



METROPOLITAN PLANNING COMMISSION

MINUTES

January 21, 2021
4:00 pm Regular Meeting

Meeting to be held via Teleconference

Metro Nashville Network will broadcast the January 21st meeting of the Metro Planning Commission live on Comcast channel 3 and simulcast a livestream of the meeting on Nashville.gov. To locate the livestream, visit www.nashville.gov and click on the "Live Streaming" link located on the left side of the screen.

MISSION STATEMENT

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

Commissioners Present:
Greg Adkins, Chair
Jessica Farr, Vice Chair
Ron Gobbell
Brian Tibbs
Dr. Pearl Sims
Mina Johnson
Jim Lawson
Councilmember Kathleen Murphy

Commissioners Absent:
Jeff Haynes
Lillian Blackshear

Staff Present:
Bob Leeman, Deputy Director
George Rooker, Special Projects Manager
Lisa Milligan, Planning Manager II
Shawn Shepard, Planning Manager I
Joni Williams, Planning Manager I
Greg Claxton, Planning Manager I
Alex Dickerson, Legal
Katherine Herrmann, Planner III
Latisha Birkeland, Planner II
Amelia Lewis, Planner II
Abbie Rickoff, Planner II
Logan Elliott, Planner II
Jason Swaggart, Planner II
Patrick Napier, Planner I

Lucy Alden Kempf

Secretary and Executive Director, Metro Planning Commission
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SPECIAL NOTICE TO THE PUBLIC

Out of an abundance of caution, and pursuant to recommendations from federal, state and local health agencies regarding avoiding group gatherings due to the COVID-19 Coronavirus, the January 21, 2021, Planning Commission meeting will be held virtually. To protect the health and safety of our community, we strongly encourage all members of the public to view or participate online.

Planning Commission meetings are shown live on the Metro Nashville Network, Comcast channel 3, and streamed online live. In addition, meeting recordings are posted on YouTube, usually on the day after the meeting. We strongly encourage the public to view this meeting remotely. Any comments to the Commission should be mailed or emailed to the Planning Department to minimize face-to-face interactions by 3 p.m. on Tuesday, January 19th. Visit <https://www.nashville.gov/Planning-Department/Meeting-Information/Virtual-Public-Comment.aspx> for the most up-to-date ways to contact the Commission.

General Planning Commission Information Provided for Reference

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

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

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

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

Writing to the Commission

Comments on any agenda item can be mailed or emailed to the Planning Department by 3 pm on the Tuesday prior to the meeting.

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

E-mail: planning.commissioners@nashville.gov

Speaking to the Commission

For the January 21, 2021 meeting, we encourage comments remotely, by email or live remote participation, during the meeting. Please visit our webpage on Virtual Comments to find out how:

<https://www.nashville.gov/Planning-Department/Meeting-Information/Virtual-Public-Comment.aspx>

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

Legal Notice

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



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

MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:00 p.m.

B: Establish that COVID-19 requires telephonic meeting as permitted under Executive Order No. 16.

Ms. Farr moved and Mr. Lawson seconded the motion to establish the meeting agenda constitutes essential business of this body and that meeting electronically is necessary to protect the health, safety, and welfare of Tennesseans in light of the COVID-10 outbreak. (8-0)

C: ADOPTION OF AGENDA

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

D: APPROVAL OF December 10, 2020 MINUTES

Ms. Farr moved and Councilmember Murphy seconded the motion to approve the December 10, 2020 minutes. (8-0)

E: RECOGNITION OF COUNCILMEMBERS

Councilmember Withers spoke in favor of Item 36.

Councilmember Hagar spoke in favor of Item 43.

Councilmember VanReece spoke in favor of Items 16a and 16b.

Councilmember Hurt spoke in favor of Item 27.

F: ITEMS FOR DEFERRAL / WITHDRAWAL 1, 2a, 2b, 3a, 3b, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 18, 19, 20, 22, 23, 30, 37, 44

Ms. Farr moved and Mr. Gobbell seconded the motion to approve the Deferred and Withdrawn Items. (8-0)

G: CONSENT AGENDA ITEMS 16a, 16b, 17, 21, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 46, 50

Councilmember Murphy recused herself from Item 32.

Mr. Tibbs recused himself from Item 27.

Ms. Farr moved and Mr. Lawson seconded the motion to approve the Consent Agenda. (8-0)

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

H: ITEMS TO BE CONSIDERED

1. SUBSTITUTE BL2020-197

120-DAY MULTI-FAMILY PERMIT MORATORIUM IN THE ANTIOCH AREA

Council District 28 (Tanaka Vercher); 29 (Delishia Porterfield)

Staff Reviewer: Greg Claxton

An ordinance declaring a 120-day moratorium upon the issuance of building and grading permits for multi-family developments on property within portions of the Antioch area, requested by Councilmember Tanaka Vercher, applicant.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred BL2020-197 to the February 11, 2021, Planning Commission meeting. (8-0)

2a. 2021CP-008-001

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Council District 21 (Brandon Taylor)

Staff Reviewer: Stephanie McCullough

A request to amend the North Nashville Community Plan by changing from D IN Policy to T4 MU Policy for properties located at 623 and 701 41st Ave N and 700 42nd Ave N and 4105 Clifton Avenue and Clifton Avenue (unnumbered), approximately 500 feet west of 40th Ave N, zoned IR (6.47 acres), requested by Kimley Horn, applicant; Hoosier Capital, L.P., Michael J. & Dana M. Ragan, and Ari Holdings, LLC, owners. (see associated case #2021SP-004-001).

Staff Recommendation: Defer to the February 25, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021CP-008-001 to the February 25, 2021, Planning Commission meeting. (8-0)

2b. 2021SP-004-001

41ST AVENUE N

Council District 21 (Brandon Taylor)

Staff Reviewer: Patrick Napier

A request to rezone from IR and OR20 to SP-R zoning on properties located at 704 41st Ave N, 4105 Clifton Avenue and Clifton Avenue (unnumbered) and 4020 Indiana Avenue, approximately 475 feet west of 40th Ave N, (5.30 acres), to permit 151 multifamily residential units, requested by Kimley Horn, applicant; Hoosier Capital, L.P., owner. (see associated case #2021CP-008-001).

Staff Recommendation: Defer to the February 25, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021SP-004-001 to the February 25, 2021, Planning Commission meeting. (8-0)

3a. 2007SP-037-002

BELL ROAD/BLUE HOLE ROAD SP AMENDMENT

Council District 31 (John Rutherford)

Staff Reviewer: Logan Elliott

A request to amend a Specific Plan located at Bell Road (unnumbered) and 5439 Blue Hole Road and 7000 Harris Hills Lane, at the corner of Bell Road and Harris Hills Lane (101.91 acres), zoned AR2a, R15, RS20, RS7.5, and SP, to permit a mixed-use development, requested by Lose Design, applicant; Forest View Residences, LLC and Richland South, LLC, owners. (See associated case #95P-025-007).

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2007SP-037-002 to the February 11, 2021, Planning Commission meeting. (8-0)

3b. 95P-025-007

MILLWOOD COMMONS PUD CANCELLATION

Council District 31 (John Rutherford)

Staff Reviewer: Logan Elliott

A request to cancel a portion of a Planned Unit Development Overlay District located at 5439 Blue Hole Road and Bell Road (unnumbered), approximately 560 feet north of W Oak Highland Drive (54.81 acres), zoned R15, RS20, and RS7.5, requested by Lose Design, applicant; Richland South, LLC, owner. (See associated case #2007SP-037-002).

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 95P-025-007 to the February 11, 2021, Planning Commission meeting. (8-0)

4. 2020SP-051-001

1411 DICKERSON PIKE SP

Council District 05 (Sean Parker)

Staff Reviewer: Amelia Lewis

A request to rezone from CL and RS5 to SP zoning for properties located at 1411 and 1413 Dickerson Pike and 198, 200, and 204 Gatewood Avenue, approximately 260 feet east of Dickerson Pike, (6.77 acres), to permit a mixed-use development, requested by Smith Gee Studio, applicant; Donald E. & Michael E. Wall and Tony Ray Clouse, owners.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020SP-051-001 to the February 11, 2021, Planning Commission meeting. (8-0)

5. 2021Z-003PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Patrick Napier

A request to rezone from RS10 to R8-A zoning for property located at 1911 Hailey Ave, approximately 315 feet northeast of Esther Avenue (0.45 acres), requested by Joseph L. Perry, applicant; Joseph L. & Willie Perry, owners.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021Z-003PR-001 to the February 11, 2021, Planning Commission meeting. (8-0)

6. 2021Z-013PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Patrick Napier

A request to rezone from RS7.5 to RM20-A zoning for properties located at 2307, 2311, and 2315 Whites Creek Pike and Whites Creek Pike (unnumbered), at the corner of Luzon Street and Whites Creek Pike (1.26 acres), requested by XE Development Company, LLC, applicant; John W. Turner, EST., owner.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021Z-013PR-001 to the February 11, 2021, Planning Commission meeting. (8-0)

7. 2004UD-002-011

VILLAGES OF RIVERWOOD - SECTION M (MODIFICATION)

Council District 14 (Kevin Rhoten)

Staff Reviewer: Logan Elliott

A request to modify the Villages of Riverwood Urban Design Overlay District for property located at Stonewater Drive (unnumbered), approximately 400 feet southwest of Hickory Brook Drive, zoned RM9 and within the Villages of Riverwood Urban Design Overlay District (23.35 acres), to change the 776 assisted living units to 210 multi-family residential units, requested by Dale and Associates, applicant; Villages of Riverwood and Browns Farm, owner.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2004UD-002-011 to the February 11, 2021, Planning Commission meeting. (8-0)

8. 2021UD-001-001
WEDGEWOOD-HOUSTON CHESTNUT HILL UDO
Council District 17 (Colby Sledge)
Staff Reviewer: Harriett Brooks

A request to apply an Urban Design Overlay for various properties located west of Lafayette Street, requested by Councilmember Colby Sledge, applicant; various property owners.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021UD-001-001 to the February 11, 2021, Planning Commission meeting. (8-0)

9. 2021Z-016PR-001
Council District 17 (Colby Sledge)
Staff Reviewer: FRONT COUNTER

A request to rezone various zoning districts on various properties located west of Lafayette Street, requested by Councilmember Colby Sledge, applicant; various property owners.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021Z-016PR-001 to the February 11, 2021, Planning Commission meeting. (8-0)

10. 2020S-190-001
AIRPARK EAST
Council District 29 (Delishia Porterfield)
Staff Reviewer: Abbie Rickoff

A request for final plat approval to create three lots on properties located at 2581, 2591, 2601 and 2611 Couchville Pike and Airpark Center East (unnumbered), at the southeast corner of Couchville Pike and Airpark Center East, zoned IWD (44.47 acres), requested by Wilson & Associates, applicant; Airpark East Owner, LLC, owner.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020S-190-001 to the February 11, 2021, Planning Commission meeting. (8-0)

11. 2019SP-007-002
SONYA DRIVE MIXED USE DEVELOPMENT (AMENDMENT)
Council District 22 (Gloria Hausser)
Staff Reviewer: Logan Elliott

A request to amend a Specific Plan for properties located at 616, 618, and 620 Old Hickory Boulevard and 7315 Sonya Drive, approximately 400 feet north of Tolbert Road (29.6 acres), to permit a maximum of 175 multi-family units, requested by Kimley-Horn, applicant; Southfield Properties and AM Investors No. 2, LLC and Norwood Manor LLC, owners.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019SP-007-002 to the February 11, 2021, Planning Commission meeting. (8-0)

- 12. 2021Z-006PR-001**
Council District 21 (Brandon Taylor)
Staff Reviewer: Amelia Lewis

A request to rezone from RS5 to R6-A zoning for property located at 1712 Arthur Avenue, approximately 260 feet northwest of Jane Street (0.17 acres), requested by Stephen Bolton, applicant; Bolt Real Estate, LLC, owner.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021Z-006PR-001 to the February 11, 2021, Planning Commission meeting. (8-0)

- 13. 2021S-014-001**
CARLTON ESTATES
Council District 13 (Russ Bradford)
Staff Reviewer: Amelia Lewis

A request for concept plan approval to create 17 lots on properties located at 3338 and 3346 Bell Road, approximately 735 feet south of Harborwood Drive, zoned R15 (7.34 acres), requested by Jackie Dillehay, applicant; Jackie Lynn Pater, owner.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021S-014-001 to the February 11, 2021, Planning Commission meeting. (8-0)

- 14. 2020S-145-001**
BORDEAUX AGRIHOOD
Council District 01 (Jonathan Hall); 02 (Kyonzte Toombs)
Staff Reviewer: Logan Elliott

A request for concept plan approval to permit a maximum of 368 single-family lots and 44 two-family lots for a maximum of 456 residential units for properties located at 1501 E Stewarts Lane, E Stewarts Lane (unnumbered), and County Hospital Road (unnumbered), approximately 1,575 feet northwest of County Hospital Road, zoned R10, RS10 and RS15 (129.2 acres), requested by Dewey Engineering, applicant; Wildflower Partners LLC, owner.

Staff Recommendation: Defer to the February 25, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020S-145-001 to the February 25, 2021, Planning Commission meeting. (8-0)

- 15. 2020Z-108PR-001**
Council District 02 (Kyonzte Toombs)
Staff Reviewer: Jason Swaggart

A request to rezone from R8 and RS10 to RM20-A zoning for properties located at 1105 and 1107 W Trinity Lane, W Trinity Lane (unnumbered), and Old Buena Vista Road (unnumbered), approximately 390 feet south of Stokers Lane (14.46 acres), requested by D & M Development LLC, applicant; Aubrey Gregory, Doss Hill, Amon Ringemann, and Anna Ringemann, owners.

Staff Recommendation: Defer to the February 25, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-108PR-001 to the February 25, 2021, Planning Commission meeting. (8-0)

16a. 2020CP-002-002
PARKWOOD-UNION HILL COMMUNITY PLAN AMENDMENT

Council District 08 (Nancy VanReece)

Staff Reviewer: Anita McCaig

A request to amend the Parkwood-Union Hill Community Plan by changing from T3 NM policy to TR policy for properties located at 929 and 931 Old Hickory Boulevard, approximately 390 feet east of Dickerson Pike, zoned RS20 (1.66 acres), requested by W. C. Company, applicant; Ronald McCrary and Frances Gail McCrary, owners (see associated case 2020Z-131PR-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend Parkwood-Union Hill Community Plan to change the policy.

Major Plan Amendment

A request to amend the Parkwood-Union Hill Community Plan by changing from T3 Suburban Neighborhood Maintenance (T3 NM) policy to Transition (TR) policy for properties located at 929 and 931 Old Hickory Boulevard, approximately 390 feet east of Dickerson Pike, zoned RS20 (1.66 acres).

PARKWOOD-UNION HILL COMMUNITY PLAN

Current Policy

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

Proposed Policy

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small- to medium-sized footprints.

BACKGROUND

The study area, consisting of two properties, is located at 929 and 931 Old Hickory Boulevard, east of Dickerson Pike. These two properties are at the edge of a large area of Suburban Neighborhood Maintenance (T3 NM) policy; however, the study area is adjacent to the Suburban Mixed Use Corridor (T3 CM) policy applied along Dickerson Pike.

The study area is approximately 1.7 acres and currently contains two single-family houses. The applicant requested this plan amendment in conjunction with Case #2020Z-131PR-001, a request to rezone from residential single-family on 20,000 sq. ft. lots (RS20) to office neighborhood (ON) to allow for small office uses. Adjacent to the east and south are single family houses, while adjacent to the west is a business zoned commercial services (CS) and a mix of uses along Dickerson Pike. Across Old Hickory Boulevard to the north is Cedar Hill Park.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is major, and the applicant is required to hold a community meeting. Planning staff held a virtual community meeting on November 5, 2020 to discuss the plan amendment request. Notices were mailed to 101 property owners in a 1,300 foot buffer of the study area. Councilmember VanReece also included meeting details in her emails and district newsletter, and neighbor leaders shared information.

During the November 5th meeting, Planning staff provided an overview of the long-range planning process and the proposed amendment, and the applicant discussed project ideas. Approximately 10 people attended the meeting, including staff, the applicant team, and the district councilmember. The meeting was available via WebEx. The recording was subsequently uploaded to Metro Planning’s YouTube channel to be viewed by those who were unable to attend the live meeting.

Attendees asked several questions and expressed concerns. Main issues were:

- Accessing the site only from Old Hickory Boulevard and not through the Kemper Heights neighborhood to the south.
- Not allowing building scale and intensity to loom over surrounding neighbors.
- Traffic congestion – The larger area is experiencing growth and causing additional traffic at an already congested intersection (Old Hickory Boulevard and Dickerson Pike), making it challenging at time to safely enter and exit residential areas.

Attendees requested more details regarding the project and what would be built so that they could make an informed decision. The applicant held a second meeting on January 7, 2021, with the district councilmember and neighbors. At the conclusion of this meeting, neighbors expressed support of the plan amendment and rezoning requests.

ANALYSIS OF TRANSITION POLICY

The application of TR policy is consistent with surrounding policies.

NashvilleNext's Growth & Preservation Concept Map

The Growth & Preservation Concept Map reflects Nashvillians' desires for growth and preservation in the future. The concept map designates the study area as "Transition or Infill," applied along Dickerson Pike and Old Hickory Boulevard. "Transition or Infill" areas support a variety of uses that transition in scale between residential areas and mixed use "Center" areas. The NashvilleNext planning process applied the concept map designations generally rather than at the parcel-specific level. Both Dickerson Pike and Old Hickory Boulevard are also identified as long-term need high capacity transit corridors.

Key Findings

- Concept Map's vision for this area makes it appropriate to change the policy for the study area to TR.
- The area is along Old Hickory Boulevard, identified as a long-term need high capacity transit corridor.

Community Character Policy Application

"Transition or Infill" areas are generalized on the concept map and are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions.

Community Plans provide history and context for Nashville's 14 Community Planning areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. The Parkwood-Union Hill Community Plan uses Community Character Policies that are tailored to the suburban, urban, and rural character of neighborhoods throughout its large geographic area. The Community Plan emphasizes enhancing centers and corridors to revitalize older centers and provide more services and options, while strategically locating additional housing options, such as various housing types on a prominent corridor to support businesses and transit. The transition between these higher intensity areas and the surrounding neighborhoods is anticipated to be addressed through well-designed land use transitions sensitive to adjacent residential areas.

Dickerson Pike has the community's largest concentration of nonresidential development, mostly south of Old Hickory Boulevard. Development along Dickerson Pike south of Old Hickory Boulevard includes neighborhood-scale commercial businesses, light industry, and civic uses. Development along the corridor north of Old Hickory Boulevard consists of a mix of parks and recreation, vacant, residential, industrial, commercial land uses, and a significant amount of undeveloped land.

The T3 Suburban Transect category is the bridge between the Rural and Urban Transect areas. Development within T3 Suburban is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environments. T3 Suburban areas are moderately developed with nature strategically incorporated into site design. T3 Suburban policies frame the street with natural features or buildings and enhance connectivity between neighborhoods, civic and institutional uses, open space, and center areas.

In T3 Suburban areas, centers typically are located at the edge of several neighborhoods. Residential and mixed-use corridors link suburban neighborhoods to suburban centers and have a distinct character and function. Suburban corridors allow vehicles to move efficiently while accommodating pedestrians and cyclists. In suburban centers, buildings and the streetscape frame the corridor. In suburban neighborhoods and between suburban centers, open space frames the corridor.

The proposed TR policy is consistent with the intent of the application of this policy category. TR policy's intent is to enhance and create areas whose primary purposes are to serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These transition areas can minimize land use conflicts while providing opportunities for small scale offices and a mixture of mainly moderate- to high-density housing types.

TR areas are generally small in geographic size and serve a limited function of providing transitions in scale, intensity, and use at locations between high intensity and low intensity policy categories or development. In this location, the property is adjacent to Suburban Mixed Use Corridor (T3 CM) policy applied along the Dickerson Road Corridor. The proposed TR area will serve as a transition between the mixed-use corridor and the adjacent established residential area.

Key Findings

- TR's intent of providing areas that serve as transitions between higher intensity uses and lower density residential neighborhoods makes it an appropriate policy for this location.
- The subject property's location between two policy categories makes it appropriate to change to TR policy.

- It is appropriate to apply TR policy to allow for office and residential uses at this location.

Transportation and Connectivity

TR areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The proposed change to TR policy is appropriate, given the high level of existing street connectivity along these sections of Old Hickory Boulevard and Dickerson Pike, both designated as arterials in the Major & Collector Street Plan. The study area currently accesses Old Hickory Boulevard, near the Old Hickory Boulevard and Dickerson Pike intersection. Sidewalks and a bikeway are present along Old Hickory Boulevard. Currently, bus service is available along Dickerson Pike with Route #43, connecting parts of Parkwood and Whites Creek with East Nashville and Downtown.

Key Findings

- The existing street network is adequate to support intensity/density envisioned by TR for this location.
- A sidewalk and bikeway are located along Old Hickory Boulevard.
- Bus service is available along Dickerson Pike.

Relationship to Surrounding Policy

The study area is between T3 NM, a residential policy in a low to moderately dense single-family area, and T3 CM, a mixed-use corridor policy area. TR policy is applied to areas where there is a need to provide a transition in scale and intensity between areas of intense development or major thoroughfares and lower intensity residential neighborhoods.

Key Finding

- TR policy allows for an appropriate transition between the higher intensity T3 CM policy and the residential T3 NM policy.

Analysis Summary

Amending the Community Character Policy to TR is appropriate at this location. In summary, the change in policy for the study area is appropriate due to the following:

- Concept Map’s vision for this area makes it appropriate to change the policy for the study area to TR.
- TR’s intent of providing areas that serve as transitions between higher intensity uses and lower density residential neighborhoods makes it an appropriate policy for this location.
- The subject property’s location between two policy categories makes it appropriate to change to TR policy.
- It is appropriate to apply TR policy to allow for office and residential uses at this location.
- The area is along Old Hickory Boulevard, identified as a long-term need high capacity transit corridor in NashvilleNext.
- The existing street network is adequate to support intensity/density envisioned by TR for this location.
- A sidewalk and bikeway are located along Old Hickory Boulevard.
- Bus service is available along Dickerson Pike.
- TR policy allows for an appropriate transition between the higher intensity T3 CM policy and the residential T3 NM policy.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (8-0)

Resolution No. RS2021-01

“BE IT RESOLVED by The Metropolitan Planning Commission that 2020CP-002-002 is **approved. (8-0)**”

16b. 2020Z-131PR-001

Council District 08 (Nancy VanReece)

Staff Reviewer: Abbie Rickoff

A request to rezone from RS20 to ON zoning for properties located at 929 and 931 Old Hickory Boulevard, approximately 390 feet east of Dickerson Pike (1.66 acres), requested by Tony Clouse, applicant; Ronald and Frances McCrary, owners (see associated case 2020CP-002-002).

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

APPLICANT REQUEST

Zone change from RS20 to ON.

Zone Change

A request to rezone from Single-Family Residential (RS20) to Office Neighborhood (ON) zoning for properties located at 929 and 931 Old Hickory Boulevard, approximately 390 feet east of Dickerson Pike (1.66 acres).

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 3 units, based on the acreage only.*

Proposed Zoning

Office Neighborhood (ON) is intended for low intensity office uses.

PARKWOOD-UNION HILL COMMUNITY PLAN

Existing Policy

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

Proposed Policy

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small- to medium-sized footprints.

ANALYSIS

The site includes two parcels located on 1.66 acres, on the south side of Old Hickory Boulevard, approximately 390 feet east of Dickerson Pike. Each parcel is nearly identical in size and includes a single-family residential use. Kemper Drive, an existing street in the adjacent Kemper Heights subdivision to the south, stubs to the rear of the western parcel. Cedar Hill Park is located across the street, on the north side of Old Hickory Boulevard. The site is adjacent to commercial uses to the west, which continue to the north and south along the Dickerson Pike corridor. Properties to the east include institutional, single-family and two-family uses that line the Old Hickory Boulevard corridor. Properties to the south include primarily single-family residential uses.

The requested ON zoning is consistent with the proposed TR policy, which encourages development that consists of small scale offices, residential, and institutional uses that serve as a transition between higher-intensity uses or major thoroughfares and lower density residential neighborhoods. The site is located along a major corridor, Old Hickory Boulevard, which is identified as an arterial-boulevard on the Major and Collector Street Plan (MCSP) and a long-term need priority corridor by the NashvilleNext Growth & Preservation Concept Map. Additionally, the site is adjacent to non-residential uses that continue along the Dickerson Pike corridor, including CS zoned properties that are located in the T3 CM, Suburban Mixed Use Corridor policy area, a higher intensity policy area. The site is also within an area identified by NashvilleNext as Transition or Infill, where transitions would be appropriate along and around corridors and centers to provide a harmonious connection to surrounding neighborhoods.

The ON zoning district would permit low intensity office uses and appropriate bulk standards to serve as a transition between the adjacent commercial areas to the west, and the residential areas and institutional uses to the east and south, consistent with the proposed TR policy. Staff would not be supportive of ON zoning under the existing T3 NM policy, which is intended for residential uses only.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **RS20**

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)	1.66	2.178 D	3 U	29	3	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.66	0.4 F	28,923 SF	282	34	34

Traffic changes between maximum: **RS20 and ON**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+253	+31	+31

STAFF RECOMMENDATION

Staff recommends approval if the associated plan amendment is approved and disapproval if the associated plan amendment is not approved.

Approve. Consent Agenda (8-0)

Resolution No. RS2021-02

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-131-001 is **approved. (8-0)**

**17. 2006SP-108-003
LEXUS OF NASHVILLE (AMENDMENT)**

Council District 21 (Brandon Taylor)
Staff Reviewer: Jason Swaggart

A request to amend a Specific Plan on property located at 401 Clay Street, approximately 310 feet southwest of 3rd Ave N, (0.87 acres), to add a 0.87 acre parcel to the existing SP to allow for a parking lot, requested by Barge Cauthen & Associates, applicant; JG Tennessee Realty, L.P., owner.

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

APPLICANT REQUEST

Amend SP to permit additional parking.

SP Amendment

A request to amend a Specific Plan on property located at 401 Clay Street, approximately 310 feet southwest of 3rd Avenue North, (0.87 acres), to add a 0.87 acre parcel to the existing SP to allow for a parking lot.

Existing Zoning

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

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

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The approximately 0.87 acre site is located at the western terminus of Clay Street in North Nashville. Interstate 65 runs along the southern property boundary. The property to the north and west is zoned SP and the property to the east is zoned SP. The SP zoning to the north and west of the site is approved for Lexus of Nashville. The SP to the east is approved for a hotel.

Site Plan

As proposed, this request would add the approximately 0.87 acre site into the Lexus of Nashville SP. The plan proposes to expand parking capacity by adding 76 spaces. The plan does not include direct access to Clay Street and connects to the existing Lexus dealership parking lot. The amendment does not propose any changes to the existing SP.

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

As proposed the Preliminary SP plan is consistent with the D EC land use policy. The proposed plan allows for the necessary improvements intended to allow for the expansion of the existing Lexus of Nashville dealership. The location of the site makes it ideal for expansion. Staff is recommending approval since the proposal is consistent with the policy.

FIRE MARSHAL RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

- Approved as a Preliminary SP only. Private water and/or sanitary sewer site utility construction plans must be submitted and approved prior to Final SP approval. The approved site utility plans must match the Final Site Plan/SP plans. A Capacity Study has taken place and the required capacity must be reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

METRO SCHOOL BOARD REPORT

The proposed SP-C zoning district does not permit residential and will not generate any school students.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Permitted uses for this Phase of the SP shall be limited to automobile parking.
2. Billboards shall be prohibited.
3. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone, and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CS 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 or with final site plan application.

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

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

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

Resolution No. RS2021-03

"BE IT RESOLVED by The Metropolitan Planning Commission that 2006SP-108-003 is **approved with condition and disapproved without all conditions. (8-0)**

CONDITIONS

1. Permitted uses for this Phase of the SP shall be limited to automobile parking.
2. Billboards shall be prohibited.
3. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone, and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CS 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 or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

18. 2020SP-052-001

PILLOW+MERRITT

Council District 17 (Colby Sledge)

Staff Reviewer: Logan Elliott

A request to rezone from R6-A to SP zoning for properties located at 1321 and 1323 Pillow Street, at the northwest corner of Merritt Avenue and Pillow Street, (0.46 acres), to permit a maximum of 39 multi-family residential units, requested by Hastings Architecture, applicant; Nathaniel Wayne Russell and Robert E. Orrall, Christine Leverone Orrall, and Justine Orrall, owner.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020SP-052-001 to the February 11, 2021, Planning Commission meeting. (8-0)

19. 2021SP-005-001

HOBSON HEIGHTS

Council District 33 (Antoinette Lee)

Staff Reviewer: Jason Swaggart

A request to rezone from AR2a and RS15 to SP zoning on property located at 6334 Hobson Pike and Hobson Pike (unnumbered) and part of property located at 6324 Hobson Pike, approximately 930 feet southwest of Smith Springs Parkway, (29.17 acres), to permit up to 254 residential units, requested by Wamble & Associates, applicant; Amnon Shreibman, owner.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021SP-005-001 to the February 11, 2021, Planning Commission meeting. (8-0)

20. 2021SP-001-001
4027 RED ROSE COURT SP

Council District 02 (Kyonzté Toombs)
Staff Reviewer: Amelia Lewis

A request to rezone from RS15 to SP zoning for property located at 4027 Red Rose Court, approximately 660 feet west of Windover Drive, (0.94 acres), to permit a detached accessory dwelling unit, requested by Shawanda Dodson Crawford, applicant; Shawanda Dodson Crawford and Sedric Crawford, owners.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021SP-001-001 to the February 11, 2021, Planning Commission meeting. (8-0)

21. 2019S-109-001
RICHARDS FARMS SUBDIVISION

Council District 02 (DeCosta Hastings)
Staff Reviewer: Patrick Napier

A request for final plat approval to create 11 lots on property located at 1601 East Stewarts Lane and a portion of property at 1501 East Stewarts Lane, approximately 375 feet south of Cedar Grove, zoned RS10 (2.55 acres), requested by Clint Elliott Survey, applicant; Gus Richards, Jr, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST
Final Plat to create 11 lots.

Final Plat

A request for final plat approval to create 11 lots on property located at 1601 East Stewarts Lane and a portion of property at 1501 East Stewarts Lane, approximately 375 feet south of Cedar Grove, zoned Single-Family Residential (RS10) (2.55 acres).

SITE DATA AND CONTEXT

Location: West side of E. Stewarts Lane. E. Stewarts Lane is a dead-end street which is accessed by Hydes Ferry Road to the to the east.

Street Type: E. Stewarts Lane is a local street with approximately 40' of right-of-way and approximately 20' of pavement width.

Approximate Acreage: 2.55 acres or 111,078 square feet.

Parcel/Site History: This site is comprised of one parcel. Parcel 081 was originally created by deed in 1991.

Zoning History: The site has been zoned RS10 since 1998.

Existing land use and configuration: The site consists of vacant residential land.

Surrounding land use and zoning:

- **North:** Single Family Residential (RS10)
- **South:** Single Family Residential (RS10)
- **East:** Single Family Residential (RS10)
- **West:** Single Family Residential (RS10)

Zoning: Single Family Residential (RS10)

- Min. lot size: 10,000 square feet
- Max. height: 3 stories
- Min. street setback: 20'
- Min. rear setback: 20'

- Min. side setback: 5'
- Max. building coverage: 0.40

PROPOSAL DETAILS

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

Number of lots: 11

Lot sizes: Lots range in size between 10,000 sq. ft. to 10,847 sq. ft.

Access: Access is from E Stewarts Lane

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Not applicable to this case. No new streets are proposed to be constructed.

3-3 Suitability of the Land

Not applicable to this case. Based on available data, this site does not contain FEMA floodway or floodplain, steep slopes as identified on Metro's topographical maps, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS10 zoning at the time of building permit. All proposed lots have frontage on a public street, E. Stewarts Lane.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.

a. All minimum standards of the zoning code are met.

All minimum standards of the zoning code are met

b. Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto an open space.

Each lot has frontage on an existing public street.

c. The current standards of all reviewing agencies are met.

All standards of the reviewing agencies have been met.

d. The proposed lots comply with any applicable special policy. If the property is also within Neighborhood Maintenance policy and the special policy was adopted to preserve community character, not create infill opportunities, then the standards of Section 3-5.2 also apply.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts.

Not applicable to this case.

3-5.5 Infill Subdivision Frontage. Infill lots with a street frontage of less than 50' and without access to an improved alley are required to be accessed via a shared drive.

All lots have frontage over 50 feet.

3-5.6 Reasonable Conditions

Staff recommends no additional conditions as the proposal meets the compatibility requirements.

3-6 Blocks

Not applicable to this case. This proposal is for an infill subdivision. No new blocks are being created.

3-7 Improvements

Not applicable to this case. No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities

Not applicable to this case. Sidewalks are required only in association with new streets. The proposed subdivision is located on an existing street. Sidewalks may be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.

3-9 Requirements for Streets

Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

Not applicable to this case. The subdivision does not adjoin or encompass either a greenway corridor shown on the Countywide Greenways Plan or Countywide Parks Master Plan, it is not located on a substandard street, or on a route depicted on the Major and Collector Street Plan.

3-11 Inspections During Construction

This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.

3-12 Street Name, Regulatory and Warning Signs for Public Streets

Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

3-13 Street Names, Regulatory and Warning Signs for Private Streets

Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.

3-15 Public Water Facilities

Metro Water Services has reviewed this proposed final plat for water and has recommended approval.

3-16 Sewerage Facilities

Metro Water Services has reviewed this proposed final plat for sewer and has recommended approval with conditions.

3-17 Underground Utilities

Not applicable to this case. Utilities are required to be located underground whenever a new street is proposed. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the subdivision regulations. Future development will be required to meet the standards of the Metro Zoning Code in regard to setbacks, sidewalks, etc. Staff recommends approval with conditions as the proposed subdivision meets the requirements of the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- A minimum of 30% of any capacity fees must be paid before issuance of building permits. See capacity fee permit #'s 2019030331 & 2019030317.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Provide the owners name under the company name within the owner's certificate note.
2. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
3. Comply with all conditions and requirements of Metro agencies.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2019S-109-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

Approve with conditions. Consent Agenda (8-0)

Resolution No. RS2021-04

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019S-109-001 is **approved with conditions. (8-0)**

CONDITIONS

1. Provide the owners name under the company name within the owner's certificate note.
2. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
3. Comply with all conditions and requirements of Metro agencies.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2019S-109-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

22. 2021S-015-001

RIVERGATE STATION SECTION 1 2ND RESUB OF LOT 2

Council District 10 (Zach Young)

Staff Reviewer: Amelia Lewis

A request for final plat approval to create three lots on property located at 1699 Gallatin Pike, at the southwest corner of Myatt Drive and Gallatin Pike, zoned CS (20.97 acres), requested by Gresham Smith, applicant; BAI Rivergate, LLC, owner.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021S-015-001 to the February 11, 2021, Planning Commission meeting. (8-0)

23. 65-76P-003

BL2021-610/Jennifer Gamble
COMMERCIAL PUD (CANCELLATION)
Council District 03 (Jennifer Gamble)
Staff Reviewer: Jason Swaggart

A request to cancel a Planned Unit Development on portions of property located at Brick Church Pike (unnumbered) and 4204 Brick Church Pike, at the northwest corner of Old Hickory Boulevard and Brick Church Pike, zoned R20, (12 acres), requested by Councilmember Jennifer Gamble, applicant; Gordon F. McCammon and Robert C. Helson, owners.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 65-76P-003 to the February 11, 2021, Planning Commission meeting. (8-0)

24. 2020Z-141PR-001

Council District 26 (Courtney Johnston)
Staff Reviewer: Amelia Lewis

A request to rezone from RM20 and RS10 to R10 zoning for property located at 387 Old Paragon Mills Road, approximately 220 feet southwest of Paragon Mills Road (0.43 acres), requested by Hamidullah & Gholam Durani, applicants and owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RM20 and RS10 to R10.

Zone Change

A request to rezone from Multi-Family Residential (RM20) and Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 387 Old Paragon Mills Road, approximately 220 feet southwest of Paragon Mills Road (0.43 acres).

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *The site is split zoned. The portion of the site zoned RM20, approximately 0.14 acres, would permit a maximum of two multi-family units based on the approximate acreage alone.*

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *The site is split zoned. The portion of the site zoned RS10, approximately 0.41 acres would permit a maximum of one lot and one unit based on approximate acreage alone.*

Proposed Zoning

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

SOUTHEAST COMMUNITY PLAN

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

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

ANALYSIS

The site is located along the east side of Jonquil Drive. A portion of right-of-way identified as Old Paragon Mills Road abuts the northern portion of the parcel. A private drive associated with the multi-family residential development to the east abuts the eastern property line of the site. The site has been developed with an existing single-family structure.

The properties along Jonquil Drive, to the west and south of the site, are zoned RS10 and have been developed with single-family uses. The property directly to the east is zoned RM20 and has been developed with multi-family structures.

The site has a split land use policy. The eastern portion of the site is within CO Policy. The CO Policy is in place due to a stream buffer along the site. This area should remain undeveloped. The western portion of the site along Jonquil Drive is in the T3 NM Policy Area. When considering rezoning in the T3 NM Policy, the following factors should be considered: a site's location in relation to centers and corridors, the size of the site, environmental conditions on and near the site, the existing neighborhood character, and the character of adjacent Transect and policy areas. The proposed R10 zoning district maintains the low to moderate density of residential development and is compatible with the surrounding land uses. The proposed use of the site as a one to two-family residential use provides a transition between the multi-family use to the east and single-family to the west. The site area exceeds the minimum lot size for the zoning district, and the environmental conditions on the site are limited to the rear of the site, providing a footprint along the street frontage.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.41	4.356 D	1 U	10	1	1

Maximum Uses in Existing Zoning District: **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.14	20 D	2 U	15	1	2

Maximum Uses in Proposed Zoning District: **R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.55	7.26 D	4 U	38	3	4

*Based on two-family lots

Traffic changes between maximum: **RS10, RM20 and R10**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 and RM20 districts: 1 Elementary 1 Middle 0 High

Projected student generation proposed R10 district: 1 Elementary 0 Middle 0 High

The proposed R10 zoning is anticipated to generate one less additional student than the existing RS10 and RM20 zoning districts. Students would attend Paragon Mills Elementary School, Wright Middle School, and Glenciff High

School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (8-0)

Resolution No. RS2021-05

“BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-141PR-001 is **approved. (8-0)**”

25. 2021Z-001PR-001

Council District 05 (Sean Parker)

Staff Reviewer: Abbie Rickoff

A request to rezone from RS5 to R6-A zoning for property located at 1601 Meridian Street, at the corner of Meridian Street and Marshall Street (0.15 acres), requested by Civil Site Engineering, LLC, applicant; Fed Development, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 1601 Meridian Street, at the corner of Meridian Street and Marshall Street (0.15 acres).

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as establishment of a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this site, T4 NE, did not change with adoption of the Highland Heights plan.

This site is within the R4 Subdistrict of the Building Regulating Plan, which is intended to create and enhance neighborhoods with greater housing choice and improved connectivity, consistent with the goals of the general T4 NE policy. The R4 Subdistrict supports a range of residential uses, including two-family and multi-family residential, at varying intensities depending on the location and context. The R4 Subdistrict also supports a variety of building forms, including house (1 unit), detached accessory dwelling unit, house (2 unit), plex or manor house, house court, and low-rise townhouse.

The Mobility Plan component of the Highland Heights Study, which was incorporated into the Major and Collector Street Plan (MCSP), identifies Meridian Street and Marshall Street as connector streets with specific cross sections that include wider sidewalks. The Mobility Plan does not specify any infrastructure improvements such as new street or alley connections adjacent to this site.

SITE AND CONTEXT

The 0.15-acre site is located at the northeast corner of Meridian Street and Marshall Street, east of Luton Street. The site contains an existing single-family residential use. The surrounding development pattern along and west of Meridian Street, towards Dickerson Pike, includes scattered single-family and two-family residential uses, transitioning to primarily non-residential uses along the Dickerson Pike corridor. The surrounding pattern to the east, towards Lischey Avenue, is primarily single-family with scattered two-family residential uses. Two properties located opposite the site on the south side of Marshall Street, wrapping Meridian Street and served by Alley #2025, were rezoned to RM15-A and RM20-A, Multi-Family Residential-Alternative, zoning in 2019.

ANALYSIS

The requested R6-A zoning is supported by the T4 NE policy and the R4 Subdistrict of the Highland Heights Study. The proposed zoning allows for one or two-family residential uses, which would increase housing choice in the area. The standards for building placement, parking, and access included in the R6-A district would also improve the relationship of development to the street, creating a more walkable neighborhood consistent with the goals of the T4 NE policy and R4 Subdistrict.

The T4 NE policy and R4 Subdistrict encompass this property as well as the properties to the north and south, along the east side of Meridian Street. Properties on the west side of Meridian Street are within the T4 NE policy and R5 Subdistrict, which is intended to support higher intensity residential development than the R4 Subdistrict. Properties to the east, within the core of the neighborhood, are within an area of T4 Urban Neighborhood Maintenance policy and within the R1 Subdistrict, intended to maintain the existing low to moderate density, predominantly single-family residential development pattern.

The requested R6-A district is consistent with the goals of the R4 Subdistrict of the Highland Heights Study, which envisioned that the R4 area would accommodate additional density in concert with the installation of infrastructure, specifically an integrated road and alley network that would accommodate increased capacity. The R6-A zoning district is on the lower end of the range of zoning districts supported by T4 NE policy and in the R4 Subdistrict of the Highland Heights Study, but is appropriate in this case, given that there is no current or planned alley network to serve this site. While Multi-Family Residential zoning was supported and approved at properties located opposite this site, on the south side of Marshall Street, that site was larger and comprised of multiple properties that wrapped the corners of Marshall Street, Meridian Street, and Alley #2025, where an additional means of access would be provided to support the increased intensity. The subject site includes one property located at a corner, with less street frontage and without an alley, where multi-family residential uses would not be appropriate.

The proposed R6-A zoning district will incorporate additional housing choice into the neighborhood in a manner that provides an appropriate transition from the higher intensity policy areas located on the west side of Meridian Street and immediately south of the site, to the surrounding lower intensity policy areas adjacent to this site. The R6-A zoning district represents a modest increase in intensity, consistent with surrounding context and goals of the policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.15	8.712 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.15	7.26 D	2 U	19	2	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 zoning districts: 0 Elementary 0 Middle 0 High
Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High

The proposed R6-A zoning is not expected to generate any additional students beyond the existing RS5 zoning. Students would attend Tom Joy Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (8-0)

Resolution No. RS2021-06

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021Z-001PR-001 is **approved. (8-0)**

26. 2021Z-002PR-001

Council District 05 (Sean Parker)
 Staff Reviewer: Jason Swaggart

A request to rezone from IR to MUN-A zoning for properties located at 754 Douglas Avenue and 830 W McKennie Avenue, approximately 260 feet west of McFerrin Avenue (0.27 acres), requested by Douglas Village, LLC, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from IR to MUN-A.

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Neighborhood – Alternative (MUN-A) zoning for properties located at 754 Douglas Avenue and 830 W. McKennie Avenue, approximately 260 feet west of McFerrin Avenue (0.27 acres).

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

Staff finds that the proposed MUN-A zoning district is consistent with the T5 MU land use policy. The district permits a mixture of residential and nonresidential uses consistent with the policy. The district also allows for an intensity and provides design standards consistent with the policy. Several properties in the immediate area have been rezoned

recently to allow for mixed use and higher density residential transitioning the area away from industrial. The Major and Collector Street Plan (MCSP) classifies Douglas Avenue as a Mixed-Use Corridor and higher density residential and more intense nonresidential uses are appropriate. The site has good access as it is located within close proximity to the Ellington Parkway on/off ramps and both properties have access to an alley. Given that the T5 MU land use policy supports the proposed MUN-A zoning district, the surrounding and emerging zoning pattern and adequate access, staff recommends that the proposed MUN-A zoning district be approved.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A traffic study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.27	0.8 F	9,408 SF	17	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.13	0.6 F	3 U	22	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.07	0.6 F	1,829 SF	117	6	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.07	0.6 F	1,829 SF	154	2	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+276	+8	+28

METRO SCHOOL BOARD REPORT

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

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

The proposed MUN-A zoning district is not expected to generate additional students. Students would attend Hattie Cotton Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (8-0)

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021Z-002PR-001 is **approved. (8-0)**

27. 2021Z-004PR-001

BL2021-609/Freddie O'Connell
Council District 19 (Freddie O'Connell)
Staff Reviewer: Nathaniel Adukeh

A request to rezone from RM20 to DTC zoning for properties located at 1025 and 1029 11th Ave N, at the corner of Meharry Blvd and 11th Ave N within the Phillips-Jasonson Street Redevelopment District (0.42 acres), requested by Councilmember Sharon Hurt, applicant; Mt. Zion Baptist Church, Trs, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RM20 to DTC.

Zone Change

A request to rezone from Mutli-Family Residential (RM20) to Downtown Code (DTC) zoning for property located at 1029 11th Ave. North (0.42 acres); and to update associated maps within Chapter 17.37 of the Zoning Code, to reflect the proposed DTC and Hope Gardens subdistrict boundaries. .

Existing Zoning

Multi-Family Residential (RM20) is intended for multi-family dwellings at 20 units per acre.

Proposed Zoning

Downtown Code (DTC) is intended to provide for an encourage a mix of compatible land uses that provide opportunities to live, work and shop within neighborhoods of Downtown. In order to create a more sustainable Downtown, the DTC emphasized regulating height, bulk and location of building, and the context of the building in relationship to it surroundings and other nearby buildings.

DOWNTOWN COMUNITY PLAN

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

T4 Urban Community Center (T4 CC) is intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

HOPE GARDENS NEIGHBORHOOD SUPPLEMENTAL POLICY

The Hope Gardens Subdistrict is a subdistrict of the DTC generally located between Jefferson Street to the north; Rosa L. Parks Boulevard to the east; Herman Street to the south; and the interstate to the west. This subdistrict should be a low-rise and transition in height and mass near the single-family areas. The proposed zone change would expand the subdistrict to the north side of Jefferson St. The existing commercial, residential and industrial can be maintained while providing opportunities for new mixed-use development. The harmonization of these many uses – through the regulation of the building forms - will ensure the vitality of this mixed-use neighborhood. Hope Gardens contains five different policies: Urban Community Center (T4 CC) along the edges of Jefferson Street and Rosa L. Parks Boulevard; Urban Neighborhood Center (T4 NC) on the small commercial center located around 10th Avenue North, Locklayer Street, and Jackson Street; Urban Neighborhood Evolving (T4 NE) on four areas expected to or already developed at higher intensity or form than the majority of the neighborhood; Urban Neighborhood Maintenance (T4 NM) on the majority of the neighborhood to recognize its existing block, lot pattern, and historic housing stock; and Open Space (OS) on the neighborhood park located at the corner of Philips Street and Warren

Street. See those policies in the CCM for guidance, in addition to the goals and supplemental policies for the neighborhood listed below. (Reference SPA 09-T4-DN-HG-01 Boundary)

SITE AND CONTEXT ANALYSIS

The 0.42 acre site is located on 11th Avenue North between Jefferson Street and Meharry Boulevard. with a 10 foot wide alley on the back west end of the site. The site is vacant and 11th Avenue N is designated as a local street by the Major and Collector Street Plan. The surrounding development pattern is a urban neighborhood near Germantown and the Farmers Market. To the north is Mt. Zion Baptist Church, one of three Mt. Zion Churches in Nashville. To the west are campuses for Tennessee State University, Meharry Medical College, and Fisk University, all Historically Black Colleges and Universities (HBCU).

Rezoning to DTC will create more opportunity for housing choice, consistent with the T4 NE policy and the T4 CC, in a manner that transitions from the existing residential development interior to the neighborhood to the more intense land uses along the corridor.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: **RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.42	-	8 U	59	4	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.14	-	18,235 SF	1158	58	125

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

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)	0.28	-	36 U	264	17	21

Traffic changes between maximum: **RM20 and DTC**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RM20 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed DTC district: 1 Elementary 1 Middle 0 High

The proposed DTC zoning district is anticipated to generate two additional students than what could be generated under the existing RM20 zoning. Students would attend Jones Elementary, John Early Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (7-0-1)

Resolution No. RS2021-08

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-004PR-001 is **approved. (7-0-1)**

28. 2021Z-005PR-001

Council District 02 (Kyonzté Toombs)
Staff Reviewer: Patrick Napier

A request to rezone from RS7.5 to R6-A zoning for property located at Monticello Street (unnumbered), at the corner of Winstead Ave and Monticello St (0.18 acres), requested by Civil Site Engineering, LLC, applicant; X5 Construction, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential– Alternative (R6-A) zoning for property located at Monticello Street (unnumbered), at the corner of Winstead Ave and Monticello Street (0.18 acres).

Existing Zoning

Single-Family Residential (RS7.5) 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. *RS7.5 would permit a maximum of 1 single-family residential unit based on acreage alone.*

Proposed Zoning

One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6-A would permit a maximum of 1 lot, with 1 duplex for a total of 2 units.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

Haynes Trinity Supplemental Policy

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

ANALYSIS

The property is located Monticello Street (unnumbered), at the corner of Winstead Avenue and Monticello Street. The proposed zone change is consistent with policy, at this location. The surrounding neighborhood contains a diverse mixture of residential and commercial uses. The proposed zoning district would permit a two-family unit or a detached accessory dwelling unit which would create additional housing options for the within the neighborhood. The additional density permitted by the proposed district is also appropriate given its proximity to West Trinity Lane. The Major and Collector Street Plan identifies West Trinity Lane as Arterial Street which contains significant planned infrastructure improvements such as sidewalks, bike lanes, and mass transit.

The development standards for R6-A are consistent with the goals of the T4-CM policy. The proposed district requires that buildings be placed at the street, parking be located behind structures/away from the street, and that access be derived from alley ways.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

TRAFFIC & PARKING RECOMMENDATION

Approved with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **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)	0.18	5.808 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.18	2 D	2 U	15	1	1

Traffic changes between maximum: **RS7.5 and R6-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+5	+0	+0

METRO SCHOOL BOARD REPORT

The proposed R6-A zoning district would not generate any more students than what is typically generated under the existing RS7.5 zoning district. Students would attend Whitsitt Elementary, Cameron CP Middle School, and Glenciff High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

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

Approve. Consent Agenda (8-0)

Resolution No. RS2021-09

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021Z-005PR-001 is **approved. (8-0)**

29. 2021Z-007PR-001

Council District 12 (Erin Evans)

Staff Reviewer: Abbie Rickoff

A request to rezone from RS15 to MUL-A zoning for property located at 4150 Central Pike, approximately 230 feet east of Valley Grove Drive (1.7 acres), requested by Wheeler Central Pike Partnership, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS15 to MUL-A.

Zone Change

A request to rezone from Single-Family Residential (RS15) to Mixed Use Limited-Alternative (MUL-A) zoning for property located at 4150 Central Pike, approximately 230 feet east of Valley Grove Drive (1.7 acres).

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 4 units, based on the acreage only.*

Proposed Zoning

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

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

Conservation policy at this site recognizes floodplain areas at the back of the site, associated with a stream network to the west.

ANALYSIS

The site comprises 1.7 acres and is located on the south side of Central Pike, east of Valley Grove Drive. Central Pike is identified as an arterial-boulevard on the Major and Collector Street Plan (MCSP). The site contains a single-family land use. The parcel is surrounded by undeveloped properties zoned for a mixed use SP (Central Pike South SP) that spans the south side of Central Pike, extending east to S. New Hope Road and south to I-40. Properties surrounding the Central Pike SP are zoned for mixed use and multi-family residential uses. The north side of Central Pike includes properties that are zoned for mixed use and single-family residential uses.

The site is located within a larger area of T3 CC policy, which generally spans the south side of Central Pike from S. New Hope Road to the west, continuing to the north and south along Old Hickory Boulevard. The T3 CC policy prioritizes mixed use development in areas that can support additional intensity, such as arterial boulevards, where it would be appropriate to add non-residential uses to serve the surrounding suburban area. Areas across the street on the north side of

Central Pike are located within the T3 CM, Suburban Mixed Use Corridor, policy area which is a higher intensity policy area intended to enhance corridors with greater mix of higher density residential and mixed use development.

The proposed MUL-A district supports uses that are consistent with the goals of the policy to create vibrant mixed use areas with a pedestrian-friendly form. Uses permitted by MUL-A zoning include residential and mixed-use development, which will help to support existing and future transit services, and the Alternative district standards will provide building placement and design standards intended to achieve an urban character and enhance the pedestrian realm.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required with building permit submittal.

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)	1.7	2.904 D	5 U	48	4	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.9	1.0 F	39 U	286	18	22

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.4	1.0 F	17,424 SF	1106	56	120

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.4	1.0 F	17,424 SF	154	2	15

Traffic changes between maximum: RS15 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1498	+72	+152

METRO SCHOOL BOARD REPORT

Given the mix of uses permitted, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (8-0)

Resolution No. RS2021-10

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021Z-007PR-001 is **approved. (8-0)**

30. 2021Z-008PR-001

Council District 16 (Ginny Welsch)
Staff Reviewer: Patrick Napier

A request to rezone from RS5 to R6-A zoning for property located at 119 Oriel Avenue, approximately 400 feet west of Miller Street (0.27 acres), requested by Mitra Sharifi, applicant and owner.

Staff Recommendation: Defer to the February 11, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2021Z-008PR-001 to the February 11, 2021, Planning Commission meeting. (8-0)

31. 2021Z-010PR-001

Council District 21 (Brandon Taylor)
Staff Reviewer: Amelia Lewis

A request to rezone from RS5 to R6-A zoning for property located at Booker Street (unnumbered), approximately 410 feet east of 25th Ave N (0.22 acres), requested by Rhythm Homes and Development, LLC, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6-A) zoning for property located at Booker Street (unnumbered), approximately 410 feet east of 25th Avenue North (0.22 acres).

Existing Zoning

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

One and Two-Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6-A would permit a maximum of one lot and two units based on acreage alone. Final determinations regarding duplex eligibility would be determined by the Metro Codes Department.*

NORTH NASHVILLE COMMUNITY PLAN

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

Supplemental Policy

This site is located within a supplemental policy area, 08-T4-NE-01 within the North Nashville Community Plan. This supplemental policy area applies to Fisk, Meharry, and McKissack Park neighborhoods. The intent of the policy is to encourage gradual redevelopment of the area, manage the growth and preservation of housing affordability. Rezoning should occur on the lower range of the policy, utilizing design-based zoning or an Alternative zoning district.

ANALYSIS

The 0.22 acre site is located on the south side of Booker Street, west of the intersection of Booker Street and 24th Avenue North. The northern property line abuts Booker Street and the southern property line abuts Alley 941. The site is currently vacant. The three adjacent parcels to the west are zoned R6-A. The surrounding properties further west, to the north, to the east, and to the south are zoned RS5. There is a small pocket of One and Two-Family Residential (R6) zoning to the southeast of the site, along Merry Street.

The proposed rezoning is consistent with the intent and goals of the supplemental policy and the T4 NE policy. The proposed zoning district is one vacant parcel, adjacent to the same R6-A zoning, in line with the intention of the supplemental policy to encourage gradual redevelopment rather than wholesale change. The supplemental policy recommends to facilitate redevelopment while managing growth and the preservation of housing affordability, the intensity of development should occur on the lower range of the T4 NE policy, utilizing design based zoning or an Alternative zoning district. The proposed rezoning increases the density on the site by permitting one additional residential unit and uses the Alternative standards, for consistency with the adjacent properties and the urban intent of the policies on the site. The requested zoning district is also consistent with the underlying policy, T4 NE, to provide additional housing at a level compatible with the surrounding land uses.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.22	8.712 D	2 U	19	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.22	7.26 D	2 U	19	2	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning district is not anticipated to generate any additional student than what could be generated under the existing RS5 zoning. Students would attend Park Avenue Elementary, McKissack Middle School, and Pearl-Cohn High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (8-0)

Resolution No. RS2021-11

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021Z-010PR-001 is **approved. (8-0)**

32. 2021Z-011PR-001

Council District 05 (Sean Parker)

Staff Reviewer: Abbie Rickoff

A request to rezone from RS5 to RM15-A-NS zoning for property located at 1305 Lischey Avenue, approximately 300 feet north of Douglas Avenue (0.18 acres), requested by Reginal McKeever, applicant; Top R and A Development, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to RM15-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative-No STRP (RM15-A-NS) zoning for property located at 1305 Lischey Avenue, approximately 300 feet north of Douglas Avenue (0.18 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential-Alternative-No STRP (RM15-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property - Not-Owner Occupied uses from the district. *RM15-A-NS would permit a maximum of 3 units.*

EAST NASHVILLE COMMUNITY PLAN

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

Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as establishment of a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this site, T4 NC, did not change with adoption of the Highland Heights plan.

This site is within the M1 Subdistrict of the Building Regulating Plan, which is intended to enhance and create urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods, consistent with the goals of the general T4 NC policy. The M1 Subdistrict supports a range of uses, including multi-family residential and non-residential uses, at varying intensities depending on the location and context. The M1 Subdistrict also supports a variety of building forms, including plex or manor house, low-rise townhouse, courtyard flat, low-rise flat, and low-rise mixed use.

The Mobility Plan component of the Highland Heights Study, which was incorporated into the Major and Collector Street Plan (MCSP), identifies Lischey Avenue as a north-south connector street with future/existing bus routes. The Mobility Plan does not specify any infrastructure improvements such as new street or alley connections in vicinity of the site.

SITE AND CONTEXT

The 0.18-acre site is located on the east side of Lischey Avenue, approximately 300 feet north of Douglas Avenue. Lischey Avenue and Douglas Avenue are identified as collector-avenues on the Major and Collector Street Plan (MCSP), and Lischey Avenue is serviced by an existing MTA bus route, including a bus stop that is located near the southern corner of the site. There is an existing alley at the rear of the site, along the eastern property line. The site contains an existing single-family residential use and accessory structure. The site is located on a seam between primarily single-family and two-family residential uses to the north, and primarily multi-family, mixed use, and institutional uses to the west and south, towards the intersection of Lischey Avenue and Douglas Avenue. This land use mix continues along Douglas Avenue, with non-residential uses located at intersections.

ANALYSIS

The requested RM15-A-NS zoning is supported by the T4 NC policy and the M1 Subdistrict of the Highland Heights Study. The proposed zoning allows for multi-family residential uses, which would increase housing choice in the area. The standards for building placement, parking and access included in the RM15-A-NS district would also improve the relationship of development to the street, enhancing an urban neighborhood that is evolving into a neighborhood-scale center, consistent with the goals of the T4 NC policy and M1 Subdistrict. The site is also served by an existing bus route and bus stop, providing alternative modes of transportation for future residents.

The site is located on the northern edge of the T4 NC policy and M1 Subdistrict, near the intersection of several different community character policy and subdistrict areas. Properties to the east, located opposite the rear alley, are located within the T4 Urban Neighborhood Evolving and R4 Subdistrict, supporting a range of residential uses, including two-family and multi-family residential. Properties to the north are located within the T4 Urban Neighborhood Maintenance policy and R1 Subdistrict, intended to maintain the existing low to moderate density, predominantly single-family residential pattern. Properties on the west side of Lischey Avenue include areas in the T4 NC policy and M1 Subdistrict, and in the T4 NM policy and R2 Subdistrict, which support moderate density, predominantly single-family development.

The requested RM15-A-NS district is in the middle of the range of zoning districts supported by the T4 NC policy and M1 Subdistrict of the Highland Heights Study, which is appropriate given the site's location on the seam of several different policy areas. The RM15-A-NS zoning district would permit multi-family residential development at a level of intensity that is in keeping with the goals of the policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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
Two-Family Residential* (210)	0.18	7.26 D	1 U	10	1	1

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.18	15 D	3 U	22	2	2

Traffic changes between maximum: **RS5 and RM15-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+12	+1	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 zoning districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed RM15-A-NS district: 0 Elementary 0 Middle 0 High

The proposed RM15-A-NS zoning is not expected to generate any additional students beyond the existing RS5 zoning. Students would attend Schwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (7-0-1)

Resolution No. RS2021-12

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021Z-011PR-001 is **approved. (7-0-1)**

33. 2021Z-012PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Jason Swaggart

A request to rezone from R6 to RM20-A zoning for properties located at 810 McKinley Street and McKinley Street (unnumbered), at the southwest corner of Lincoln Street and McKinley Street (0.41 acres), requested by XE Development Company, LLC, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from R6 to RM20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential-Alternative (RM20-A) zoning for properties located at 810 McKinley Street and McKinley Street (unnumbered), at the southwest corner of Lincoln Street and McKinley Street (0.41 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential-Alternative (RM20-Alternative) 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 eight residential units.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

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

ANALYSIS

Staff finds that the proposed RM20-A zoning district is consistent with the CO and the T4 MU land use policies. The CO policy recognizes a possible stream and associated buffer located along the western property line. Any new development under the current R6 zoning district or the proposed RM20-A zoning district will be required to meet Metro Stormwater requirements including stream buffers, etc. The required Stormwater requirements will work to protect the area covered in the CO land use policy. The site is located along West Trinity Lane, which the Major and Collector Street Plan (MCSP) classifies as a mixed-use arterial. Moderate to higher density residential and moderate to higher intensity nonresidential uses are appropriate along arterials, and the proposed RM20-A provides for additional density along the arterial consistent with the T4 MU land use policy. The request is also consistent with recently adopted zone changes in the immediate area. Staff finds that given the sites location along a busy mixed-use arterial, the proposed RM20-A zoning district is appropriate and is supported by the policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A traffic study may be required at the time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.41	7.26 D	4 U*	38	3	4

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.41	20 D	8 U	59	4	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4 U	+21	+1	+1

Projected student generation existing R6 district: 1 Elementary 0 Middle 1 High
Projected student generation proposed RM20-A district: 2 Elementary 1 Middle 1 High

The proposed RM20-A zoning district is expected to generate 2 additional students beyond what is typically generated under the current R6 zoning district. Students would attend Alex Green Elementary School, Haynes Middle School and Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda (8-0)

Resolution No. RS2021-13

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021Z-012PR-001 is **approved. (8-0)**

34. 2021Z-015PR-001

Council District 05 (Sean Parker)

Staff Reviewer: Logan Elliott

A request to rezone from RS5 to MUG-A zoning for property located at Dickerson Pike (unnumbered), approximately 210 feet south of Fern Avenue within the Dickerson Pike Sign Urban Design Overlay (0.89 acres), requested by Fulmer Lucas Engineering, LLC, applicant; Howdy Hospitality, LLC, owner

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to MUG-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Mixed Use General-Alternative (MUG-A) zoning for property located at Dickerson Pike (unnumbered), approximately 210 feet south of Fern Avenue within the Dickerson Pike Sign Urban Design Overlay (0.62 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 7 units.*

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

Dickerson South Corridor Study

The Dickerson South Corridor Study is a small area plan produced by the Metropolitan Planning Department. Small area plans illustrate the vision for designated land in neighborhoods and along corridors within Nashville's 14 community planning areas. On a parcel-by-parcel basis, these plans steer the appropriate land use, development character, and design intent guided by goals established by community stakeholders. Like other forms of small area plans, corridor studies are developed through a participatory process that involves Planning Department staff working with stakeholders to establish a clear vision and provide detailed information and solutions to guide the future physical and regulatory characteristics for particular corridors of the city

SITE AND CONTEXT

The 0.62 acre site is located on the west side of Dickerson Pike, south of Schwab Elementary School and north of where Douglas Avenue intersects with Dickerson Pike. The site consists of a single parcel with a single-story motel occupying the site. For this location, Dickerson Pike is designated as an Arterial Boulevard in the Major and Collector Street Plan. The property is in the Urban Zoning Overlay as well as the Urban Design Overlay District (UDO) that was

adopted via BL2008-185. The UDO regulates signage on properties fronting Dickerson Pike and future development will be reviewed for consistency with the standards of this UDO. The property is surrounded by commercial and vacant land uses.

ANALYSIS

The subject site is located within the Urban Mixed Use Corridor policy (T4 CM) as well as the Dickerson South Corridor Study. The proposed zoning district is consistent with the intent of both the land use policy and the Dickerson South Corridor Study to permit high intensity mixed-use buildings with an urban form. The proposed alternative zoning district bulk standards will require future development to address the street with an urban building form in a way that will enhance the pedestrian environment.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.62	8.712 D	5 U	48	4	5

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.32	3.0 F	41 U	301	19	23

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.15	3.0 F	19,602 SF	1245	63	135

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.15	3.0 F	19,602 SF	1644	15	153

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3142	+93	+306

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

Staff recommends approval.

Resolution No. RS2021-14

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021Z-015PR-001 is **approved. (8-0)**

35. 2021HL-001-001

BL2021-608/Freddie O'Connell
Council District 19 (Freddie O'Connell)
Staff Reviewer: Amelia Lewis

A request to apply a Historic Landmark Overlay District for properties located at 209 and 211 7th Ave N, approximately 120 feet southeast of Union Street (0.52 acres), zoned Downtown Code (DTC) and located within the Capitol Mall Redevelopment District Overlay, requested by Councilmember Burkley Allen, applicant; Historic Polk Properties, LLC, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Apply a Historic Landmark Overlay District.

Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District for properties located at 209 and 211 7th Avenue North, approximately 120 feet southeast of Union Street (0.52 acres), zoned Downtown Code (DTC) and located within the Capitol Mall Redevelopment District Overlay.

Existing Zoning

Downtown Code (DTC) is the underlying base zoning and is designed for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown.

Proposed Overlay

Historic Landmark Overlay District (HL) is applied to a building, structure, site or object, its appurtenances and the property it is located on, of high historical, cultural, architectural or archaeological importance; whose demolition or destruction would constitute an irreplaceable loss to the quality and character of Nashville and Davidson County.

DOWNTOWN COMMUNITY PLAN

T6 Downtown Core (T6 DC) is intended to maintain and enhance the "core" of Downtown such that it will remain the commercial, civic, and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding "frame" area of T6 DC, in the SoBro neighborhood.

Supplemental Policy

The site is located within a supplemental policy which was created to provide additional guidance for specific areas within the downtown community plan. The Core Neighborhood supplemental policy, 09-T6-DN-CORE-01, is applied to the core of the Downtown business district.

Within the Core, and primarily within the Historic Core, there are a number of historic structures that figure prominently into Nashville's history and are unique building types in the country. The Core is also home to several historic structures that housed some of the earliest banks and commercial institutions in Nashville. Many of the goals within the supplemental policy are directed at the protection and preservation of existing historic structures within the Historic Core, including:

- There is an area with an especially high concentration of historic structures and a National Register Landmark District, including the Arcade and Printer's Alley. It is the intent to preserve these historic structures to the greatest extent possible, to support their adaptive reuse, and to ensure that new development within the area complements the context of the historic structures.
- A Historic Preservation Overlay District is recommended for the Historic Core.

REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its December 16, 2020, meeting. Historic Zoning Commission staff recommended approval of this application. Metro Historic Commission staff provided the following background information:

The building was listed in the National Register of Historic Places in 1982. The Young Women's Christian Association Building is significant because of the contributions made there to the physical, social, intellectual, and spiritual needs of the women of Nashville. The YWCA Building is the last remaining of a group of Christian athletic buildings built in the early 1900's in Nashville. It was the first real home of the YWCA in Nashville. Contributing to the significance are the people associated with the construction of the YWCA building. Furthermore, the YWCA Building is an outstanding local example of the skillful use of the Georgian Revival style in an institutional building.

The neighborhood meets criterion 5 of section 17.36.120 of the ordinance as it is listed in the National Register of Historic Places. There have been no changes since listing in 1982 that would jeopardize its historic status.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

On December 16, 2020, the Metro Historic Zoning Commission reviewed the request and recommended approval of the Historic Landmark designation. In addition, they adopted the existing design guidelines for Historic Landmarks to guide changes on the property.

STAFF RECOMMENDATION

The proposed Historic Landmark Overlay District is intended to preserve the historic structures on the property through the implementation of development guidelines by the Metro Historic Zoning Commission and Staff. The policy and supplemental policy encourage the protection and preservation of historic structures in the Downtown core. Staff recommends approval of the Historic Landmark Overlay District.

Approve. Consent Agenda (8-0)

Resolution No. RS2021-15

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021HL-001-001 is **approved. (8-0)**

36. 2021S-001R-001

Council District

Staff Reviewer: Shawn Shepard

A request to amend the Subdivision Regulations of Nashville-Davidson County, adopted on March 9, 2006, and last amended on June 22, 2017, requested by the Metro Planning Department, applicant.

Staff Recommendation: Approve the regulations and effective date.

AUTHORITY

Both the Metro Charter and Tennessee state law authorize the Commission to adopt Subdivision Regulations. As stated in Section 1-3, Purpose of the Metro Subdivision Regulations, these regulations are intended to "provide for the harmonious development of the municipality and its environs, for the coordination of streets within subdivisions with other existing or planned streets or with the plan of the municipality or of the region in which the municipality is located, for adequate open spaces for traffic, recreation, light and air, and for a distribution of population and traffic which will tend to create conditions favorable to health, safety, convenience and prosperity." (Section 13-4-303, Tennessee Code Annotated)

PURPOSE

At the August 27, 2020, Planning Commission meeting, the Commission directed staff to prepare amendments to the Subdivision Regulations to add a minimum lot width in residential areas outside of Neighborhood Maintenance (NM) policy areas. The proposed amendments would add standards to Section 3-5.3 of the Metro Subdivision Regulations to establish minimum lot frontage requirements for infill subdivisions along existing streets in Neighborhood Evolving policy areas. Specifically, the amendments would require that infill lots oriented to existing streets have a minimum frontage of 50 feet in T3 Suburban NE areas and a minimum frontage of 40 feet in T4 Urban NE areas. In both transects, lots oriented to the terminus of an existing permanent dead-end would be required to have a minimum frontage of 35 feet.

The proposed changes are amendments to the standards for infill subdivisions, which are defined by the Subdivision Regulations residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street in areas that are previously subdivided and predominantly developed. As amendments to the standards for infill subdivisions, these proposed changes will not impact lots that are created along new proposed streets.

The current Subdivision Regulations were originally adopted in March of 2006. The regulations, as originally adopted, included a standard for lot width that was applicable to all newly created lots, regardless of context. That standard required that the lot width, at the front property line, to be no less than 25 percent of the average lot depth. This

standard was not applicable to residential lots greater than 2 acres, or to commercial or industrial zoned lots. The 2006 Subdivision Regulations also included standards for Lot Comparability, which were applicable to lots created in areas previously subdivided and predominantly developed. Lot Comparability standards were not applicable to lots created along new streets.

In 2011, the Subdivision Regulations were amended to replace the quantitative calculations required by Lot Comparability with more qualitative Infill Subdivision criteria. As part of these changes, the general standard pertaining to lot width was also removed from the regulations as it may have conflicted with some of the Infill Subdivision requirements in certain situations. Between 2011 and 2014, the Infill Subdivision standards were refined through a series of amendments to establish separate criteria for different contexts. In order to evaluate the effectiveness of the new standards, an overall lot width requirement was not reintroduced during that time. However, after many years of use, it has become apparent that a basic minimum standard for lot width is appropriate for infill subdivisions to ensure a regular and harmonious lot pattern across different contexts.

ANALYSIS

Pursuant to Chapter 3 of the Subdivision Regulations currently in effect, all lots are required to have frontage on a public street, or where permitted and when certain standards are met, onto a private street or open space.

Section 3-5 of the Subdivision Regulations includes the standards for Infill Subdivisions, which are defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street in areas that are previously subdivided and predominantly developed. The Infill Subdivision standards include criteria to ensure that a proposed subdivision is compatible with the surrounding area in Neighborhood Maintenance (NM) areas. Separate criteria are established for Neighborhood Evolving (NE) and Special Policy areas, and for Designated Historic Districts (historic zoning overlays and National Register districts). In Neighborhood Maintenance policy areas, one of the compatibility criteria establishes a minimum lot frontage based on the frontage of surrounding parcels. Subdivisions in Designated Historic Districts receive a recommendation from the Historic Zoning Commission regarding consistency with the historical development pattern of the district including lot frontage. But there are currently no standards for minimum width of the required street frontage for lots in infill subdivisions in NE policy areas.

In preparing the proposed amendments, Staff evaluated minimum lot standards in Austin, Charlotte, Denver, Indianapolis, Portland, and Louisville, as well as in Franklin, Chattanooga, Knoxville and Memphis. Knoxville and Chattanooga use a single standard across all zones or minimum lot sizes, of 50 feet of width and 60 feet of width respectively. In general, the other peer cities studied tend to permit narrower lots in districts that require small minimum lot sizes, and the minimum width or frontage tends to increase as the minimum lot sizes increase.

Staff also gathered data on the width or frontage of existing lots in T3 Suburban and T4 Urban NE areas using information available in Metro's GIS system in order to look for trends in lot width across transects, and for purposes of comparison to some of the minimum standards employed by peer cities. On the whole, Metro's existing lots tend to be narrower than the minimum lot width thresholds established in peer cities. For example, several peer cities use minimum lot widths of 60-100 feet for lots that are a quarter acre or larger, but about 50 percent of existing lots analyzed by staff in T3 NE areas have frontages of less than 60 feet, indicating that lot widths common in the more suburban areas of other cities would not necessarily sync well with Metro's existing development patterns.

In response to NashvilleNext policy goals to encourage a diversity of housing types and opportunities in all transects, a range of zoning districts and minimum lot sizes are potentially supported in each community character policy area, which creates a mixed fabric of zoning and lot patterns across the urban and suburban transects.

The Subdivision Regulations are intended to provide for the harmonious development of the community through standards that ensure some regularity of lot form. The proposed standards take into account the peer city research, general trends noted in existing lot patterns, and also some of the basic zoning requirements that relate to establishing buildable lots such as side setback requirements and driveway width, to try to achieve a workable compromise. The Commission should anticipate that a single standard is unlikely to suit every situation, and that exceptions may be appropriate in some instances. The proposed amendment language includes criteria for the Commission to consider when evaluating whether to grant an exception.

PUBLIC OUTREACH

On December 10, 2020, the draft amendments were posted on the Planning Department website. A stakeholder outreach email, which included a link to the posted draft, was sent to three different email lists totaling 4,427 recipients, comprised of those who have subscribed for updates about planning and development issues, neighborhood and community leaders, and surveyors, engineers and other professionals who are regularly engaged in the subdivision application and review process. Planning also provided notice of the opportunity for review and comment via social media channels, and Councilmembers and community groups also promoted the opportunity for comment via their own newsletters and social media posts.

A notice was placed in the following newspapers of general circulation advertising the January 21, 2021, Planning Commission consideration of the proposed amendment:

- *Tennessee Tribune* on December 10, 2020,
- *El Crucero de Tennessee* on December 11, 2020, and
- *The Nashville Ledger* on December 11, 2020.

TIMING AND EXISTING APPLICATIONS

The Planning Commission has the authority to specify the effective date of the Subdivision Regulation amendments. Approving the amendments without any timing would make them effective immediately. However, the Planning Commission could approve the amendments with an effective date.

Staff proposes that the amendments apply to those applications filed for the March 10, 2021 filing deadline and thereafter. Any cases already under review prior to the March 10, 2021 filing deadline would be reviewed under the regulations in place at the time of application submittal.

STAFF RECOMMENDATION

Staff recommends approval of the regulations and the effective date of March 10, 2021.

PROPOSED AMENDMENTS

(additions shown in underline; amendments or deletions in ~~striketrough~~):

3. *Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts:*
 - a. All minimum standards of the zoning code are met.
 - b. Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto an open space.
 - c. Each lot oriented to an existing street shall meet minimum lot frontage requirements as follows:
 1. Within T3 Suburban Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 50 feet. Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.
 2. Within T4 Urban Neighborhood Evolving policy areas, each lot oriented to an existing street shall have a minimum frontage of 40 feet. Lots oriented to the terminus of an existing permanent dead-end shall have a minimum frontage of 35 feet.

The Commission may grant an exception to the minimum lot frontage requirements of this subsection by considering the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information.
 - ~~e.d.~~ The current standards of all reviewing agencies are met.
 - ~~e.e.~~ The proposed lots comply with any applicable special policy. If the property is also within Neighborhood Maintenance policy and the special policy was adopted to preserve community character, not create infill opportunities, then the standards of Section 3-5.2 also apply.

Ms. Shepard presented the staff recommendation of approval of the regulations and effective date.

Chairman Adkins closed the Public Hearing.

Ms. Farr asked how staff will manage the exception process as well as if there has been any type of public outreach.

Mr. Gobbell stated that he feels comfortable with the exception process and feels that the commission can work through it and be consistent.

Ms. Johnson spoke in favor of staff recommendation.

Councilmember Murphy spoke in favor of staff recommendation.

Mr. Lawson spoke in favor of staff recommendation.

Dr. Sims spoke in favor of staff recommendation.

Mr. Tibbs moved and Mr. Gobbell seconded the motion to approve the regulations and effective date. (8-0)

"BE IT RESOLVED by The Metropolitan Planning Commission that 2021S-001R-001 is **approved the regulations and effective date. (8-0)**

37. 2020Z-013TX-001

BL2020-504

Council District 19 (Freddie O'Connell)

Staff Reviewer: Shawn Shepard

A request to amend Chapters 17.36 and 17.40 of the Metropolitan Code pertaining to creating an Owner Occupied Short Term Rental Overlay district.

Staff Recommendation: Defer to the March 25, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-013TX-001 to the March 25, 2021, Planning Commission meeting. (8-0)

38. 2000P-003-002

RIVERWALK PUD PERIODIC REVIEW

Council District 35 (Dave Rosenberg)

Staff Reviewer: Abbie Rickoff

A request for a periodic review for a portion of a Planned Unit Development on properties located at 6000 Rivervalley Drive and Newsom Station Road (unnumbered), at the corner of Rivervalley Drive and Newsom Station Road, zoned R80 and RM2, (approximately 86.16 acres), requested by Councilmember Dave Rosenberg, applicant; O.I.C Ridgecrest at Riverwalk and W. Brian Reames, owners.

Staff Recommendation: Find portion of PUD active.

APPLICANT REQUEST

Periodic review of a Planned Unit Development.

Periodic PUD Review

A request for a periodic review for a portion of a Planned Unit Development on properties located at 6000 Rivervalley Drive and Newsom Station Road (unnumbered), at the corner of Rivervalley Drive and Newsom Station Road, zoned One and Two-Family Residential (R80) and Multi-Family Residential (RM2), (approximately 86.16 acres).

Existing Zoning

One and Two-Family Residential (R80) requires a minimum 80,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of .58 dwelling units per acre including 25 percent duplex lots. *Approximately 27.54 acres are zoned R80. Uses are controlled by the PUD overlay, which currently permits open space on the portion zoned R80.*

Multi-Family Residential (RM2) is intended for single-family, duplex, and multi-family dwellings at a density of two dwelling units per acre. *Approximately 58.62 acres are zoned RM2. Uses are controlled by the PUD overlay, which currently permits 61 multi-family residential units on the portion zoned RM2.*

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

PUD DETAILS

The site is approximately 86.16 acres and includes two vacant parcels, located north of I-40 and south of Rivervalley Drive. Newsom Station Road bisects the two parcels, and the eastern boundary runs parallel with an existing CSX rail line. The original PUD was approved by Metro Council in 2000 to permit 552 residential units, comprised of 491 single-family lots, 61 townhome units, a pool, clubhouse and playground with access from Newsom Station Road and a one mile long greenway trail along the Harpeth River, on approximately 320.64 acres (BL2000-231 as amended). In 2003, the PUD was amended to add 7 additional single-family lots, resulting in 498 single-family lots and 61 townhome units for 559 total units (BL2003-1327). All of the single-family lots have since developed in previous Phases 1-4. The preliminary PUD permitted 61 townhome units and open space in the subject section of the PUD, in an area designated as Phase 5, located at the southern boundary. A final site plan and grading plan for 61 townhome units was approved in 2004. The master permit was approved in 2006 and has since expired.

An application for a final site plan to develop 61 townhome units in Phase 5 was filed with the Planning Department on September 30, 2020 (case # 2000P-003-001). This periodic review was requested after the final site plan application was submitted. No further review of the final site plan application is permitted until a decision has been made on this periodic review.

PERIODIC PUD REVIEW

Section 17.40.120 H of the Metro Zoning Ordinance authorizes the Planning Commission, a councilmember or the property owner of the area to be reviewed to request the Metropolitan Planning Commission to review any Planned Unit Development (PUD) overlay district, or portion thereof, to determine whether the PUD is "inactive," and if so, to recommend to the Council what action should be taken with respect to the PUD. The Commission determines whether the PUD is "inactive" by examining whether development activity has occurred within six years from the date of the initial enactment, subsequent amendment, or re-approval by the Metro Council. If the Planning Commission determines the PUD to be inactive, the Commission is required to recommend legislation to the Council to re-approve, amend, or cancel the PUD.

Timeline for Planning Commission Action

The Zoning Code requires that, within 90 days from the initiation of its review, the Planning Commission must hold a public hearing to make a determination of activity, and if necessary, make a recommendation to the Council. A request for the periodic review for the subject portion of the PUD was received on October 7, 2020 from Councilmember Dave Rosenberg. The 90-day period extended to January 5, 2020. Councilmember Rosenberg, as the applicant, requested a deferral from the December 10, 2020, meeting which extended the review time to the January 21, 2021 meeting. If the Planning Commission does not make a determination at the January 21, 2021 meeting, it is considered to be a recommendation to re-approve by ordinance the existing PUD overlay district without alteration.

Classification of the PUD (Active or Inactive)

Under 17.40.120 H., the Commission is first required to determine whether the portion of the Commercial PUD requested for periodic review is active or inactive by examining whether development activity has occurred within six years from the date of the initial enactment, subsequent amendment, or re-approval by the Metro Council.

Per Section 17.40.120 H.3.a. of the Metro Code, to determine that a PUD or portion of a PUD is inactive, the Planning Commission shall establish each of the findings as outlined below i., ii, and iii. All three findings must be made for a PUD to be determined inactive.

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

The initial enacting ordinance for the PUD became effective in 2000 (amended BL2000-231). Metro Council subsequently approved a PUD amendment in 2003 (BL2003-1327). No other amendments have been approved by Council.

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

The preliminary PUD was approved with 61 multi-family (townhome) units located on the eastern parcel (B062). All units would be accessed from a private drive that extends south of Rivervalley Drive, a public street constructed in a previous phase. The owner's representative has indicated that grading plans were approved for the eastern parcel in 2004, and portions of the site were under construction between approximately 2004-

2007, including grading for approximately 75% of the development site. Areas were cleared and prepared for the private drive. Additionally, storm sewer infrastructure, including inlets and 155 linear feet of piping, has been installed near the site's entrance and along the drive. The western parcel (070) was approved as open space.

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

The owner's representative has indicated that a portion of the Phase 5 sanitary sewer system has been installed off-site, including over 300 feet of sanitary piping and several manholes. The piping extends from Riverplace Drive, through a previously constructed phase, to the northeastern corner of the eastern parcel. This portion of the sewer system was dedicated to and accepted by the Harpeth Valley Utility District. Additionally, off-site stormwater detention and water quality areas have been installed. These areas were sized to accommodate stormwater detention for all areas within the PUD, including the townhome units.

Right-of-way was previously dedicated along the frontage of both parcels, including near the intersection of Newsom Station Road and Rivervalley Drive, where improvements were previously constructed.

Section 17.40.120 H.3.a. states that the Commission *"may also take into consideration the aggregate of actions, if any, taken by the owner of the PUD within the prior 12 months to develop the portion of the PUD under review."*

The owner's representative has provided further information to show that this portion of the PUD should be considered active due to the "aggregate of actions" taken by the owner to develop the property.

The owner acquired the property in 2010. Over the last 10 years, the owner has maintained the property, including removal of trash and general cleanup, and improvements to a portion of the storm drainage system, which posed safety hazard. Updated engineering/construction plans have been prepared, and stormwater grading plans were submitted to Water Services for review (T2020061903) around the time that the Phase 5 final site plan was submitted to Planning on September 30, 2020. The application for final site plan review was submitted prior to the request for this periodic review. No further review of the final site plan application is permitted until a decision has been made on this periodic review.

Planning Commission Recommendation to Metro Council

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

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

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

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

- a) The appropriate base zoning district(s), if different from current base zoning, to retain and implement the PUD overlay district as it exists.
- b) Any amendment(s) to the inactive PUD's master development plan and base zoning district(s) to reflect existing conditions and circumstances, including the land use policies of the general plan and the zoning of properties in the area.
- c) Base zoning district(s) consistent with the adopted general plan, should the PUD overlay district be recommended for cancellation.

BELLEVIEW COMMUNITY PLAN

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

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

Consistent with Policy?

Yes. T3 NM policy supports various types of residential development, including single-family, two-family and multi-family. The Council-approved master plan for the overall PUD includes single-family lots to the north, and multi-family units at the subject site under review. Although the site includes areas of CO policy, identifying potentially sensitive environmental features, these areas are generally located outside of the Phase 5 development footprint, where land disturbance has already occurred. The layout of the Council-approved master plan clusters the townhome development footprint to the T3 NM policy area, limiting additional disturbance in the CO policy areas. It is also important to note that the final site plan that was submitted for review maintains the general layout of the Council-adopted plan, and it is also consistent with the T3NM and CO policies.

STAFF RECOMMENDATION

In accordance with the requirements of 17.40.120 H, staff recommends that the Planning Commission find this portion of the PUD to be active. While physical construction of the multi-family units has not begun, major infrastructure has been completed in order to serve the subject site. This includes, but is not limited to, the dedication of ROW, grading and stormwater detention, and the construction of water and sewer lines. The developer is also actively making progress to begin construction. A final site plan was submitted prior to this review request, and the applicant has also applied for stormwater grading permits. If the Commission determines that the subject portion of the PUD is inactive, then staff recommends that the Commission recommend that Council maintain the PUD and base zoning district as it is consistent with the T3 NM land use policy.

Ms. Rickoff presented the staff recommendation of finding a portion of the PUD active.

Councilmember Rosenberg stated that the PUD should be found inactive.

Tom White, 315 Deaderick St, spoke in favor of finding a portion of the PUD active.

Bo Mitchell stated that the PUD should be found inactive.

Chairman Adkins closed the Public Hearing.

Mr. Lawson stated that the evidence presented by staff clearly shows the PUD is active.

Dr. Sims agreed with Mr. Lawson and spoke in favor of staff recommendation.

Mr. Tibbs spoke in favor of staff recommendation.

Ms. Farr spoke in favor of staff recommendation.

Mr. Gobbell spoke in favor of staff recommendation.

Ms. Johnson spoke in favor of staff recommendation.

**Mr. Lawson moved and Dr. Sims seconded the motion to find a portion of the PUD active. (7-1)
Councilmember Murphy voted against.**

Resolution No. RS2021-17

"BE IT RESOLVED by The Metropolitan Planning Commission that 2000P-003-002 is to find a portion of the PUD active. (7-1)

**39. 2020SP-050-001
2512 RASCOE ST**

Council District 16 (Ginny Welsch)
Staff Reviewer: Abbie Rickoff

A request to rezone from RS10 to SP zoning for property located at 2512 Rascoe Street, approximately 260 feet south of Jay Street, (0.28 acres), to permit a detached accessory dwelling unit and all other uses permitted under RS10 zoning, requested by XE Development Company, LLC, applicant; Nathan Jones, owner.

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

APPLICANT REQUEST

Preliminary SP to permit a detached accessory dwelling unit and all other uses permitted under RS10.

Preliminary SP

A request to rezone from Single-Family Residential (RS10) to Specific Plan (SP) zoning for property located at 2512 Rascoe Street, approximately 260 feet south of Jay Street, to permit a detached accessory dwelling unit and all other uses permitted under RS10 zoning (0.28 acres).

Existing Zoning

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

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.

SITE CONTEXT AND PLAN DETAILS

The 0.28-acre site is located on the east side of Rascoe Street, north of Lutie Street and west of Lutie Drive. The property is developed with a single-family unit and detached accessory structure. The surrounding area to the north and west includes primarily single-family residential land uses. The development pattern to the east, and along and north of Lutie Street, includes a high concentration of two-family residential uses. Property located immediately east of the site is developed with a two-family residential unit.

The plan proposes to permit one detached accessory dwelling unit (DADU) and all other uses of the RS10 zoning district. Development standards of any newly constructed DADU would comply with the requirements of Sec.17.16.030.G of the Metro Zoning Ordinance. No additions or expansions will be permitted to any existing detached structure that is to be used as the DADU.

SOUTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

Guidance from the T3 NM policy recommends that the developed character be maintained, and that when change occurs over time, efforts should be made to retain the existing character. In this case, the site has previously developed with a primary residence and detached structure to the rear, similar to many of the surrounding developed properties. The site's existing detached structure is located at the rear of the property, close to the existing detached structures developed on adjacent properties to the north and east. Additionally, the development pattern shifts to primarily two-family residential uses for properties located along Lutie Drive, directly behind the site. Given the existing development pattern and locational characteristics, staff finds the proposed SP standards to be consistent with the intent of the T3 NM policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Coordinate with planning on sidewalk requirement.

WATER SERVICES RECOMMENDATION

Approve

- Approved as preliminary only.

STORMWATER RECOMMENDATION

Approve with conditions

- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide parking per code.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.28	4.356 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.28	-	2 U	15	1	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+5	0	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed SP will generate no additional students than what is typically generated under the existing RS10 zoning district. Students would attend Whitsitt Elementary School, Cameron College Prep Middle School, and Glenclyff High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall be limited to a detached accessory unit (DADU) and all other uses of the RS10 zoning district.
2. Development standards found in Sec. 17.16.030 of the Metro Zoning Ordinance shall apply to any newly constructed DADU. No additions or expansions shall be permitted to any existing detached structure that is to be used as the DADU.
3. The final SP may be waived and combined with building permit review.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone, and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or
7. Council approval, the property shall be subject to the standards, regulations and requirements of the RS10 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 or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

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

Josh McDonald, 2245 Rosa Parks, spoke in favor of the application.

Chairman Adkins suggested a deferral to allow the councilmember to be in attendance for the discussion.

The applicant confirmed Councilmember Welsch's support but agreed to a deferral.

Councilmember Murphy moved and Ms. Farr seconded the motion to defer to the February 11, 2021 Planning Commission meeting. (8-0)

Mr. Lawson stepped away from the meeting.

Resolution No. RS2021-18

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020SP-050-001 is **deferred to the February 11, 2021 Planning Commission meeting. (8-0)**

**40. 2020S-176-001
RESUBDIVISION OF LOT 2 FINAL PLAT OF THE SWINGING BRIDGE SUBDIVISION**

Council District 11 (Larry Hagar)

Staff Reviewer: Amelia Lewis

A request for final plat approval to create eight lots on property located at Swinging Bridge Road (unnumbered), at the southern corner of Hickerson Street and Swinging Bridge Road, zoned RS10 (2.16 acres), requested by CESO Inc., applicant; Cobalt Ventures LLC, owner.

Staff Recommendation: Disapprove.

APPLICANT REQUEST

Final plat approval to create 8 lots.

Final Plat

A request for final plat approval to create eight lots on property located at Swinging Bridge Road (unnumbered), at the southern corner of Hickerson Street and Swinging Bridge Road, zoned Single-Family Residential (RS10) (2.16 acres).

SITE DATA AND CONTEXT

Location: The site is located at the south corner of the intersection of Hickerson Street and Swinging Bridge Road.

Street Type: The site has frontage along Hickerson Street and Swinging Bridge Road. Hickerson Street is a local street with 50 feet of existing right-of way. Along this property, Swinging Bridge Road is a local street with 50 feet of existing right-of-way.

Approximate Acreage: The proposed area for subdivision is 2.16 acres or 94,090 square feet. The additional acreage, 4.35 acres, was platted and is referenced below.

Parcel/Site History: This site is comprised of one parcel: new parcel number from 2020S-142-001 subdivision (northern). This lot was created by a two lot subdivision approved this year under case number 2020S-142-001.

Zoning History: The site was rezoned to RS10 last year under case number BL2020-363.

Existing land use and configuration: The one parcel site is currently vacant. The northern property line abuts Hickerson Street and the eastern property line abuts Swinging Bridge Road.

Surrounding land use and zoning:

North: Industrial Restrictive (IR), One and Two-Family residential (R10)

South: Commercial Services (CS)

East: Industrial Restrictive (IR)

West: Single-Family Residential (RS10), One and Two-Family Residential (R10)

Zoning: Single-Family Residential (RS10)

Min. lot size: 10,000 square feet

Max. height: 3 stories

Min. street setback for properties Hickerson Street: contextual setback based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face. Estimated setback (based on existing parcel configuration and to be confirmed by Zoning at the time of development) is approximately: 49.5' This is based on the two properties to the west of the site
Min. rear setback for all properties: 20'
Min. side setback for all properties: 5'
Maximum Building Coverage: 0.40

PROPOSAL DETAILS

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

Number of lots: 8

Lot sizes: Range from approximately 11,500 square feet (0.26 acres) – 12,783 square feet (0.29 acres)

Access: The lots have frontage along Hickerson Street. Lot 2 has frontage along Hickerson Street and Swinging Bridge Road.

Open space: Open space is not required.

Subdivision Variances or Exceptions Requested: None.

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

This subdivision is required to meet the standards of Chapter 3. Staff finds that all general requirements, aside for compatibility, are met.

3-2 Monument Requirements

Permanent monuments, in accordance with this section of the regulations, shall be placed in all subdivisions when new streets are to be constructed.

3-3 Suitability of the Land

Not applicable to this case. Based on available data, this site does not contain FEMA floodway or floodplain, steep slopes as identified on Metro's topographical maps, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the RS10 zoning. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS10 zoning at the time of building permit.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan. An exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO or cluster lot subdivision by approval of the rezoning or concept plan.

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists. The following criteria shall be met to determine compatibility of proposed infill lots to surrounding parcels.

- a. *All minimum standards of the zoning code are met.*
All proposed lots meet the minimum standards of the zoning code.
- b. *Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto an open space.*
All lots have frontage along Hickerson Street. Proposed Lot 2 has frontage along Hickerson Street and Swinging Bridge Road.
- c. *The resulting density of lots does not exceed the prescribed densities of the policies for the area. To calculate density, the lot(s) proposed to be subdivided and the surrounding parcels shall be used. For a corner lot, both block*

faces shall be used. The T3 NM policy that applies to this site does not specifically identify an appropriate density; however, the policy supports the underlying RS10 zoning district and its prescribed density.

- d. *The proposed lots are consistent with the community character of surrounding parcels as determined below:*
1. *Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and*
None of the proposed lots meet the minimum lot frontage requirement. The minimum frontage width requirement per this section is 95 feet. The proposed frontages of the lots fronting Hickerson Street are all approximately 50 feet.
 2. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and*
None of the proposed lots meet the minimum lot size requirement. The minimum lot size requirement per this section is 29,403 square feet (0.675 acres). The proposed lots range from approximately 11,500 square feet (0.26 acres) – 12,783 square feet (0.29 acres).
 3. *Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used; New homes will be required to meet the contextual setback standards per the Metro Zoning Code.*
 4. *Orientation of proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces shall be evaluated.*
All lots are oriented to Hickerson Street consistent with surrounding lots. The proposed Lot 1 is located on a corner. However, the adjacent lot to this is zoned CS and not considered in the calculation for compatibility.
- e. *The current standards of all reviewing agencies are met.*
All agencies have recommended approval or approval with conditions.
- f. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a). The proposed lots do not meet the frontage or size requirements for compatibility.*

This standard does provide for consideration of the development pattern within the area. The proposed subdivision is on the south side of Hickerson Street. Staff has looked at the north side of Hickerson Street to establish the context of the existing the lot pattern along Hickerson. The properties on the north side of Hickerson Street have been subdivided forming a consistent pattern of lots with an average of 93.3 feet of frontage and average lot size of 0.68 acres. These lots are zoned R10 and RS10. The average street frontages and lot sizes on the north side of Hickerson are consistent with the calculations for compatibility along the south side of Hickerson, where the proposed subdivision occurs. This would indicate that there is an established development pattern along both sides of the block, and the proposed subdivision does not provide for harmonious development with the existing lot pattern.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.

Not applicable to this case.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts.

Not applicable to this case.

3-5.5 Infill Subdivision Frontage

Not applicable to this case.

3-5.6 Reasonable Conditions

Staff is not proposing any conditions with the proposed subdivision.

3-6 Blocks

No changes to the existing block structure are proposed with the subdivision. The Metro Sidewalk Calculator has identified the site as not requiring sidewalks.

3-9 Requirements for Streets

Both Hickerson Street and Swinging Bridge Road are existing and proposed to remain as public streets. Public street requirements are reviewed by Metro Public Works. Public Works has reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-10 Requirements for Dedication, Reservations, or Improvements

Hickerson Street and Swinging Bridge Road are both classified as Local Streets with 50 feet of right-of-way. Both streets have existing right-of-way widths of 50 feet. No right-of-way dedication is required with the Final Plat.

3-11 Inspections During Construction

This section is applicable at the time of construction, which for this proposed subdivision, will occur only after approval of a final site plan by all reviewing agencies. Required public infrastructure must be inspected and accepted for dedication prior to recording of a final plan, or the applicant may choose to post a bond securing the required public improvements.

3-12 Street Name, Regulatory and Warning Signs for Public Streets

No new street names are proposed with this plan. Public Works reviews street names and signage requirements for public roads, and has recommended approval of this concept plan. See comments in the recommendations from all agencies section below.

3-13 Street Names, Regulatory and Warning Signs for Private Streets

Not applicable to this case. The proposal does not include private streets.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.

3-15 Public Water Facilities

Public Water is provided to this site by Metro Water. Water has reviewed this plan and has recommended approval.

3-16 Sewerage Facilities

Public sewer is available to this site from Metro Water Services. Water Services has reviewed the plan and found it to be in compliance with all requirements of this section.

3-17 Underground Utilities

Utilities will not be required to be located underground for the proposed lots as they are along an existing street.

PLANNING STAFF COMMENTS

The proposed subdivision does not meet the standards of the Metro Subdivision Regulations related to compatibility as described above. Staff recommends disapproval. The Planning Commission may approve if they find that the subdivision can provide for harmonious development.

COMMENTS FROM OTHER REVIEWING AGENCIES

STORMWATER RECOMMENDATION

Approve

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- New driveway connections or access points will require a permit from the Public Works Department. Adequate sight distance must be provided per AASHTO for new driveway connections.

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends disapproval.

RECOMMENDED ACTION

Motion to disapprove proposed subdivision Case No. 2020S-176-001 based upon finding that the subdivision does not comply with the applicable standards of the Metro Subdivision Regulations.

Ms. Lewis presented the staff recommendation of disapproval.

Kelly Hyatt, applicant, spoke in favor of the application.

Councilmember Hagar spoke in favor of the application as he feels that this is the best use for the property.

Chairman Adkins closed the Public Hearing.

Mr. Tibbs spoke in favor of staff recommendation as he doesn't see a way for it to meet harmonious development.

Councilmember Murphy spoke in favor of staff recommendation as she doesn't see how it meets harmonious development; the lot pattern is not the same.

Ms. Johnson spoke in favor of staff recommendation.

Mr. Gobbell is less inclined to agree with staff as there doesn't seem to be much harmony out there, no real strong patterns.

Ms. Farr spoke in favor of staff recommendation as it would be hard to make an argument for harmonious development.

Ms. Farr moved and Ms. Johnson seconded the motion to disapprove. (6-1) Mr. Gobbell voted against.

Resolution No. RS2021-19

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020S-176-001 is disapproved. **(6-1)**

**41. 2020S-204-001
REDD HEIGHTS**

Council District 17 (Colby Sledge)
Staff Reviewer: Logan Elliott

A request to amend a previously approved plat to remove the platted setback for properties located at 356 and 358 Glenrose Avenue (0.61 acres) approximately 330 feet west of Sadler Avenue, zoned MUL-A; requested by William & Hamilton G.P., owner; Duane Cuthbertson, applicant.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

To amend a previously approved plat to remove a platted setback line.

Concept Plan

A request to amend a previously approved plat to remove the platted setback for properties located at 356 and 358 Glenrose Avenue (0.61 acres) approximately 330 feet west of Sadler Avenue, zoned Mixed-Use Limited-Alternative (MUL-A).

SITE DATA AND CONTEXT

Location: The site is located in south Nashville along the north side of Glenrose Avenue, west of Foster Avenue and immediately west of a railroad.

Street Type: The site has frontage along Glenrose Avenue, designated as a Collector Avenue in the Major and Collector Street Plan.

Approximate Acreage: 0.61 acres or 26,326 square feet.

Parcel/Site History: This site is comprised of two parcels: 10613006200 (eastern) and 10613006300 (western). The eastern parcel, in its existing form, dates back to a deed from 1987 and the western parcel, in its existing form, dates back to a deed from 1968. Both parcels are portions of lots from a previously recorded plat, Redd Heights.

Zoning History: In 2016, the eastern parcel was rezoned from One and Two-Family Residential (R6) to Mixed-Use Limited-Alternative (MUL-A) with a MPC recommendation of approval. In 2018, the western parcel was rezoned from

One and Two-Family Residential (R6) to Mixed-Use Limited-Alternative (MUL-A) with a MPC recommendation of approval.

Existing land use and configuration: Two parcels that each contain a single-family residential use with individual access to Glenrose Avenue.

Surrounding land use and zoning:

North: One and two-family residential (R6)
South: Mixed-Use Limited-Alternative (MUL-A)
East: Single-family residential (R6)
West: Specific Plan Mixed Non-Residential (R6)

Zoning: Mixed-Use Limited-Alternative (MUL-A)

Min. lot size: None

Max. height: 4 stories in 60 feet. 3 stories in 45 feet in the Build-to-Zone.

Build to requirement: 0 feet to 15 feet

Min. rear setback for all properties: 20'

Min. side setback for all properties: None

Maximum Building Coverage: 1.00

PROPOSAL DETAILS

This proposal is to amend the street setback of two parcels that have platted setbacks to the build-to line required by the Metro Zoning Code.

PLANNING STAFF COMMENTS

The current plat requires a setback of just over 40 feet from the front property line. Removing this platted setback will permit a development consistent with the intent of the land use policy and would allow for development to meet the requirements of the existing zoning. Staff recommends approval.

COMMENTS FROM OTHER REVIEWING AGENCIES

STORMWATER RECOMMENDATION

Approve

FIRE MARSHAL RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval.

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

Duane Cuthbertson, applicant, spoke in favor of the application.

Mr. Lawson rejoined the meeting.

Chairman Adkins closed the Public Hearing.

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

Resolution No. RS2021-19

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020S-176-001 is approved with conditions. **(6-1)**

42. 2020S-203-001
OLD MATTHEWS AND WEBSTER
Council District 02 (Kyonzté Toombs)
Staff Reviewer: Patrick Napier

A request for concept plan approval to create eight lots and open space on properties located at 2504 and 2506 Webster Road, 2528 Old Matthews Road and Old Matthews Road (unnumbered), and Toney Drive (unnumbered), approximately 275 feet north of Yokley Road, zoned RS7.5 (5.21 acres), requested by Dale & Associates, applicant; REI615, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Concept plan approval to create 8 lots.

Concept Plan

A request for concept plan approval to create 8 lots and open space on properties located at 2504 and 2506 Webster Road, 2528 Old Matthews Road and Old Matthews Road (unnumbered), and Toney Drive (unnumbered), approximately 275 feet north of Yokley Road, zoned RS7.5 (5.21 acres).

SITE DATA AND CONTEXT

Location: The site is located along the west side of Old Matthews Road, 275 feet north of Yokley Road.

Street Type: The site has frontage along Old Matthews Road. The plan proposes two new public streets. One of the streets will provide a connection to Old Matthews Road. Old Matthews Road is a Residential Collector Street with 50 feet of existing right-of way and 26 feet of existing pavement.

Approximate Acreage: 5.21 acres or 226,947 square feet

Parcel/Site History: This site is comprised of five parcels; all of the parcels were created by deed prior to 1971.

Zoning History: All parcels have been zoned RS7.5 since 1998.

Existing land use and configuration: Two parcels. The northern parcel contains one single-family residential structure which is proposed to remain.

Surrounding land use and zoning:

North: Single-family residential (RS7.5)
South: Single-family residential (RS7.5)
East: Single-family residential (RS7.5)
West: Single-family residential (RS7.5)

A request for concept plan approval to create 8 lots and open space on properties located at 2504 and 2506 Webster Road, 2528 Old Matthews Road and Old Matthews Road (unnumbered), and Toney Drive (unnumbered), approximately 275 feet north of Yokley Road, zoned RS7.5 (5.21 acres).

SITE DATA AND CONTEXT

Location: The site is located along the west side of Old Matthews Road, 275 feet north of Yokley Road.

Street Type: The site has frontage along Old Matthews Road. The plan proposes two new public streets. One of the streets will provide a connection to Old Matthews Road. Old Matthews Road is a Residential Collector Street with 50 feet of existing right-of way and 26 feet of existing pavement.

Approximate Acreage: 5.21 acres or 226,947 square feet

Parcel/Site History: This site is comprised of five parcels; all of the parcels were created by deed prior to 1971.

Zoning History: All parcels have been zoned RS7.5 since 1998.

Existing land use and configuration: Two parcels. The northern parcel contains one single-family residential structure which is proposed to remain.

Surrounding land use and zoning:

North: Single-family residential (RS7.5)
South: Single-family residential (RS7.5)

East: Single-family residential (RS7.5)
West: Single-family residential (RS7.5)

Zoning: Single-family residential (RS7.5)
Min. lot size: 7,500 square feet
Max. height: 3 stories
Min. street setback: 20'
Min. rear setback for all properties: 20'
Min. side setback for all properties: 5'
Maximum Building Coverage: 0.45

PROPOSAL DETAILS

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

Number of lots: 8

Lot sizes: range from 12,346 square feet – 22,087 square feet.

Access: All lots have access from the new streets proposed within the concept plan; both streets contain 46' of right of way. Old Mathews Road, an existing collector street with a pavement width of 26' and a right-of-way width of 50' will provide access to the new streets. A 0.5 foot right-of-way dedication is required along Old Mathews Road to meet the standards of the Major and Collector Street Plan (MCSP). Each new street will contain a fire code compliant turnaround.

Open space: Approximately 33,811 square feet (approximately 30% of the total site area) of the site is proposed as open space, including two stormwater detention areas and one landscape buffer area.

Subdivision Variances or Exceptions Requested: None.

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations.

3-3 Suitability of the Land

Based on available data, this site does not contain FEMA floodway or floodplain. Steep slopes as identified on Metro's topographical maps are located within this site. Lots which contain a portion of slope greater than a 20% change in grade are required to be marked as critical lots. Planning staff recommends lots 6 and 7 be marked as a critical lot as it contains a 20% change in grade. No other features such as, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas are located on the site.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS7.5 zone district at the time of building permit application. All proposed lots have frontage on a public street.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

All of the proposed lots are oriented to new public streets; therefore, infill compatibility criteria does not apply to this concept plan.

3-6 Blocks

Each block meets the length requirement.

3-7 Improvements

Construction plans for any required public improvements, stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities

Sidewalks, which meet the MCSP standards, are shown along Old Matthews Road. The sidewalks along Old Matthews Road will be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code. Sidewalks which meet the local street standard are shown long all local street frontages consistent with the requirements of the subdivision regulations.

3-9 Requirements for Streets

Each street as shown will meet the minimum requirements of Public Works standards.

3-10 Requirements for Dedication, Reservations, or Improvements

Not applicable to this case. The subdivision does not adjoin or encompass either a greenway corridor shown on the Countywide Greenways Plan or Countywide Parks Master Plan, it is not located on a substandard street, or on a route depicted on the Major and Collector Street Plan.

3-11 Inspections During Construction

This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.

3-12 Street Name, Regulatory and Warning Signs for Public Streets

Each street as shown will meet the minimum requirements of Public Works standards.

3-13 Street Names, Regulatory and Warning Signs for Private Streets

Not applicable to this case. The proposal contains public streets.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.

3-15 Public Water Facilities

Metro Water Services has reviewed this proposed concept plan for water and has recommended approval.

3-16 Sewerage Facilities

Metro Water Services has reviewed this proposed concept plan for sewer and has recommended approval with conditions.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The proposal has noted the required utilities will be placed underground as required.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the subdivision regulations. Future development will be required to meet the standards of the Metro Zoning Code in regard to setbacks, sidewalks, etc. Staff recommends approval with conditions as the proposed subdivision meets the requirements of the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code.

STORMWATER RECOMMENDATION

Approve with conditions

- Add Preliminary Note to plans: Drawing is for illustration purposes to indicate the basic premise of the development, as it pertains to Stormwater approval / comments only. The final lot count and details of the plan shall be governed by the appropriate stormwater regulations at the time of final application.
- Must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The right-of-way consistent with the Major and Collector Street Plan shall be dedicated with the final plat.
2. Lots 6 and 7 shall be marked as a critical lot with the submittal of the final site plan.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. 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.
5. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

RECOMMENDED ACTION

Motion to approve proposed concept plan Case No. 2020S-203-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

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

Michael Garrigan, 516 Heather Place, spoke in favor of the application.

Michelle Taylor, 2520 Webster Dr, spoke in opposition to the application due to density and traffic concerns.

Name unclear, 521 Yokley Dr, spoke in opposition to the application due to density and traffic concerns.

Chairman Adkins closed the Public Hearing.

Mr. Gobbell spoke in favor of staff recommendation.

Ms. Johnson spoke in favor of staff recommendation.

Mr. Lawson spoke in favor of staff recommendation.

Councilmember Murphy spoke in favor of staff recommendation.

Dr. Sims spoke in favor of staff recommendation.

Mr. Tibbs spoke in favor of staff recommendation.

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

Resolution No. RS2021-20

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020S-203-001 is approved with conditions. **(8-0)**

CONDITIONS

1. The right-of-way consistent with the Major and Collector Street Plan shall be dedicated with the final plat.
2. Lots 6 and 7 shall be marked as a critical lot with the submittal of the final site plan.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. 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.
5. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk

and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

RECOMMENDED ACTION

Motion to approve proposed concept plan Case No. 2020S-203-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

43. 2020S-207-001

CHANDLER RESERVE

Council District 11 (Larry Hagar)

Staff Reviewer: Patrick Napier

A request for concept plan approval to create 253 lots on property located at Chandler Road (unnumbered), approximately 2,500 feet east of Tulip Grove Road, zoned R10 (107.14 acres), requested by CSDG, applicant; JD Eatherly Revocable Living Trust and Desperado Partners, owners.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Concept plan to create up to 253 lots.

Concept Plan

A request for concept plan approval to create 253 lots on property located at Chandler Road (unnumbered), approximately 2,500 feet east of Tulip Grove Road, zoned One and Two-Family R10 (107.14 acres).

SITE DATA AND CONTEXT

Location: The parcels are located at the terminus of Rowena Drive, Shadow Lawn Drive, Leesa Ann Lane, and Hidden Hill Drive. The site is bounded to the south by the Nashville and Eastern railway, and to the east by the edge of the Davidson and Wilson County Line. The Heritage Hills Subdivision is located to the north of the site.

Street Type: All street connections and proposed streets are local streets. Leesa Ann Lane will serve as the main connection to the proposed subdivision. Leesa Ann Lane provides a connection to Tulip Grove Road, a Major Arterial Street.

Approximate Acreage: 107.14 acres or 4,667,018 square feet.

Parcel/Site History: This site is comprised of two parcels. These parcels were created by deed in 2007.

Zoning History: The site has been zoned R10 since 1974.

Existing land use and configuration: The site consists of vacant residential land.

Surrounding land use and zoning:

- **North:** Multi-Family Residential (RM6) Planned Unit Development Overlay (PUD)
- **South:** Single-Family Residential (RS10), Agricultural/Residential (AR2a)
- **East:** N/A

West: One a **Proposed Concept Plan**

Zoning: One and Two-Family Residential (R10)

- Min. lot size: 10,000 square feet
- Max. height: 3 stories
- Min. Contextual setbacks will apply for lots along streets which will be extended with the improvements to this site. These setbacks will be based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face.
- Min. street setback: 20' for new lots oriented to new public streets where there are no existing lots with structures which establish a development pattern.
- Min. rear setback for all properties: 20'
- Min. side setback for all properties: 5'

PROPOSAL DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. This proposal utilizes the by-right Cluster Lot Option standards of Section 17.12.090 of the Metro Zoning Code (see analysis below).

Number of lots: 253

Lot sizes: Lots range in size between 6,012 sq. ft. to 18,275 sq. ft.

Access: All lots will be accessed by new public streets, which meet the minimum requirements for local streets. The existing stub streets will be extended through this site.

Subdivision Variances or Exceptions Requested: None

CLUSTER LOT OPTION

The proposal utilizes the by-right Cluster Lot Option provisions of Section 17.12.090 of the Metro Zoning Code.

Plan Requirements (Section 17.12.090.A)

The concept plan (preliminary plat) establishes that clustering is proposed and displays the layout of all lots and common areas. This cluster lot proposal includes only single-family lots. The concept plan delineates the alternative lot sizes to be employed and describes the land areas required to satisfy open space requirements.

Minimum Area Required to be Eligible (Section 17.12.090.B)

The minimum area within the cluster lot subdivision shall be no less than ten times the minimum lot area for the base zoning district. The site is zoned R10, which has a minimum lot area of 10,000 square feet. The minimum area within a cluster lot subdivision in the R10 district is 100,000 square feet (10 x 10,000 sf). The site contains approximately 4,667,018 square feet and exceeds the minimum area requirement to be eligible to utilize the cluster lot option.

Maximum Lot Yield (Section 17.12.090.E)

The Cluster Lot Option includes specific standards for calculation of maximum lot yield within a cluster lot subdivision that ensure that the maximum number of lots does not exceed what is permitted by the existing base zoning. The Zoning Code specifies that the lot yield shall be based on the gross acreage of the site, minus 15 percent of area which is reserved for streets, and then division of the remaining 85 percent of the gross area by the minimum lot size of the base zoning district.

The gross area of this site is approximately 107.14 acres or 4,667,018 square feet. The minimum lot size of the existing zoning district, R10, is 10,000 square feet.

$$\begin{aligned} 4,667,018 \text{ sq. ft.} \times 0.15 &= 700,052 \text{ square feet (15\% of the gross site area reserved for streets)} \\ 4,667,018 \text{ sq. ft.} - 700,052 \text{ sq. ft.} &= 3,966,966 \text{ (85\% of the gross area remaining to yield lots)} \\ 3,966,966 \text{ sq. ft.} / 10,000 \text{ sq. ft.} &= 396 \text{ lots} \end{aligned}$$

The concept plan proposes 253 lots, which is significantly less than the maximum number of lots that could be permitted based on the lot yield calculation established in the Zoning Code and the existing R10 base zoning.

Open Space Requirements (Section 17.12.090.D)

A minimum of 15 percent of the gross land area of each phase is required to be provided as open space in a cluster lot subdivision. The proposed concept plan includes 5 phases of development. Approximately 2,484,226 square feet, which is 53% (57.03 acres), of the site is proposed as open space, including landscape buffers, area for stormwater detention, children's playground, and walking trails. The proposed open space exceeds the minimum requirement.

Alternative Lot Sizes (Section 17.12.090.C)

Lots within a cluster lot subdivision may be reduced in area the equivalent of two smaller base zone districts. The subject site is zoned R10. A reduction of two base zone districts would be down to the R6 district, which requires a minimum lot size of 6,000 square feet. The smallest lots proposed in this subdivision meet or exceed that minimum lot size requirement.

The bulk standards of the zoning district which most closely resembles the alternative lot sizes chosen for any given phase of the development shall be employed for that phase of the subdivision. Based on the proposed lot sizes, the bulk standards of R6 will apply. Those standards are:

- Min. Contextual setbacks will apply for lots along streets which will be extended with the improvements to this site. These setbacks will be based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face.
- Min. street setback: 20' for new lots oriented to new public streets where there are no existing lots with structures which establish a development pattern.
- Min. street setback for properties on Valley Bend Drive: 20'
- Min. rear setback for all properties: 20'

- Min. side setback for all properties: 5'
- Maximum Building Coverage: 0.35

Perimeter lots oriented to an existing street are required to be at least ninety percent of the minimum lot size of the actual zoning of the property. There are no perimeter lots oriented to existing streets.

Lots 1, 13, and 14 abut conventional subdivisions of R zoned property to the west of the site. These lots may be reduced in size the equivalent of one zoning district (R10 to R8) with the installation of a standard B landscape buffer yard located within common open space, or reduced the equivalent of two zoning districts (R15 to R8) with the installation of a standard C landscape buffer yard located within common open space. Each of these lots exceeds the minimum requirement of the existing R10 zone district and therefore this requirement does not apply. A landscape buffer is being provided between these lots and the existing adjacent lots within a conventional subdivision.

Hillside Development Standards (Section 17.28.30)

This site contains several areas of slope which exceed a 20% grade. Lots are generally located off of areas of slopes over 20% and any lots which contain slopes over 20% are noted as critical lots. The hillside development standards will apply to all critical lots shown on the concept plan.

Floodplain Development Standards (Section 17.28.40)

This site contains a significant area of floodplain, all of the floodplain has been placed in open space. No development is proposed within the floodplain areas and no portion of a single-family lot will contain any portion of the floodplain.

Recreational Facilities (Section 17.12.090.G)

This section establishes the requirements for recreational facilities in subdivisions utilizing the cluster lot option. The concept plan proposes 253 lots, recreational facilities are provided which meet the minimum requirements for a cluster lot subdivision. A playground is shown in a central location along Road "C" and a walking trail will also be constructed to provide a path to a high point on the site.

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Monuments will be placed on property corners or referenced to property lines consistent with the requirements of the subdivision regulations.

3-3 Suitability of the Land

Based on available data, this site contains FEMA floodway and floodplain as well as steep slopes as identified on Metro's topographical maps. The available data does not identify problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R10 zoning at the time of building permit. All proposed lots have frontage on a public street

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

Not applicable to this case.

3-6 Blocks

All proposed block lengths meet the distance requirements as established in the subdivision regulations.

3-7 Improvements

Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities

Sidewalks are required in association with new streets. The proposed subdivision includes new public streets. The proposed concept plan indicates sidewalks will be provided consistent with the local street standard. Sidewalks will be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.

3-9 Requirements for Streets

All streets as shown on the concept plan meet the minimum requirements for a public street.

3-10 Requirements for Dedication, Reservations, or Improvements

Not applicable to this case. The subdivision does not adjoin or encompass either a greenway corridor shown on the Countywide Greenways Plan or Countywide Parks Master plan, it is not located on a substandard street, or on a route depicted on the Major and Collector Street Plan.

3-11 Inspections During Construction

This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.

3-12 Street Name, Regulatory and Warning Signs for Public Streets

Public Works will require the review and approval of streets with the submittal of the final site plan. Street names for new streets will be reserved at that time.

3-13 Street Names, Regulatory and Warning Signs for Private Streets

Not applicable to this case. The concept plan does not propose any new private streets.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed concept plan and found it to comply with all applicable standards of this section. Stormwater recommends approval.

3-15 Public Water Facilities

Metro Water Services has reviewed this proposed concept plan for water and has recommended approval.

3-16 Sewerage Facilities

Metro Water Services has reviewed this proposed concept plan for sewer and has recommended approval with conditions.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The concept plan notes all new utilities will be placed underground as required.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the subdivision regulations. Future development will be required to meet the standards of the Metro Zoning Code in regard to setbacks, sidewalks, etc. Staff recommends approval with conditions as the proposed subdivision meets the requirements of the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Provide temporary fire apparatus turnarounds for any dead-end street exceeding 150' in length until through connection is made.
- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code.

STORMWATER RECOMMENDATION

Approve with conditions

- Add a note stating the project will comply with all regulations regarding the floodway.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Prior to submission of the construction plans, applicant is to explore the possibility of installation of traffic calming measures with the MPW Traffic Calming program. The streets to be explored are Leesa Ann Lane and Lady Nashville Drive.
- Prior to the first final plat, applicant is to refurbish and lengthen the left turn lane striping on Leesa Anne Lane at the intersection with Tulip Grove Road, and on Lady Nashville Drive at the intersection with Lebanon Pike. The length of the storage and taper should be determined by the applicant's traffic engineer and submitted to MPW for confirmation.
- The pavement markings at the intersections of Lebanon Pike at Tulip Grove Road and Big Horn Drive are to be refurbished with this development; submit plans with the construction plan submission.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Public water and/or sanitary sewer construction plans must be submitted and approved prior to Final Site/Development Plan approval. The approved construction plans must match the Final Site/Development Plans. The required capacity fees must also be paid prior to Final Site/Development Plan approval (T2020064063).

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The approval of a concept plans shall be effective for four years from the date of Planning Commission Approval to the recording of the final plat or a phase of the plat as described in Section 2-2.4.g.
2. Comply with all conditions and requirements of Metro agencies.
3. Lots 210, 211, 212, and 213 shall be removed from the current location due to the presence of slopes over 20% that are part of a larger area of contiguous steep slopes.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2020S-207-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.

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

Chris Cowan, 5217 Maryland Way, spoke in favor of the application.

Ryan Loveless, Civil Site Design, spoke in favor of the application.

Name and address unclear, spoke in opposition to the application as he was told the current wooded area will be torn out; also, traffic and infrastructure concerns.

Councilmember Hagar spoke in favor of the application.

Chairman Adkins closed the Public Hearing.

Mr. Tibbs spoke in favor of staff recommendation and encouraged the developer to consider Councilmember Hagar's request.

Dr. Sims stated that a lot of this area is not buildable and expressed disappointment that there are not more concessions for the neighborhood, such as a playground.

Councilmember Murphy would like to have seen more character and diversity.

Mr. Lawson spoke in favor of staff recommendation.

Mr. Gobbell spoke in favor of staff recommendation.

Ms. Farr spoke in favor of staff recommendation as it does meet all requirements but encouraged the developer to consider open space amenities.

Ms. Farr moved and Mr. Gobbell seconded the motion to approve with conditions. (5-3) Ms. Johnson, Councilmember Murphy, and Dr. Sims voted against.

Resolution No. RS2021-21

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020S-207-001 is approved with conditions. **(5-3) CONDITIONS**

1. The approval of a concept plans shall be effective for four years from the date of Planning Commission Approval to the recording of the final plat or a phase of the plat as described in Section 2-2.4.g.
2. Comply with all conditions and requirements of Metro agencies.
3. Lots 210, 211, 212, and 213 shall be removed from the current location due to the presence of slopes over 20% that are part of a larger area of contiguous steep slopes.

44. 2020Z-119PR-001

BL2020-479/Freddie O'Connell
Council District 19 (Freddie O'Connell)
Staff Reviewer: Logan Elliott

A request to rezone from MUN, MUN-A, MUL-A, MUG, OR20, CS and CF to MUN-NS, MUN-A-NS, MUL-A-NS, MUG-NS, OR20-NS, CS-NS, and CF-NS zoning for various properties located between Rosa L. Parks Boulevard and 2nd Avenue North, from Hume Street, south to Jefferson Street, and located within the Germantown Historic Preservation District Overlay and the Phillips - Jackson Street Redevelopment District Overlay (68.61 acres), requested by Councilmember Freddie O'Connell, applicant; various owners.

Staff Recommendation: Defer to the March 25, 2021, Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-119PR-001 to the March 25, 2021, Planning Commission meeting. (8-0)

45. 2020Z-138PR-001

Council District 01 (Jonathan Hall)
Staff Reviewer: Abbie Rickoff

A request to rezone from RS15 to R15 zoning for properties located at 4019 and 4020 Meadow Road, on either side of Meadow Road and approximately 220 feet south of Cedar Circle (0.72 acres), requested by Phillip Nesmith, applicant; Phillip Nesmith and Michael Thompson, owners.

Staff Recommendation: Approve R15 zoning on parcel (042) and disapprove R15 zoning on parcel (033).

APPLICANT REQUEST

Zone change from RS15 to R15.

Zone Change

A request to rezone from Single-Family Residential (RS15) to One and Two-Family Residential (R15) zoning for properties located at 4019 and 4020 Meadow Road, on either side of Meadow Road and approximately 220 feet south of Cedar Circle (0.72 acres).

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit one unit on each parcel for a total of two units.*

Proposed 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 two lots with two duplex lots for a total of four units, based on the total acreage only. The Codes Department provides a final determination on duplex eligibility.*

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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

and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

ANALYSIS

The site includes two parcels located on either side of Meadow Road, north of Fairview Drive and west of Clarksville Pike. The eastern parcel (042) contains a single-family residential unit and the western parcel (033) is vacant. The parcels are located within a larger area of RS15 zoning that generally extends north of Kings Lane and west towards Briley Parkway. The surrounding development pattern includes primarily single-family uses along Meadow Road and interior to the neighborhood. The development pattern to the south, near the Meadow Road/Fairview Drive intersection, is slightly more intense, with scattered two-family and non-residential uses that continue to the east, along the Clarksville Pike corridor.

Parcel 042 is located on the eastern edge of a T3 NE policy area, adjacent to properties along Clarksville Pike that are in the T3 CM, Suburban Mixed Use Corridor, policy area. The Suburban Mixed Use Corridor policy supports higher intensity suburban development and contains properties currently zoned for mixed-use and non-residential uses. Parcel 033 is located on the western edge of the T3 NE policy area, interior to the neighborhood and adjacent to properties in the T3 NM, Suburban Neighborhood Maintenance, policy area, which generally supports maintenance of the existing development pattern. The existing residential development pattern in the T3 NM area to the west includes primarily single-family uses.

In this case, the parcels are located on opposite sides of the street, where the context on the east side is different than on the west side. The eastern parcel (042) is adjacent to a higher intensity policy area along Clarksville Pike, an arterial boulevard, where it may be appropriate for additional intensity, consistent with the T3 NE policy goal of creating more opportunity for housing choice. The western parcel (033) is located interior to the neighborhood and away from the corridor, where it may not be appropriate to increase residential intensity, given the parcel's mid-block location and its adjacency to a lower intensity policy area. Therefore, staff recommends approval of R15 zoning on parcel (042) and disapproval of R15 zoning on parcel (033).

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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)	0.72	2.904 D	2 U	19	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.72	2.904 D	4 U	38	3	4

*Based on two-family lots

Traffic changes between maximum: **RS15 and R15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+19	+1	+2

METRO SCHOOL BOARD REPORT

Projected student generation existing RS15 zoning districts: 0 Elementary 0 Middle 0 High

Projected student generation proposed R15 zoning district: 0 Elementary 0 Middle 0 High

The proposed R15 zoning is not expected to generate any additional students than what would be generated under the existing RS15 zoning. Students would attend Cumberland Elementary School, Joelton Middle School, and

Whites Creek High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval of R15 zoning on parcel (042) and disapproval of R15 on parcel (033).

Ms. Rickoff presented the staff recommendation to approve R15 zoning on parcel (042) and disapprove R15 zoning on parcel (033).

Phillip Nesmith, applicant, spoke in favor of the application.

Councilmember Hall spoke in favor of the application.

Chairman Adkins closed the Public Hearing.

Dr. Sims spoke in favor of staff recommendation.

Mr. Tibbs spoke in favor of the application.

Ms. Johnson spoke in favor of staff recommendation.

Mr. Lawson spoke in favor of staff recommendation.

Mr. Lawson moved and Dr. Sims seconded the motion to approve R15 zoning on parcel (042) and disapprove R15 zoning on parcel (033). (7-1) Mr. Tibbs voted against.

Resolution No. RS2021-22

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-138PR-001 is approved R15 zoning on parcel (042) and disapproved R15 zoning on parcel (033). (7-1)

I: OTHER BUSINESS

46. Appointment of Christopher Serkin to the Hillsboro Village UDO's Design Review Committee

Resolution No. RS2021-23

"BE IT RESOLVED by The Metropolitan Planning Commission that Appointment of Christopher Serkin to the Hillsboro Village UDO's Design Review Committee is **approved. (8-0)**

47. Historic Zoning Commission Report
48. Board of Parks and Recreation Report
49. Executive Committee Report
50. Accept the Director's Report

Resolution No. RS2021-24

"BE IT RESOLVED by The Metropolitan Planning Commission that the director's report is **approved. (8-0)**

51. Legislative Update

J: MPC CALENDAR OF UPCOMING EVENTS

February 11, 2021

MPC Meeting

4 pm, location to be determined

February 25, 2021

MPC Meeting

4 pm, location to be determined

K: ADJOURNMENT

The meeting adjourned at 9:25 p.m.