.
4. Submit a revised plan complying with all Public Works conditions.
5. Permitted uses shall be limited to 28 detached residential units.
6. Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with minimum lot sizes as shown on the plan."
7. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district as of the date of the applicable request or application.
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 the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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.

Approved with conditions and disapproved without all conditions (6-0), Consent Agenda

**Resolution No. RS2013-204**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-039-001 is **Approved with conditions and disapproved without all conditions. (6-0)**

**CONDITIONS**

1. **Concurrent with the final plat application, submit a mandatory referral application for Benham Avenue.**
2. **Submit a revised plan showing the future abandonment of Benham Avenue and plan details of a 12' wide, paved, multi-use path with a public access easement connecting Woodmont Boulevard and Graybar Lane, aligning with Benham Avenue to the north and south.-**
3. **Add the following note to the plan: With the final site plan approval, the Executive Director may approve a reduction in width of the multi-use path to a minimum of 10', with sufficient information detailing why a 12' wide path cannot physically be constructed.**
4. **Submit a revised plan complying with all Public Works conditions.**
5. **Permitted uses shall be limited to 28 detached residential units.**
6. **Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with minimum lot sizes as shown on the plan."**

7. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district as of the date of the applicable request or application.
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 the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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.

**5a. 2013CP-010-004**

**GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT  
(2107 BERNARD AVENUE)**

Map 104-12, Parcel(s) 075  
Council District 18 (Burkley Allen)  
Staff Reviewer: Tifinie Capehart

A request to amend the Green Hills-Midtown Community Plan: 2005 Update to change the Land Use Policy from Neighborhood General (NG) to Office Transition (OT) for property located at 2107 Bernard Avenue, (0.27 acres), requested by Littlejohn Engineering Associates, Inc., applicant; Doric Building Company, owner (also see 2013SP-043-001).

**Staff Recommendation: Approve**

**The Metropolitan Planning Commission continued 2013CP-010-004 to the November 20, 2013, Special Continued Planning Commission meeting. 6-0**

**5b. 2013SP-043-001**

**2107 BERNARD AVENUE**

Map 104-12, Parcel(s) 075  
Council District 18 (Burkley Allen)  
Staff Reviewer: Jason Swaggart

A request to rezone from R6 to SP-MU and for final site plan approval for property located at 2107 Bernard Avenue, approximately 175 feet west of 21st Avenue South (0.27 acres), to permit an existing building to be used for general office, medical office and/or residential, requested by Littlejohn Engineering Associates, Inc., applicant; Doric Building Company, owner (also see community plan amendment 2013CP-010-004).

**Staff Recommendation: Approve with conditions subject to the approval of the associated policy amendment and disapprove if the associated policy amendment is not approved.**

**The Metropolitan Planning Commission continued 2013SP-043-001 to the November 20, 2013, Special Continued Planning Commission meeting. 6-0**



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## I. RECOMMENDATIONS TO METRO COUNCIL

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The Planning Commission will make a recommendation to the Metro Council on the requests below. The Metro Council will make the final decision to approve or disapprove the request.

### Specific Plans

#### 6. 2013SP-032-001

##### 731 DOUGLAS AVENUE

Map 071-16, Parcel(s) 079-081

Council District 05 (Scott Davis)

Staff Reviewer: Duane Cuthbertson

A request to rezone from CL and RS5 to SP-MU zoning for property located at 719, 723 and 731 Douglas Avenue, at the northwest corner of Montgomery Avenue and Douglas Avenue (2.04 acres), to permit up to 29 residential dwelling units and office use, requested by Dale and Associates, applicant; D223 LLC, D222 LLC, D220 LLC, owners.

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

#### APPLICANT REQUEST

**Permit a 29 unit residential development and office use.**

#### Preliminary SP

A request to rezone from Commercial Limited (CL) and Single-Family Residential (RS5) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 719, 723 and 731 Douglas Avenue, at the northwest corner of Montgomery Avenue and Douglas Avenue (2.04 acres), to permit up to 29 residential dwelling units and office use.

#### **Existing Zoning**

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

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. *One acre of the subject property is zoned RS5 which would permit a maximum of 7 units.*

#### **Proposed Zoning**

Specific Plan-Mixed Use (SP-MU) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office uses. *This specific plan would permit a maximum of 29 dwelling units.*

#### **CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices

The SP creates new development opportunity in a neighborhood where adequate public infrastructure exists, which is preferable to development in areas where new roads have to be constructed because it does not burden Metro with the cost of maintaining new infrastructure.

The SP proposes additional density in an already developed area of Nashville adequately served by a variety of transportation choices including roads, bike lane (on Douglas Avenue), sidewalks and transit (route #30 on Douglas Avenue and Montgomery Avenue). The SP's location within a developed transportation network providing a variety of choices. As growth and development – and resulting traffic – continues the design and location of this SP provides realistic transportation alternatives to single occupancy vehicles.

The SP includes an office use at the corner of Douglas Avenue and Montgomery Avenue which, along with the residential component, will provide a transition between the more intense commercial/industrial area to the west with the mostly single-family residential neighborhoods to the east, south and north. The proposed development is the first moderately scaled development in this area and may attract additional investment to the surrounding neighborhood.

The proposed development fosters walkable neighborhoods by providing additional homes oriented to the adjoining streets and providing a sidewalk, street trees and a row of parallel parking along the Montgomery Avenue frontage where no sidewalk currently exists. The development will improve the existing sidewalk on Douglas Avenue with additional width and street trees.

The proposed development provides an additional housing option in the area. The SP mitigates urban sprawl by increasing the supply of in-town housing, which relieves the pressure to develop greenfields on the periphery of Davidson County or in neighboring jurisdictions.

## **EAST NASHVILLE COMMUNITY PLAN**

### **Structure Plan Policy**

Neighborhood General (NG) policy is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

### **Detailed Policy**

Mixed Housing (MH) is intended for single family and multi-family housing that varies on the size of the lot and the placement of the building on the lot. Housing units may be attached or detached, but are not encouraged to be randomly placed. Generally, the character should be compatible to the existing character of the majority of the street.

### Consistent with Policy?

Yes, the request is consistent with the MH in NG land use policy. The request provides additional density in an urban area where additional density is appropriate. The SP is residential in nature and proposes an incidental office use. The SP provides a transition in use and character along Douglas Avenue. The attached housing form and density proposed by the SP provides a buffer for surrounding residential uses from the more intense land uses to the east of the site.

## **PLAN DETAILS**

This site is located at the northwest corner of Douglas Avenue, a collector street, and Montgomery Avenue. The CL zoned portion of the site previously contained an automobile repair and body shop. Two single-family residential dwellings occupy the two RS5 zoned western lots that comprise the remainder of the site. The site is surrounded by RS5 zoned single-family residential development to the north, west and south. IR zoned warehouses occupy property to the east.

### Specific Plan Proposal

The SP will establish 28 attached residential townhouse dwellings and a two story mixed-use building at the street corner containing an office use on the ground floor and one residential dwelling on the second level. Seven attached townhouse units will extend along the Douglas Avenue frontage as well as the Montgomery Avenue frontage. 14 attached townhouse units will be located in the interior of the site situated around and fronting a courtyard. The plan also calls for a buffer along the western and northern property line which is intended to buffer this development from the neighboring residential districts.

The plan provides the following bulk regulations (the plan utilized the RM20-A zoning district for standards that are not specifically limited by the SP):

Max Units – 29  
Max FAR – .80 (proposed: 0.62)  
Max ISR – 0.70 (proposed: 0.61)  
Street Setback – 5 feet from right-of-way  
Side Yard Setback – 5 feet from property line  
Rear Yard Setback – 20 feet  
Maximum Height – 3 stories in 40 feet

Vehicular access is provided from two driveways, one on each fronting street at the furthest point from the street intersection. The development will provide an interior driveway system enabling access through the site to each access point. Each townhouse unit will contain a two-car garage. Seven additional parking spaces will be provided along the private driveway and eight on-street parking spaces will be created. The SP proposes that the private driveways will be established in an access easement so that future development to the north and west could utilize them for additional access, subject to a maintenance agreement.

## **ANALYSIS**

This request is consistent with the MH in NG land use policy and meets several critical planning goals. Staff recommends approval with conditions.

## **STORMWATER RECOMMENDATION**

Approved

## **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. Final design may vary based on field conditions.
- ROW dedications must be recorded prior to building permit signoff.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.01	7.41 D	7 U	67	6	8

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)	1.03	0.6 F	26,920 SF	190	29	87

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)	2.04	-	28 U	294	18	34

Traffic changes between maximum: **RS5, CL** and proposed **SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-963	-17	-61

**SCHOOL BOARD REPORT**

**Projected student generation proposed SP district: 9 Elementary 6 Middle 4 High**

The proposed SP district could generate up to 19 additional students. Students would attend Shwab Elementary School, Jere Baxter Middle School and Maplewood High School.

Shwab Elementary has been identified as over capacity. There is capacity with the cluster for elementary school students. This information is based upon data from the school board last updated September 2012.

**STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions. The proposal is consistent with the site's MH in NG land use policy and meets several critical planning goals.

**CONDITIONS**

1. Permitted land uses are limited to 29 residential dwelling units and general office uses.
2. Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet."
3. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission 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. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.

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

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

Approve with conditions and disapprove without all conditions (6-0), Consent Agenda

**Resolution No. RS2013-205**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-032-001 is **Approved with conditions and disapproved without all conditions. (6-0)**

**CONDITIONS**

1. **Permitted land uses are limited to 29 residential dwelling units and general office uses.**

2. **Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet."**

3. **For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Commission 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. **A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.**

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

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

**7. 2013SP-036-001**

**ASHTON PARK**

Map 098, Parcel 88, Part of Parcel 80 Map 110, Parcel(s) 49

Council District 12 (Steve Glover)

Staff Reviewer: Jason Swaggart

A request to rezone from RS15 to SP-R zoning for properties located at 4619 Hessey Road and 3375 Earhart Road and for a portion of property located at 3391 Earhart Road, at the northeast corner of Hessey Road and Earhart Road, (48.7 acres), to permit up to 194 single-family residential dwelling units, requested by Anderson, Delk, Epps & Associates, Inc., applicant; Campbell Carter and Chris Pardue, owners.

**Staff Recommendation: Defer to the January 23, 2014, Planning Commission meeting.**

**The Metropolitan Planning Commission deferred 2013SP-036-001 to the January 23, 2014, Planning Commission meeting. 6-0**

## 8. 2013SP-037-001

### HILL CENTER AT SYLVAN HEIGHTS

Map 091-16, Parcel(s) 294, 296, 297, 300, 303-306, 313-323, 330-332

Council District 24 (Jason Holleman)

Staff Reviewer: Duane Cuthbertson

A request to rezone from RS5, CS and IR to SP-MU for various properties located along Charlotte Avenue, Park Avenue, 40th Avenue North and Elkins Avenue and bounded by Charlotte Avenue to the north, 40th Avenue North to the east, Alley #1197 to the south and a CSX railroad to the west, (7.4 acres), to permit uses permitted in the MUL-A district and up to 320 residential units, requested by Barge Cauthen & Associates, applicant; HG Hill Realty Company and HG Hill Realty Company, LLC, owners.

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

### APPLICANT REQUEST

**Permit uses permitted in the MUL-A district and up to 320 residential units.**

#### Preliminary SP

A request to rezone from Single-Family Residential (RS5), Commercial Service (CS) and Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) for various properties located along Charlotte Avenue, Park Avenue, 40th Avenue North and Elkins Avenue and bounded by Charlotte Avenue to the north, 40th Avenue North to the east, Alley #1197 to the south and a CSX railroad to the west, (7.4 acres), to permit uses permitted in the MUL-A district and up to 320 residential units.

#### **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. *0.91 acres of the site is zoned RS5 which would permit a maximum of 14 units.*

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

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

#### **Proposed Zoning**

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 proposes up to 320 residential units and 30,500 square feet of commercial uses.*

#### **CRITICAL PLANNING GOALS**

- Supports Infill Development
- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports a Variety of Transportation Choices

The SP creates new development opportunity in a neighborhood where public infrastructure exists, which is preferable because it does not burden Metro with the cost of maintaining additional, new infrastructure. The SP makes efficient use of existing infrastructure and urban land.

The SP proposes additional density in an area of Nashville adequately served by a variety of transportation choices including roads, bike lane (on Charlotte Avenue), sidewalks and transit (route #10 on Charlotte Avenue). The SP's location within a developed transportation network provides a variety of choices. As growth and development – and resulting traffic – continues the design and location of this SP provides realistic transportation alternatives to single occupancy vehicles.

The mixed use nature of the SP fosters healthy neighborhoods as it encourages walking trips for daily conveniences by proposing commercial uses in an urban form along the Charlotte Avenue corridor within walking distance for the existing and future residential. The SP indicates improvements to the pedestrian environment along all adjacent street frontages as well as the opposite side of 40<sup>th</sup> Avenue North. It also establishes a public access drive providing connectivity through the SP. The improved pedestrian environment encourages walking for existing surrounding and future residents.

The SP provides a series of uses (commercial to multi-family residential to single-family residential) away from the Charlotte Avenue corridor that will provide a better transition between the more intense industrial area to the north and west with the mostly single-family residential neighborhoods to the south and east.

The proposed development fosters walkable neighborhoods by providing additional density oriented to the adjoining streets and providing a sidewalk, street trees and a row of parallel parking along the 40th Avenue North frontage where no sidewalk currently exists. The development will improve the existing sidewalk on Charlotte Avenue with additional width and street trees.

The proposed development provides additional housing options in the area. The SP mitigates urban sprawl by increasing the supply of in-town housing, as well as commercial opportunity, which relieves the pressure to develop greenfields on the periphery of Davidson County or in neighboring jurisdictions.

### **WEST NASHVILLE COMMUNITY PLAN**

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.

Urban Neighborhood Maintenance (T4 NM) 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.

#### Consistent with Policy?

Yes. The proposed SP is consistent with both the T4 CM and T4 NM land use policy as provided by the West Nashville Community Plan. The request provides additional density in an urban area where additional density is appropriate and enhances the site's urban form. The mixed use nature of the SP is supported by the two land use policies applied to the property. The SP places buildings proposed to contain commercial uses on the ground floor with residential above along the portion of the site guided by the Mixed Use Corridor policy. Buildings proposed to contain primarily residential uses are located on the portion of the site guided by the Neighborhood Maintenance policy.

The portion of the site proposed to contain the multi-family building and guided by the Neighborhood Maintenance policy is currently zoned a mix of residential and industrial. The West Nashville Community Plan recognizes the need for flexibility with rezoning the site in order to bring the industrially zoned portion of the property closer to conformance with the T4 Urban Neighborhood Maintenance policy.

The proposed four-story, multi-family building will be located in the middle of the site, extending across the industrially zoned portion of the site. The building, containing a maximum height of four stories, provides a moderated scale along the 40<sup>th</sup> Avenue North frontage in order to better transition to the scale of the neighborhood to the east. The building will be two stories at the street frontage and step back 10 feet for each successive floor. Stoops are provided along the street frontage indicating individual access will be provided to units fronting 40<sup>th</sup> Avenue North. Principal access (pedestrian and vehicular) to the multi-family building will be gained from an interior access drive on the north side. The SP proposes a small (2,500 sq. ft.) commercial space in the multi-family building which will front the private access drive on the north side. The commercial component and building scale proposed in the multi-family building is supported by the policy as it moves the site closer to conformance with the policy.

The SP completes the transition in intensity and scale from the Charlotte Avenue corridor into the residential neighborhood by placing detached single-family residential buildings at the back of the site. The residential dwellings will be guided by bulk standards compatible with the surrounding neighborhood's residential zoning.

### **PLAN DETAILS**

The site is located at the southwest corner of Charlotte Avenue and 40<sup>th</sup> Avenue North. It extends south two and one-half blocks and abuts an active rail line to the west. Two public streets and two alleys extend across the site however all terminate at the rail line. The SP proposes closing all of the crossing streets and alleys into the site and consolidating the property. The site currently contains a car wash and retail building along Charlotte Avenue. An industrial use occupies the southwest portion of the site. Most of the residential dwellings previously occupying the site have been cleared.

The site is surrounded by Industrial zoned automotive uses to the north and Industrial zoned warehouse/distribution uses to the west. A commercial zoned property is located east of the site along Charlotte Avenue while residential zoned dwellings are located to the east and south of the site away from Charlotte Avenue.

#### Site Plan

The SP calls for a large scaled mixed use development organized into three main areas: mixed-use, multi-family and detached single family.

**Mixed Use area:**

Two mixed use buildings are proposed on the north side of the site along the Charlotte Avenue frontage; the building at the northeast corner is proposed for 20,000 sq. ft. of commercial floor area with a minimum building height of two stories for up to 14 residential units in a second floor. The other commercial building at the northwest corner of the site is proposed at one story with 8,000 sq. ft. of floor area. The SP allows uses permitted in the MUL-A district for all commercial spaces.

The commercial buildings are placed in a build-to zone along Charlotte Avenue and 40<sup>th</sup> Avenue North. Parking is located behind and beside the buildings. The SP proposes an expanded sidewalk along Charlotte Avenue and 40<sup>th</sup> Avenue North and indicates outdoor dining may be permitted in front of the buildings.

**Multi-Family area:**

A four story multi-family building will occupy a large portion of the middle of the site. The multi-family building(s) is proposed to contain between 260 and 290 units and a small 2,500 sq. ft. commercial space to be located on the northern side fronting a proposed public access drive. The building will extend from the 40<sup>th</sup> Avenue North frontage to the west against the rail line. The building will be placed within a 5' to 30' build-to zone along 40<sup>th</sup> Avenue North. The building is permitted an overall building height of four stories, however, it is proposed at two stories in height at 40<sup>th</sup> Avenue North facade. Each successive story will step-back ten feet from the eastern façade. Principal (vehicular and pedestrian) access to the multi-family building will come from the north side on a proposed access drive. A four story 380 space parking structure is proposed in the interior of the site. The multi-family building will wrap around the south, north, and east edges of the structure shielding it from surrounding residential neighborhoods. Access to the parking structure is limited to the proposed public access drive on the north side of the building.

**Detached Single-Family:**

A detached single-family residential component will occupy the southern portion of the site. The site plan shows 14 detached residential units oriented to a courtyard and provided access from the existing alley on the north side and proposed private alleys on the west and north sides. The dwellings will be permitted up to three stories in height (in 40 feet). Each dwelling will contain a two car garage oriented to the alleys. The SP proposes an open air pavilion and green space on the east side of the detached dwellings along the 40<sup>th</sup> Avenue North frontage.

**Parking and Access:**

111 surface and 380 garage parking spaces are provided with the SP. Each detached dwelling will provide two garage parking spaces. On-street parking spaces are proposed on 40<sup>th</sup> Avenue North. Parking areas are provided behind or beside proposed buildings and along the access drive in the SP. The two principal surface parking areas are bordered by a building or a masonry wall along adjacent street frontages.

The site is provided access from Charlotte Avenue on the north side and 40<sup>th</sup> Avenue North on its eastern boundary. The SP proposes a public access drive connecting Park Avenue on the east with Charlotte Avenue on the north. The drive provides connectivity through the site by extending in between the multi-family building and the mixed use buildings. The access drive will align with 40<sup>th</sup> Avenue North on the north side at Charlotte Avenue. The proposed access drive will accommodate the bulk of vehicular access to the site – all of the proposed parking areas are connected to the proposed access drive.

The SP provides an extensive and enhanced pedestrian network along the adjacent public streets as well as through the site. Sidewalks are widened and improved with street trees along Charlotte Avenue. Sidewalks flank the proposed access drive through the site. Sidewalks along 40<sup>th</sup> Avenue North and along the railway on the west side of the site connect all of the residential components of the SP to the mixed use buildings. The SP shows sidewalk improvements to both sides of 40<sup>th</sup> Avenue North extending the network into the adjacent neighborhood. The SP proposes right-of-way dedication for both Charlotte Avenue and 40<sup>th</sup> Avenue North to accommodate proposed sidewalk improvements.

**ANALYSIS**

The SP is consistent with the existing Urban Mixed Use Corridor (T4 CM) and Urban Neighborhood Maintenance (T4 NM) policies and supports several critical planning goals. The proposed development enhances the Charlotte Avenue corridor and provides a transition of use and intensity from the corridor into the adjacent neighborhood. The SP accommodates parking requirements and vehicular access though not to the detriment of a strong pedestrian environment.

**SCHOOL BOARD REPORT**

**Projected student generation proposed SP district: 30 Elementary 13 Middle 10 High**

The proposed SP zoning district could generate 53 additional students. Students would attend Sylvan Park Elementary School, West End Middle School, and Hillsboro High School.

All three schools are identified as under capacity and will accommodate additional students. This information is based upon data from the school board last updated September 2012.

**STORMWATER RECOMMENDATION**

Approve

**PUBLIC WORKS RECOMMENDATION**

Approve with Conditions

1. The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
2. The proposed private alley system located to the south of the project should be placed within a dedicated ROW, prior to building permit signoff.
3. Indicate ST-324 driveway ramps at the connections of all private driveways and Alley connections to the public ROW.
4. The proposed concrete sidewalk on the East side of 40th, per MPW standards, should extend to the back of curb. Tree wells are acceptable in this instance, but a continuing grass strip is not.
5. Prior to submittal of the final SP to MPC, the owner/ developer should submit the easement documentation to MPW for approval.
6. Comply with the conditions of the MPW Traffic Engineer and the approved recommendations from the Traffic Impact Study. TIS recommendations:
  1. Developer shall provide adequate sight distance at all proposed access points with Public ROW and at internal driveways accessing Park Ave ext.
  2. Developer shall design and submit signal plan to metro traffic engineer for approval and install signal modifications as required.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	1.95	7.41 D	14 U	134	11	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.06	0.6 F	27,704 SF	1223	30	88

• 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)	4.39	0.8 F	152,982 SF	545	446	49

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	7.4	-	320 U	2063	161	194

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	7.4	-	14,000 SF	637	19	56



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (932)	7.4	-	14,000 SF	1781	162	157

• Traffic changes between maximum: **RS5, CS, IR** and proposed **SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2579	+255	+255

**STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions as the proposed SP is consistent with the land use policies.

**CONDITIONS**

1. Permitted land uses shall be limited to uses permitted in the MUL-A district and up to 320 residential units.
2. On-site parking shall not be permitted in front of the multi-family building along 40<sup>th</sup> Avenue North.
3. Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet."
4. Comply with Public Works requirements.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property north of alley #1199 shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application and the property south of alley #1199 shall be subject to the standards, regulations and requirements of the RM20-A zoning district.
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 the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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 (6-0), Consent Agenda

**Resolution No. RS2013-206**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-037-001 is **Approved with conditions and disapproved without all conditions. (6-0)**

**CONDITIONS**

1. Permitted land uses shall be limited to uses permitted in the MUL-A district and up to 320 residential units.
2. On-site parking shall not be permitted in front of the multi-family building along 40<sup>th</sup> Avenue North.

3. Add the following note to the plan: "Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet."
4. Comply with Public Works requirements.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of Council approval, the property north of alley #1199 shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application and the property south of alley #1199 shall be subject to the standards, regulations and requirements of the RM20-A zoning district.
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 the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.
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.

## 9. 2013SP-040-001

### EASTLAND COURT

Map 083-06, Parcel(s) 299, 420, 422  
 Council District 06 (Peter Westerholm)  
 Staff Reviewer: Amy Diaz-Barriga

A request to rezone from R6 to SP-R zoning for properties located at 700 and 704 Porter Road and 2009 Eastland Avenue, approximately 200 feet south of Franklin Avenue (0.66 acres), to permit up to 11 detached single-family residential units, requested by Third Coast Design Studio, applicant; Benjamin and Violica Coman, owners.

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

### APPLICANT REQUEST

**Preliminary SP to permit 11 detached single family units.**

#### Preliminary SP

A request to rezone from R6 to SP-R zoning for properties located at 700 and 704 Porter Road and 2009 Eastland Avenue, approximately 200 feet south of Franklin Avenue (0.66 acres), to permit up to 11 detached single-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. *Both properties with quadplexes could re-develop, and the remaining lot could develop with a two-family home, for a total of 10 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.

#### **CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices
- Supports Infill Development

This SP utilizes a site within an area of adequate infrastructure, thereby relieving Metro of the burden and cost of maintaining new infrastructure. It also provides additional housing within the city and lessens the pressure to develop on greenfield sites along the outer extents of Davidson County. This location places additional density within 250 feet of two neighborhood retail developments and widens the sidewalk along this property, which strengthens the existing walkable neighborhood. It also provides a variety of transportation choices for the residents of this development by locating along both a bikeway network and an MTA route. Providing alternatives to the car promotes a more sustainable lifestyle.

### **EAST NASHVILLE COMMUNITY PLAN**

Neighborhood General (NG) is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms to the intent of the policy.

#### Consistent with Policy?

Yes. Neighborhood General policy supports up to 20 dwelling units per acre when accompanied by a site plan based zoning district, and this SP would develop at 17 dwelling units per acre. It places a higher density development at the intersection of two major roads and creates a transition between this high traffic area and the surrounding established neighborhood. It also places higher density within a 5 to 10 minute walk of a Neighborhood Center area and strengthens this relationship by widening the sidewalk along this property to meet the prescribed Major and Collector Street Plan sidewalk width.

### **PLAN DETAILS**

The project site consists of three existing lots, at the corner of Eastland Avenue and Porter Road. The SP proposes 11 detached residential units on approximately 0.66 acres.

#### Site Plan

The site plan proposes 11 units, 5 of which are placed along Eastland Avenue and Porter Road. The remaining six units will be placed interior to the site and arranged around a courtyard system. Each unit has either an attached garage or a dedicated carport on the interior of the site. The site plan provides conceptual elevations, and also defines design standards that support a certain level of quality for the building facades. The design standards also specifically address the facades of two units that face both the street and the courtyard.

A private drive is proposed along the west and north edge of the property and connects to Eastland Avenue, Porter Road and the adjacent public alley. Three guest parking spaces are provided along the private drive. All garages and carports will have access from the private drive and no individual curb cuts will be along either public street. The existing sidewalk is being widened to comply with the Major and Collector Street Plan, and a pedestrian network is provided throughout the site.

The plan utilizes Low Impact Design (LID) to address stormwater requirements. Urban Bioretention areas are provided adjacent to each unit, pervious pavement is used on the private drive and interior sidewalks, and pervious gravel is used as groundcover between units.

### **ANALYSIS**

The SP is consistent with the Neighborhood General policy for the area. The density and scale of the development matches the intensity of the adjacent intersection, and provides a buffer between this intersection and the surrounding neighborhood. The proximity to both a bus route and a bikeway network provides a variety of transportation choices for the residents of the development. It strengthens the area as a walkable neighborhood by placing higher density near two neighborhood retail developments and widening the sidewalk along Eastland Avenue and Porter Road. It also supports infill development, which relieves Metro of the burden and cost of maintaining new infrastructure.

### **FIRE MARSHAL RECOMMENDATION**

This subdivision has submitted engineering data that supports the approval for construction of homes up to 3,600 sq. ft. Any home over 3,600 sq. ft. will require an independent permit review by the Fire Marshal's Office. (6,119 gpm @ 20 psi per Metro Water.)

### **STORMWATER RECOMMENDATION**

Approved

### **PUBLIC WORKS RECOMMENDATION**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Prior to building permit signoff, a long term solid waste agreement with a private hauler must be submitted.

**TRAFFIC TABLE**

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
Single-Family Residential (210)	0.66	7.71 D	6 U*	58	5	7

\*Based on one 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 (210)	0.66	-	11 U	106	9	12

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 5 U	+48	+4	+5

**SCHOOL BOARD REPORT**

Projected student generation    1 Elementary    1 Middle    1 High

The proposed SP zoning district could generate 3 more students than what is typically generated under the existing R6 zoning district. Student would attend Rosebank Elementary School, Bailey Middle School, and Stafford High School.

All three schools are under capacity and will accommodate additional students. This information is based upon data from the school board last updated September 2012.

**STAFF RECOMMENDATION**

Staff recommends that the request be approved with conditions and disapproved without all conditions.

**CONDITIONS**

1. Permitted land uses shall be limited to up to 11 residential units.
2. Add a note to the plan stating: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.
3. Submit a revised plan widening the sidewalk along this property to meet the prescribed Major and Collector Street Plan sidewalk width
4. Prior to the issuance of a building permit, a long term solid waste agreement with a private hauler must be submitted.
5. For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of 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.
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 the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.

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.

Approved with conditions and disapproved without all conditions (6-0), Consent Agenda

**Resolution No. RS2013-207**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013SP-040-001 is **Approved with conditions and disapproved without all conditions. (6-0)**

**CONDITIONS**

1. **Permitted land uses shall be limited to up to 11 residential units.**

2. **Add a note to the plan stating: Ownership for units may be divided by a Horizontal Property Regime or a subdivision with a minimum lot size of 1,000 square feet.**

3. **Submit a revised plan widening the sidewalk along this property to meet the prescribed Major and Collector Street Plan sidewalk width**

4. **Prior to the issuance of a building permit, a long term solid waste agreement with a private hauler must be submitted.**

5. **For any development standards, regulations and requirements not specifically shown on the SP plan and/or included as a condition of 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.**

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 the filing of any additional development applications for this property, and in any event no later than 120 days after the effective date of the enacting ordinance. The corrected copy provided to the Planning Department shall include printed copy of the preliminary SP plan and a single PDF that contains the plan and all related SP documents. If a corrected copy of the SP plan incorporating the conditions therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the SP plan shall be presented to the Metro Council as an amendment to this SP ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.**

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.**

**10. 2013SP-041-001**

**THE POST AT RAIL STATION**

Map 116-13, Parcel(s) 017-018

Council District 23 (Emily Evans)

Staff Reviewer: Amy Diaz-Barriga

A request to rezone from RS40 to SP-R zoning for properties located at 6030 and 6034 Sedberry Road, at the southwest corner of Sedberry Road and Old Harding Pike, (1.34 acres), to permit up to eight single-family detached residential units, requested by Dale and Associates, applicant; Michael, Nancy and Joe T. Zoretic and Tojo Investments, LLC, owners.

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

## Zone Changes

### 11. 2013Z-038PR-001

Map 071-12, Parcel(s) 078, 289  
Council District 05 (Scott Davis)  
Staff Reviewer: Duane Cuthbertson

A request to rezone from IWD to RM20-A zoning for properties located at 717 and 801 Cherokee Avenue, approximately 375 feet east of Jones Avenue (0.85 acres), requested by Barry Peterson, owner.

**Staff Recommendation: Approve**

#### **APPLICANT REQUEST**

**Zone change from IWD to RM20-A.**

#### Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Multi-Family Residential (RM20-A) zoning for properties located at 717 and 801 Cherokee Avenue, approximately 375 feet east of Jones Avenue (0.85 acres).

#### **Existing Zoning**

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

Multi-Family Residential (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 17 units.*

#### **CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Provides a Range of Housing Choices
- Supports Infill Development

The proposed RM20-A district will encourage redevelopment of the property at a higher intensity and permit a variety of housing types including multi-family. The A zoning district will encourage new development in a form that supports a strong pedestrian environment by locating and orienting new buildings toward the street, reducing the number of vehicular access points and minimizing the prominence of parking facilities.

The density permitted with the proposed RM20-A district increases the supply of housing within an already developed area of Nashville served by existing infrastructure, which allows additional development without burdening Metro with the cost of maintaining new infrastructure. The properties are located in an area served by a network of streets that provide multiple options for access to nearby commerce, services, employment and recreation which helps mitigate traffic congestion along major arterials and expressways.

Further, the additional residential opportunity within a developed area of Nashville mitigates urban sprawl by relieving the need to build additional housing on the periphery of the county in an existing green-field or in a bordering county.

#### **EAST NASHVILLE COMMUNITY PLAN**

Neighborhood General (NG) policy is intended to meet a spectrum of housing needs with a variety of housing that is carefully arranged, not randomly located. An Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in these policy areas, to assure appropriate design and that the type of development conforms with the intent of the policy.

#### Consistent with Policy?

Yes. The proposed RM20-A district is consistent with the NG policy. The proposed zoning district will permit a variety of housing types along an existing street in an existing neighborhood containing a diversity of development.

While the area located along both sides of Cherokee Avenue between Jones Avenue to the west and Ellington Parkway to the east is currently zoned IWD and contains a variety of non-residential uses the community plan envisions a transition over time to a moderately dense residential neighborhood compatible with the housing permitted with the proposed RM20-A zoning. Further, the proposed zoning district will support the viability of the neighborhood center situated at the intersection of Cherokee Avenue and Jones Avenue to the west.

**PUBLIC WORKS RECOMMENDATION**

A traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.85	0.8 F	29,620 SF	106	9	10

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)	0.85	20 D	17 U	227	13	27

Traffic changes between maximum: **IWD** and proposed **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+121	+4	+17

**SCHOOL BOARD REPORT**

Projected student generation proposed RM20-A district: 17 Elementary 8 Middle 5 High

The proposed RM20-A district could generate up to 30 additional students. Students would attend Tom Joy Elementary School, Jere Baxter Middle School and Maplewood High School.

Tom Joy Elementary has been identified as over capacity. There is capacity with the cluster for elementary school students. This information is based upon data from the school board last updated September 2012.

**STAFF RECOMMENDATION**

Staff recommends approval as the proposed RM20-A zoning district is consistent with the Neighborhood General policy.

Approved (6-0), Consent Agenda

**Resolution No. RS2013-208**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2013Z-038PR-001 is **Approved. (6-0)**”

**12. 2013Z-039PR-001**

Map 071-16, Parcel(s) 040  
 Council District 05 (Scott Davis)  
 Staff Reviewer: Jason Swaggart

A request to rezone from RS5 to R6 zoning for property located at 1317 Jones Avenue, approximately 575 feet north of Douglas Avenue (0.17 acres), requested by Jamithia Jenkins, owner.

**Staff Recommendation: Disapprove**

**The Metropolitan Planning Commission continued 2013Z-039PR-001 to the November 20, 2013, Special Continued Planning Commission meeting. 6-0**

### 13. 2013Z-040PR-001

Map 087, Parcel(s) 030  
Council District 12 (Steve Glover)  
Staff Reviewer: Duane Cuthbertson

A request to rezone from RS15 to MUN zoning for property located at 4225 Central Pike, at the northwest corner of Central Pike and N. New Hope Road (3.11 acres), requested by Tune, Entrekin & White, P.C., applicant; Charles and Candance Brownell, owners.

**Staff Recommendation: Approve**

#### APPLICANT REQUEST

##### Zone Change from RS15 to MUN.

##### Zone Change

A request to rezone from Single-Family Residential (RS15) to Mixed Use Neighborhood (MUN) zoning for property located at 4225 Central Pike, at the northwest corner of Central Pike and N. New Hope Road (3.11 acres).

##### Existing Zoning

Single-Family Residential (RS15) requires a minimum of 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 up to seven dwellings.*

##### Proposed Zoning

Mixed Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses.

#### CRITICAL PLANNING GOALS

- Creates Walkable Neighborhoods

The proposed MUN zoning district permits development at higher intensity than currently exists as well as a mixture of uses allowing commercial and other support services to be located within walking distance of surrounding existing and developing residential neighborhoods. Placement of neighborhood oriented and scaled non-residential uses in close proximity to residential neighborhoods is favorable as it could aid in relieving traffic congestion by enabling walking trips and limiting the need for local residents to drive longer distances for basic commercial services. Sidewalks will be required when the site redevelops as well the surrounding sidewalk network will fill in as the surrounding area develops.

#### DONELSON / HERMITAGE / OLD HICKORY COMMUNITY PLAN

Neighborhood Center (NC) is intended for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC areas are those that meet daily convenience needs and/or provide a place to gather and socialize. Appropriate uses include single- and multi-family residential, public benefit activities and small scale office and commercial uses.

##### Consistent with Policy?

Yes. The proposed MUN zoning district is consistent with the NC policy as it will permit an appropriate mixture of uses in the existing building and on the site. The zoning district will ensure any redevelopment of the site occurs at an appropriate scale supportive of the surrounding residentially zoned and developing area.

#### ANALYSIS

The site is located at the northwest corner of the intersection of an arterial street, Central Pike and collector street, North New Hope Road and is currently surrounded mostly by single family residential uses; a church is located to the southeast along Central Pike. The site is provided vehicular access from the adjacent major streets.

The mixed use district encourages the redevelopment of this neighborhood center in a manner that will support an improved walking environment. The land uses permitted with the proposed districts will encourage more neighborhood oriented services. The mixed use district will enable redevelopment of the center at a scale consistent and compatible with the surrounding neighborhood.

Landscaping requirements will buffer any new development on the site from adjacent residential districts to the north and west.

The following development standards would be applicable with the proposed zoning.



Mixed Use Neighborhood (MUN):

Height: max – 3 stories (45 feet)  
Floor Area Ratio: 0.6 maximum  
Street setback: 40' minimum  
Rear setback: 20 feet  
Parking: Per Zoning Code (per use)

**PUBLIC WORKS RECOMMENDATION**

Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	3.11	2.47 D	7 U	67	6	8

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (820)	3.11	0.6 F	81,282 SF	5936	137	554

Traffic changes between maximum: **RS15** and proposed **MUN**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5869	+131	+546

**STAFF RECOMMENDATION**

Staff recommends approval as the proposed MUN zoning district is consistent with the Neighborhood Center policy.

Approved (6-0), Consent Agenda

**Resolution No. RS2013-209**

"BE IT RESOLVED by The Metropolitan Planning Commission that 2013Z-040PR-001 is **Approved. (6-0)**"

**14. 2013Z-041PR-001**

Map 121, Part of Parcel(s) 040  
Council District 29 (Karen Y. Johnson)  
Staff Reviewer: Duane Cuthbertson

A request to rezone from R15 to IWD zoning for property located at 2487 Pulley Road, approximately 1,460 feet north of Couchville Pike (5.5 acres), requested by Crown Enterprises, Inc., owner.

**Staff Recommendation: Approve**

**APPLICANT REQUEST**

**Zone Change from R15 to IWD.**

Zone Change

A request to rezone from One and Two-Family Residential (R15) to Industrial Warehousing/ Distribution (IWD) zoning for a part of property located at 2487 Pulley Road, approximately 1,460 feet north of Couchville Pike (5.5 acres).

**Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 16 lots with 4 duplex lots for a total of 20 units.*

**Proposed Zoning**

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

**CRITICAL PLANNING GOALS**

N/A

**DONELSON / HERMITAGE / OLD HICKORY COMMUNITY PLAN**

District – Employment Center (D-EC) is intended to preserve, create, and enhance Districts where a mixture of office, commercial and light industrial uses is predominant. Employment Center areas are concentrations of employment that are often in a campus-like setting providing a high level of internal connectivity in its transportation network. A conceptual development plan will be developed for the entire District Employment Center area. *This Employment Center area extends from Pulley Road on the north side to Murfreesboro Pike and Smith Springs Road on the south, Bell Road to the east and Reynolds Road to the west.*

Conservation (CO) policy is intended to preserve and enhance environmentally sensitive land within all Transect Categories except 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.

Consistent with Policy?

The proposed IWD district is consistent with the D-EC policy or CO policy. The employment center districts, including this district east of the airport, have been carefully delineated through the community planning process. The goal is to create and maintain relatively large land areas appropriate for high concentrations of jobs in Davidson County. The zone change application would rezone only the western portion of the subject property; the extent of the rezoning would align with the western extent of existing right-of-way for the Harding Place extension on property adjacent to the south. The zone change preserves future right-of-way for Harding Place extension. Additionally, it would enable expansion of an existing use in the area without adversely impacting the intent of a future conceptual development plan to conceptualize a system of internal circulation and potential building sites to ensure the available land can support a meaningful concentration of jobs. The zone change would not limit the availability of land for suburban employment centers as well it would not negatively affect surrounding neighbors with incompatible building mass, placement and access. The District – Employment Center policy recognizes IWD zoning as an appropriate zoning district.

Conservation policy applied to portions of the site defined with steep slopes and floodplain. These areas are mostly protected by the Zoning Code’s Hillside Development standards and Stormwater requirements.

**ANALYSIS**

The subject property is located east of Nashville International Airport; north of Couchville Pike and south of Pulley Road. The site is land-locked. Access would be gained through adjoining sites.

The property is commonly owned with the adjacent parcel to the south-southwest; a site containing a terminal/distribution warehouse use. The applicant has expressed a desire to expand the terminal/distribution warehouse north and onto the site. There are residential dwellings to the north of the site. A vacant IWD zoned property is located to the south while vacant residential zoned land abuts the site to the east.

The zoning code provides the following protections to the residential property to the north.

Section 17.20.150 of the zoning code requires that access for nonresidential properties which abut residential-zoned areas be designed so as to minimize the intrusion of nonlocal traffic onto residential local and minor local streets. There are no public streets abutting the site and street connections to the north through the residential zoned area would be discouraged.

A “D” landscape buffer (the largest and most heavily planted) is required with development on an IWD zoned property abutting an R zoned area, which would further mitigate any impact development on the subject property would have on the residential area to the north.

The Major and Collector Street Plan identifies the Harding Place extension extending through the property. Right-of-way has been acquired for the freeway extension south from Murfreesboro Pike through the area extending up to the southern property line of the subject property. The partial rezoning of the property preserves that area that would be utilized for the Harding Place extension.

**PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

Traffic study may be required at the time of development. Any development plan should be coordinated with all other approved plans in the area.

Maximum Uses in Existing Zoning District: **R15**

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)	12.27	3.09 D	46U*	509	42	54

\*Based on 9 two-family lots.

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
Light Industrial (110)	12.27	0.8 F	427,585 SF	3093	416	455

Traffic changes between maximum: **R15** and proposed **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2584	+374	+401

**STAFF RECOMMENDATION**

Staff recommends approval.

Approved (6-0), Consent Agenda

**Resolution No. RS2013-210**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2013Z-041PR-001 is **Approved. (6-0)**”

**15. 2013Z-042PR-001**

Map 106-01, Parcel(s) 113-114  
 Map 106-05, Parcel(s) 015-017, 019-023, 038-045, 148  
 Council District 17 (Sandra Moore)  
 Staff Reviewer: Amy Diaz-Barriga

A request to rezone from CS and IWD to ORI-A zoning for various properties located along Nance Lane and Parris Avenue, approximately 700 feet south of Murfreesboro Pike, (6.16 acres), requested by Littlejohn Engineering Associates, applicant; Dianne K. Hamilton, Trevecca Nazarene University, William M. Welch et ux, owners.

**Staff Recommendation: Approve**

**APPLICANT REQUEST**

**Zone Change from CS and IWD to ORI-A.**

Zone Change

A request to rezone from Commercial Service (CS) and Industrial Warehousing/Distribution (IWD) to Office/Residential- A (ORI-A) zoning for various properties located along Nance Lane and Parris Avenue, approximately 700 feet south of Murfreesboro Pike, (6.16 acres).

**Existing Zoning**

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

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

**Proposed Zoning**

Office/Residential Intensive-A (ORI-A) is intended for high intensity office and/or multi-family residential uses with limited retail opportunities and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**CRITICAL PLANNING GOALS**

- Creates Walkable Neighborhoods
- Supports a Variety of Transportation Choices
- Provides a Range of Housing Choices

The proposed ORI- A district will encourage redevelopment at higher densities and permits a range of residential housing options. Rezoning to permit housing supports the transportation choices in the area, including the Bus Rapid Transit Lite line along Murfreesboro Pike. The proposed zoning district promotes building placement and site design that supports a strong pedestrian environment by placing a portion of the building façade along the street, limiting the number of curb cuts, and minimizing the presence of parking by placing it to the side and rear of the building.

**SOUTH NASHVILLE COMMUNITY PLAN**

Major Institutional (MI) is intended to apply to existing areas with major institutional activities that are to be conserved, and to planned major institutional areas, including expansions of existing areas and new locations. Examples of appropriate uses include colleges and universities, major health care facilities and other large scale community services that do not pose a safety threat to the surrounding neighborhood. On sites for which there is no endorsed campus or master plan, an Urban Design or Planned Unit Development overlay district or site plan should accompany proposals in this policy area.

Consistent with Policy?

Yes. The proposed ORI-A district is supported by the Major Institutional (MI) policy in the absence of a Planning Commission approved campus plan or site plan. The properties are owned by Trevecca Nazarene University, and the intent of their rezoning request is to allow a variety of residential development adjacent to the campus. The campus's intent is to provide a residential community of single-family homes, townhouses, and condos to support both the campus's students and staff as well as provide housing options for the surrounding neighborhood.

**ANALYSIS**

The parcels included in this application are adjacent to Trevecca Nazarene University's athletic fields on the eastern border of the campus. This proposed rezoning would allow for office and/or residential uses to develop at higher intensities than what is allowed under the current zoning. Both uses support the university. Residential development at this location would allow students and staff to live in proximity to the school, thereby reducing their dependence on a car and creating walkable neighborhoods. Residential development that is open to the larger community would provide additional patrons to campus events, as well as additional housing options within proximity to the downtown area. This development is within ¼ mile of Murfreesboro Pike and would therefore support the transportation choices, including the BRT Lite, and businesses along the Murfreesboro Pike corridor. The proposed A district would encourage development that would support a stronger pedestrian network, placing the buildings along the street, limiting curb cuts, and minimizing the presence of parking by placing it beside or behind buildings.

An institutional overlay is not required for this area since the land use policy is not residential, nor is the existing zoning.

**PUBLIC WORKS RECOMMENDATION**

Traffic study may be required at time of development.

**TRAFFIC TABLE**

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 (820)	6.16	0.6 F	160,997 SF	9255	204	876

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	6.16	3 F	804,988 SF	6648	995	981

Traffic changes between maximum: **CS** and proposed **ORI-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2607	+791	+105

**SCHOOL BOARD REPORT**

Projected student generation    35 Elementary    17 Middle    14 High

The proposed ORI-A district could generate up to 66 additional students. Students would attend Whitsitt Elementary School, Cameron Middle School and Glencliff High School.

Whitsitt Elementary has been identified as over capacity. There is capacity within the cluster for elementary school students. This information is based upon data from the school board last updated September 2012.

**STAFF RECOMMENDATION**

Staff recommends approval as the proposed ORI-A district is consistent with the Major Institutional policy.

Approved (6-0), Consent Agenda

**Resolution No. RS2013-211**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2013Z-042PR-001 is **Approved. (6-0)**”

**J. PLANNING COMMISSION ACTIONS**

The Planning Commission will make the final decision on the items below.

**Urban Design Overlays: Final Site Plans**

**16a. 2009UD-001-006**

**CEDAR STONE BANK (DOWNTOWN DONELSON UDO: FINAL)**

Map 096-01, Parcel(s) 032  
 Council District 15 (Phil Claiborne)  
 Staff Reviewer: Benjamin Miskelly

A request for final site plan approval for property located at 2760 Lebanon Pike, opposite Donelson Pike and located within the Downtown Donelson Urban Design Overlay District (3.04 acres), to permit a 4,500 square foot financial institution with two drive-thru tellars and one drive-thru ATM, requested by Manous Design, applicant; Mattie Pearl Smith, owner.

**Staff Recommendation: Approve**

**APPLICANT REQUEST**

**A request for final approval for the development of CedarStone Bank at 2760 Lebanon Pike within the downtown Donelson UDO.**

**A request for a modification to the Downtown Donelson UDO’s façade width requirement from 45% to 29% at 2760 Lebanon Pike.**

**Existing Zoning**

Commercial Service (CS) The CS district is intended to provide opportunities for a diverse range of commercial uses that include retail trade and consumer services, automobile sales and repair, small scale custom assembly, restaurants, entertainment and amusement establishments, financial, consulting and administrative services. This district may be used in areas policed for concentrations of mixed commercial community development, at selected locations within super community retail concentrations and regional activity centers, or in the vicinity of major intersections within existing arterial commercial areas.

**Downtown Donelson UDO- Subdistrict 1**

Transit Oriented Development:

Create Transit Oriented Development (TOD); development that is within a 5 minute walk or ¼ mile in distance to the Donelson Music City Star Station, includes a mixture of commercial, residential, and office land uses, and coordinates with other modes of transportation (bike, pedestrian and vehicular).

**Existing Policy**

Mixed Use in Community Center.

Community or Corridor Center (CC) is the Structure Plan classification for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods.

- Building setbacks (the distance of buildings from a property line) in CC areas are commonly shallow, or non-existent.
- Sidewalks are essential and should be wide in these areas to ease pedestrian traffic. CC areas consist of primarily “alley-loaded” buildings, with off-street parking located to the rear and side of buildings, not in front of buildings.
- Many CC areas are similar to the concept of a “Main Street” and benefit from being located along major transit and automobile routes.
- Civic activities are encouraged at prominent, highly visible locations.

**SITE PLAN DETAILS**

The proposed project consists of a one story, 4,500 sq ft bank building with (2) drive-thru tellers and a drive-thru ATM remote from the main building. 36 parking spaces are provided located beside and behind the structure.

**MODIFICATIONS TO THE UDO STANDARDS**

Any standard within the UDO may be modified, insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties. Any standards that shall not be modified are explicitly noted as such in the code.

- **Minor modifications** – deviations of 20 percent or less – may be approved by Planning Staff.
- **Major modifications** – deviations of more than 20 percent – must be approved by Planning Commission.

**REQUEST DETAILS**

The applicant requested major modifications, which must be approved by the Planning Commission.

**Façade Width**

**UDO Requirement:** Required façade width is 45% of total lot frontage

**Modification Request:** Reduce the minimum façade width requirement from 45% to 29%. Planning Staff can only approve a 9% change in façade width.

The Downtown UDO numerical standard minimum façade width is 45% of the lot width. The proposed property has a lot width of 228 linear foot. The proposed building façade width is 67 linear foot, which is 29% of the lot width.

It would be difficult for any development on this site to meet the 45% lot width requirement due to required alignment of the driveway with the existing signalized and heavily used intersection of Lebanon and Donelson Pike.

**PUBLIC WORKS RECOMMENDATION**

Signalization of light to be coordinated with Metro Public Works

**WATER SERVICES**

Applicant must coordinate with Water Services to locate existing manhole for connection of sanitary sewer.

**STAFF ANALYSIS**

Staff recommends approval of this modification because the development is consistent with the intent of the UDO. The proposed development is providing amenities for the Transit Oriented Development subdistrict including wider sidewalks, high quality landscaping, and a pedestrian plaza. The applicant cannot provide a wider façade width due to the requirement that they driveway align with Donelson Pike.

**STAFF RECOMMENDATION**

Staff recommends that the modification request be approved and that the final UDO to be approved on the condition that the applicant meets final requirements of Metro Water Services and Public Works.

“BE IT RESOLVED by The Metropolitan Planning Commission that 2009UD-001-006 is **Approved. (6-0)**”

**16b. 2009UD-001-007**

**CEDAR STONE BANK (DOWNTOWN DONELSON UDO MINOR MODIFICATION)**

Map 096-01, Parcel(s) 032  
Council District 15 (Phil Claiborne)  
Staff Reviewer: Benjamin Miskelly

A request for a modification from standards of the Downtown Donelson Urban Design Overlay (UDO) District for property located at 2760 Lebanon Pike, opposite Donelson Pike, zoned CS, requested by Manous Design, applicant; Mattie Pearl Smith, owner.

**Staff Recommendation: Approve**

**APPLICANT REQUEST**

**A request for final approval for the development of CedarStone Bank at 2760 Lebanon Pike within the downtown Donelson UDO.**

**A request for a modification to the Downtown Donelson UDO’s façade width requirement from 45% to 29% at 2760 Lebanon Pike.**

**Existing Zoning**

Commercial Service (CS) The CS district is intended to provide opportunities for a diverse range of commercial uses that include retail trade and consumer services, automobile sales and repair, small scale custom assembly, restaurants, entertainment and amusement establishments, financial, consulting and administrative services. This district may be used in areas policed for concentrations of mixed commercial community development, at selected locations within super community retail concentrations and regional activity centers, or in the vicinity of major intersections within existing arterial commercial areas.

**Downtown Donelson UDO- Subdistrict 1**

Transit Oriented Development:

Create Transit Oriented Development (TOD); development that is within a 5 minute walk or ¼ mile in distance to the Donelson Music City Star Station, includes a mixture of commercial, residential, and office land uses, and coordinates with other modes of transportation (bike, pedestrian and vehicular).

**Existing Policy**

Mixed Use in Community Center.

Community or Corridor Center (CC) is the Structure Plan classification for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a “town center” of activity for a group of neighborhoods.

- Building setbacks (the distance of buildings from a property line) in CC areas are commonly shallow, or non-existent.
- Sidewalks are essential and should be wide in these areas to ease pedestrian traffic. CC areas consist of primarily “alley-loaded” buildings, with off-street parking located to the rear and side of buildings, not in front of buildings.
- Many CC areas are similar to the concept of a “Main Street” and benefit from being located along major transit and automobile routes.
- Civic activities are encouraged at prominent, highly visible locations.

**SITE PLAN DETAILS**

The proposed project consists of a one story, 4,500 sq ft bank building with (2) drive-thru tellers and a drive-thru ATM remote from the main building. 36 parking spaces are provided located beside and behind the structure.

**MODIFICATIONS TO THE UDO STANDARDS**

Any standard within the UDO may be modified, insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties. Any standards that shall not be modified are explicitly noted as such in the code.

- **Minor modifications** – deviations of 20 percent or less – may be approved by Planning Staff.
- **Major modifications** – deviations of more than 20 percent – must be approved by Planning Commission.

**REQUEST DETAILS**

The applicant requested major modifications, which must be approved by the Planning Commission.

**Façade Width**

**UDO Requirement:** Required façade width is 45% of total lot frontage

**Modification Request:** Reduce the minimum façade width requirement from 45% to 29%.

Planning Staff can only approve a 9% change in façade width.

The Downtown UDO numerical standard minimum façade width is 45% of the lot width. The proposed property has a lot width of 228 linear foot. The proposed building façade width is 67 linear foot, which is 29% of the lot width.

It would be difficult for any development on this site to meet the 45% lot width requirement due to required alignment of the driveway with the existing signalized and heavily used intersection of Lebanon and Donelson Pike.

**PUBLIC WORKS RECOMMENDATION**

Signalization of light to be coordinated with Metro Public Works

**WATER SERVICES**

Applicant must coordinate with Water Services to locate existing manhole for connection of sanitary sewer.

**STAFF ANALYSIS**

Staff recommends approval of this modification because the development is consistent with the intent of the UDO. The proposed development is providing amenities for the Transit Oriented Development subdistrict including wider sidewalks, high quality landscaping, and a pedestrian plaza. The applicant cannot provide a wider façade width due to the requirement that they driveway align with Donelson Pike.

**STAFF RECOMMENDATION**

Staff recommends that the modification request be approved and that the final UDO to be approved on the condition that the applicant meets final requirements of Metro Water Services and Public Works.

Approved (6-0), Consent Agenda

**Resolution No. RS2013-213**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2009UD-001-007 is **Approved. (6-0)**”

**Subdivision: Final Plats**

**17. 2013S-157-001**

**DALEWOOD, RESUB LOT 254**

Map 073-05, Parcel(s) 009

Council District 07 (Anthony Davis)

Staff Reviewer: Amy Diaz-Barriga

A request for final plat approval to create three lots on property located at 2201 and 2139 Fernwood Drive and on a portion of an unnamed right-of-way to be abandoned, approximately 450 feet north of Pinehurst Drive, (1.21 acres), zoned RS10, requested by Prime Nashville, LLC, owner; Dale & Associates, applicant.

**Staff Recommendation: Defer indefinitely.**

**The Metropolitan Planning Commission deferred indefinitely 2013S-157-001. 6-0**

**18. 2013S-189-001**

**SNEED ESTATES, RESUB LOT 6**

Map 131-05, Parcel(s) 006

Council District 34 (Carter Todd)

Staff Reviewer: Duane Cuthbertson

A request for final plat approval to create two lots on property located at 4320 Lindawood Drive, approximately 660 feet north of Trimble Road, zoned RS20 (0.94 acres), requested by Charles and Kathleen Fulk, owners; Stanley K. Draper, applicant.

**Staff Recommendation: Disapprove**

**The Metropolitan Planning Commission continued 2013S-189-001 to the November 20, 2013, Special Continued Planning Commission meeting. 6-0**



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## K. OTHER BUSINESS

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19. Amend the 2013-2014 through 2018-2019 Capital Improvements Budget ID Number 08FI0029, which provides \$55,000,000 funded by Proposed G.O Bonds to \$65,000,000 funded by Proposed Revenue Bonds for the construction of a Minor League Baseball Stadium.

Approved (6-0), Consent Agenda

**Resolution No. RS2013-214**

"BE IT RESOLVED by The Metropolitan Planning Commission that the amendment to the 2013-2014 through 2018-2019 Capital Improvements Budge ID Number 08FI0029, which provides \$55,000 funded by Proposed G.O Bonds to \$65,000 funded by Proposed Revenue Bonds for the construction of a Minor League Baseball Stadium is **Approved. (6-0)**

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20. Contract between the Greater Nashville Regional Council (GNRC) and the Nashville-Davidson County Metropolitan Planning Commission acting on behalf of the Nashville Area Metropolitan Planning Organization (MPO) for Multi-modal Planning and Public Involvement implementation for FY 2014.

Approved (6-0), Consent Agenda

**Resolution No. RS2013-215**

"BE IT RESOLVED by The Metropolitan Planning Commission that the contract between the Greater Nashville Regional Council (GNRC) and the Nashville-Davidson County Metropolitan Planning Commission acting on behalf of the Nashville Area Metropolitan Planning Organization (MPO) for Multi-modal Planning and Public Involvement implementation for FY 2014 is **Approved. (6-0)**

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21. New employee contract for Melissa Sajid and employee contract renewals for Amy Diaz-Barriga and Mary Beth Ikard.

Approved (6-0), Consent Agenda

**Resolution No. RS2013-216**

"BE IT RESOLVED by The Metropolitan Planning Commission that the new employee contract for Melissa Sajid and employee contract renewals for Amy Diaz-Barriga and Mary Beth Ikard are **Approved. (6-0)**

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22. Historic Zoning Commission Report  
23. Board of Parks and Recreation Report  
24. Executive Committee Report  
25. Executive Director Report  
26. Legislative Update

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## L. MPC CALENDAR OF UPCOMING MATTERS

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### December 11, 2013

American Planning Association web-based seminar – Planning Ethics and the Law

3pm to 4:30pm, 800 Second Ave. South, 2<sup>nd</sup> Floor, Metro Office Building, Nashville Conference Room

### December 12, 2013

MPC Meeting

4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

### January 9, 2013

MPC Meeting

4pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

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## M. ADJOURNMENT

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The meeting was continued to a Special Meeting called by Chairman McLean on November 20, 2013 at 4:00 p.m. at Metro Southeast.

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Chairman

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Secretary