

# Metropolitan Planning Commission



Staff Reports

**March 11, 2021**



## Metro Planning Commission Meeting of 03/11/21

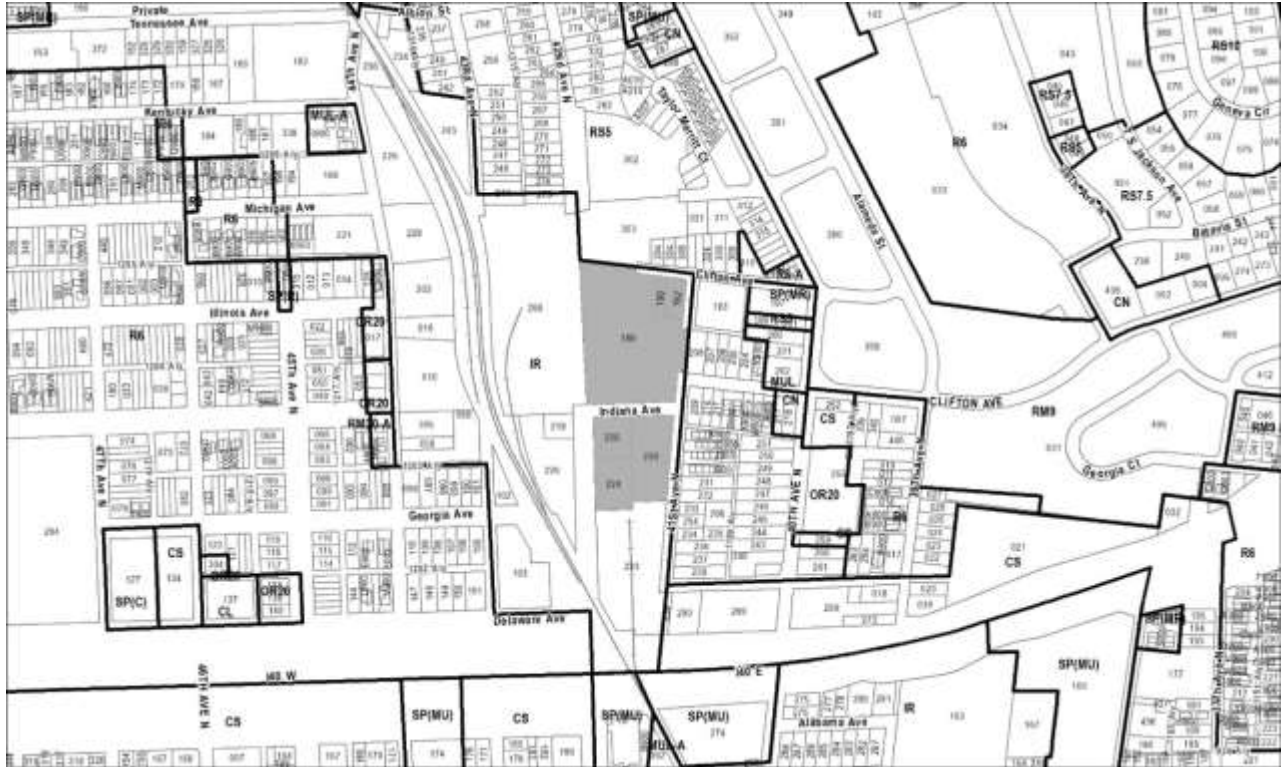
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 03/11/21



### **2021CP-008-001**

#### **NORTH NASHVILLE COMMUNITY PLAN AMENDMENT**

Map 091-12, Parcel(s) 189-192, 224-226

08, North Nashville

21 (Brandon Taylor)



**Project No.** Community Plan Amendment 2021CP-008-001  
**Project Name** North Nashville Community Plan Amendment  
**Associated Case** 2021SP-004-001  
**Council District** 21 – Taylor  
**School District** 01 – Gentry  
**Requested by** Kimley-Horn, applicant; Hoosier Capital, L.P., owner.

**Deferrals** This item was deferred at the January 21, 2021, and February 25, 2021, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** McCullough  
**Staff Recommendation** *Defer to the April 8, 2021, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Amend the North Nashville Community Plan.**

Plan Amendment

A request to amend the North Nashville Community Plan by changing from District Industrial (D IN) Policy to T4 Urban Mixed Use Neighborhood (T4 MU) Policy for properties located at 623 and 701 41st Avenue North and 700 42nd Avenue North, approximately 500 feet west of 40th Avenue North, zoned Industrial Restrictive (IR) (6.88 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 8, 2021, Planning Commission meeting.



# Metro Planning Commission Meeting of 03/11/21



**2021SP-004-001**  
41ST AVENUE NORTH SP  
Map 091-12, Parcel(s) 189-192, 207, 208  
08, North Nashville  
21 (Brandon Taylor)



**Project No.** Specific Plan 2021SP-004-001  
**Project Name** 41<sup>st</sup> Avenue North SP  
**Associated Case** 2021CP-008-001  
**Council District** 21 – Taylor  
**School District** 01 – Gentry  
**Requested by** Kimley-Horn, applicant; Hoosier Capital, L.P., owner.

**Deferrals** This item was deferred at the January 21, 2021, and February 25, 2021 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer to the April 8, 2021, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Preliminary SP to permit 151 Multi-Family Residential units.**

Zone Change

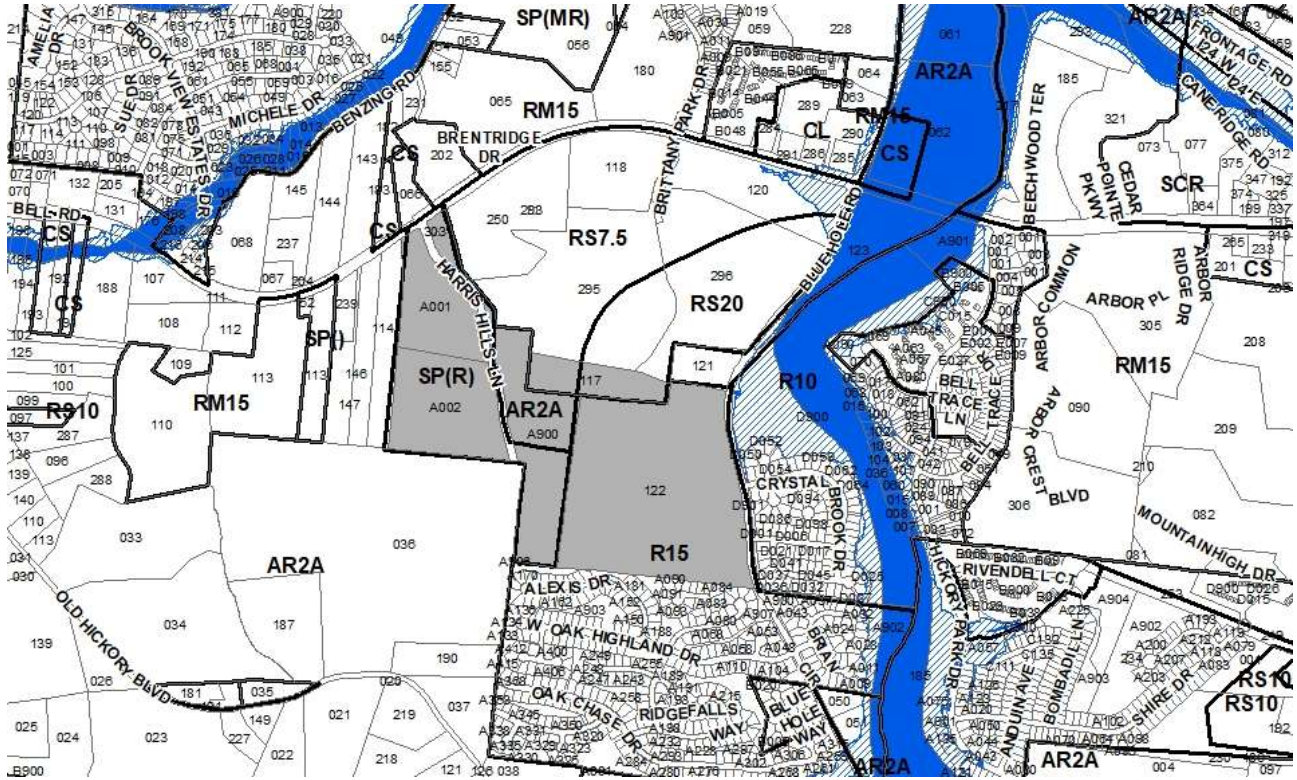
A request to rezone from Industrial Restrictive (IR) and Office Residential (OR20) to Specific Plan – Residential (SP) zoning on properties located at 704 41st Avenue North, 4105 Clifton Avenue, and Clifton Avenue (unnumbered), and 4020 Indiana Avenue, approximately 475 feet west of 40th Avenue North (5.11 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the April 8, 2021, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 03/11/21



## 2007SP-037-002

BELL ROAD/BLUE HOLE ROAD SP AMENDMENT

Map 162, Parcel(s) 117, 122

Map 162-15-0-A, Parcel(s) 001-002, 900

12, Southeast

31 (John Rutherford)





**Project No.** **Specific Plan 2007SP-037-002**  
**Project Name** **Bell Road/Blue Hole Road SP Amendment**  
**Associated Case** 95P-025-007  
**Council District** 31 – Rutherford  
**School District** 2 – Elrod  
**Requested by** Lose Design, applicant; Forest View Residences, LLC and Richland South, LLC, owners.

**Deferrals** This item was deferred at the December 10, 2020, January 21, 2021, and February 11, 2021 Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Defer to the May 13, 2021, Planning Commission meeting.*

**APPLICANT REQUEST**  
**Amend SP to permit a mixed-use development.**

SP Amendment

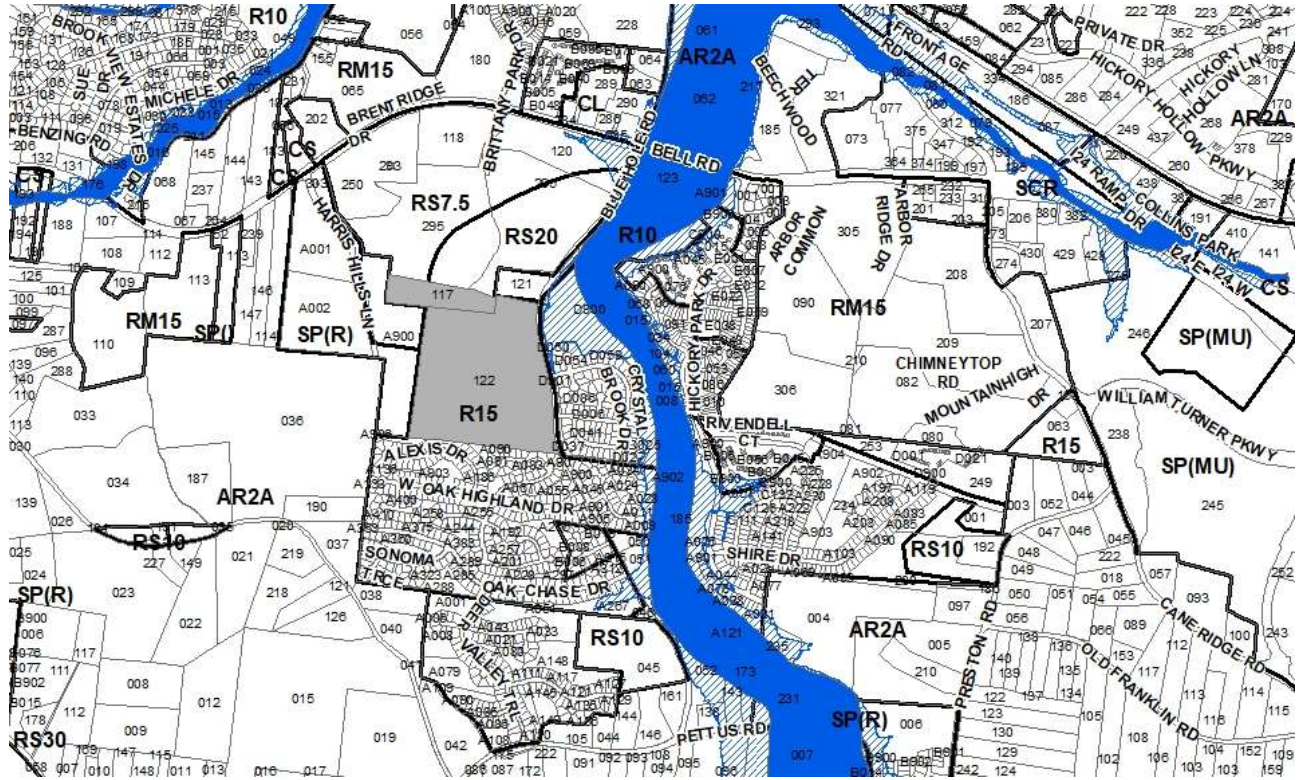
A request to amend a Specific Plan located at Bell Road (unnumbered) and 5439 Blue Hole Road and 7000 Harris Hills Lane, at the corner of Bell Road and Harris Hills Lane (101.91 acres), zoned Agricultural/Residential (AR2a), One and Two-Family Residential (R15), Single-Family Residential (RS20), One and Two-Family Residential (RS7.5), and Specific Plan (SP), to permit a mixed-use development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 13, 2021, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 03/11/21



**95P-025-007**  
MILLWOOD COMMONS PUD (CANCELLATION)  
Map 162, Parcel(s) 117, 122  
12, Southeast  
31 (John Rutherford)



**Project No.** **Planned Unit Development 95P-025-007**  
**Project Name** **Millwood Commons PUD (Cancellation)**  
**Associated Case** 2007SP-037-002  
**Council District** 31 – Rutherford  
**School District** 2 – Elrod  
**Requested by** Lose Design, applicant; Richland South, LLC, owners.

**Deferrals** This item was deferred at the December 10, 2020, January 21, 2021, and February 11, 2021 Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Defer to the May 13, 2021, Planning Commission meeting.*

**APPLICANT REQUEST**

**Cancel a portion of an existing Planned Unit Development Overlay District (PUD).**

PUD Cancellation

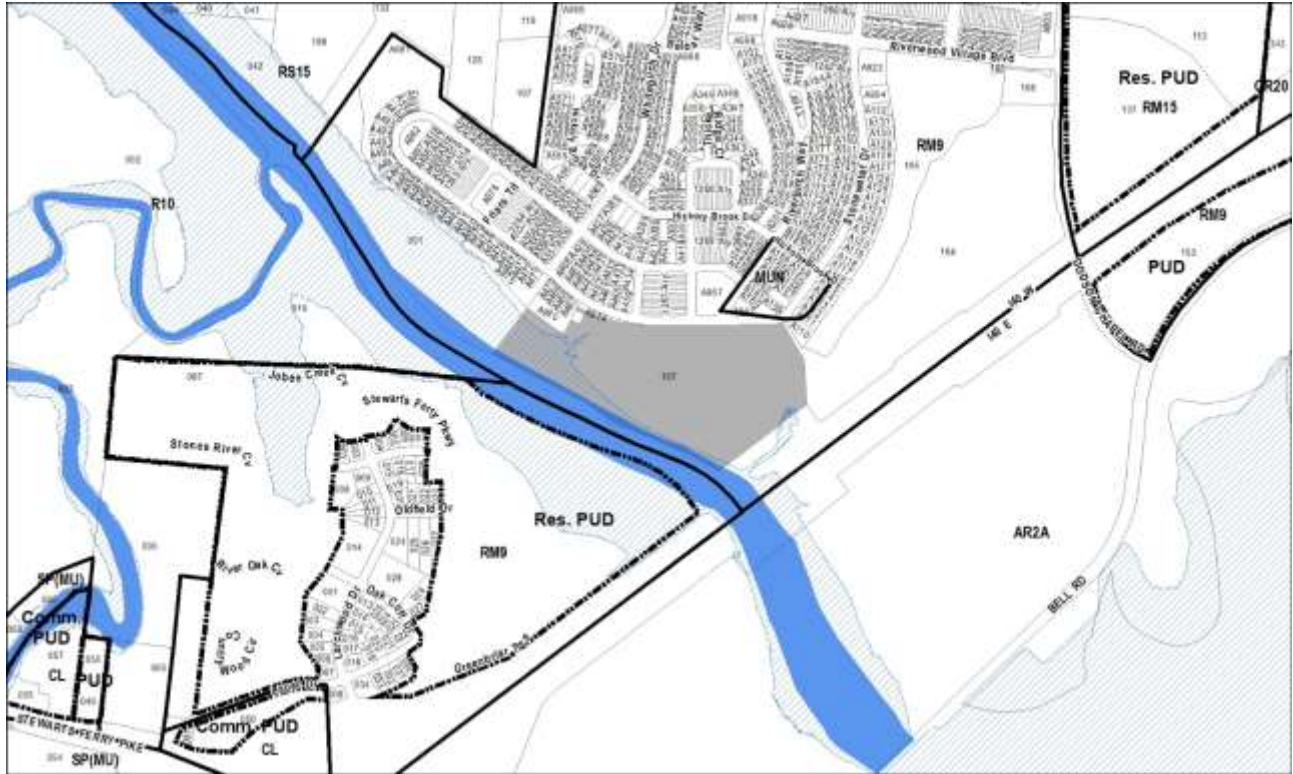
A request to cancel a portion of a Planned Unit Development Overlay District (PUD) located at 5439 Blue Hole Road and Bell Road (unnumbered), approximately 560 feet north of W. Oak Highland Drive (54.81 acres), zoned One and Two-Family Residential (R15), Single-Family Residential (RS20), Single-Family Residential (RS7.5).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 13, 2021, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 03/11/21



### **2004UD-002-011**

#### **VILLAGES OF RIVERWOOD SECTION M (MODIFICATION)**

Map 097, Parcel(s) 167

14, Donelson - Hermitage - Old Hickory

14 (Kevin Rhoten)



**Project No.** Urban Design Overlay 2004UD-002-011  
**Project Name** Villages of Riverwood – Section M  
(Modification)  
**Council District** 14 – Rhoten  
**School District** 4 – Little  
**Requested by** Dale and Associates, applicant; Villages of Riverwood and Browns Farm, owner.

**Deferrals** This item was deferred at the October 22, 2020, December 10, 2020, January 21, 2021, February 11, February 25, and March 11, 2021, Planning Commission meetings. A public hearing was held at the October 22, 2020 Planning Commission meeting and remains open.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Defer to the March 25, 2021, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Modify the Villages of Riverwood Urban Design Overlay District.**

Urban Design Overlay

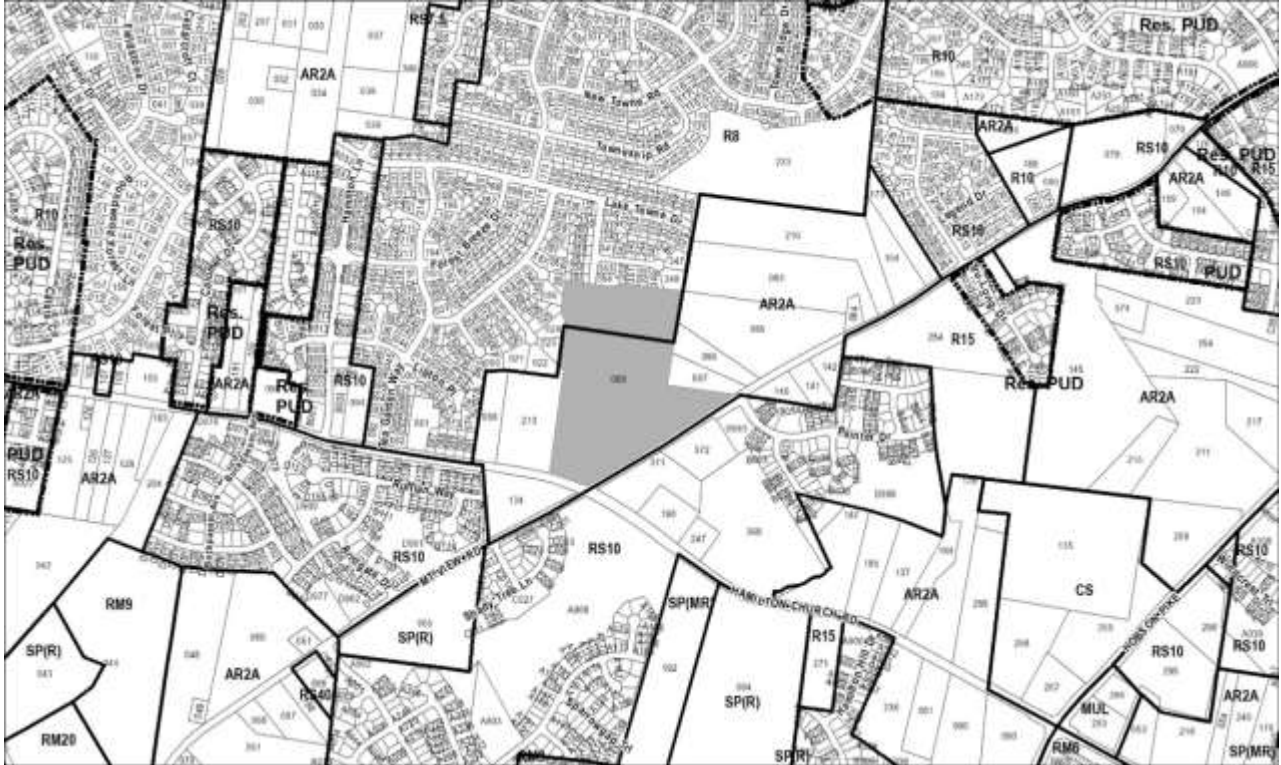
A request to modify the Villages of Riverwood Urban Design Overlay District for property located at Stonewater Drive (unnumbered), approximately 400 feet southwest of Hickory Brook Drive, zoned Multi-Family Residential (RM9) and within the Villages of Riverwood Urban Design Overlay District (23.35 acres), to change the 776 assisted living units to 210 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 25, 2021, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 03/11/21



### **2021SP-006-001**

6103 MT. VIEW ROAD SP

Map 150, Parcel(s) 088

13, Antioch - Priest Lake

33 (Antoinette Lee)



**Project No.** Specific Plan 2021SP-006-001  
**Project Name** 6103 Mt. View Road SP  
**Council District** 33 – Lee  
**School District** 06 – Bush  
**Requested by** CSDG, applicant; Therese McClurg and Philip Burgess, owners.

**Deferrals** The item was deferred at the February 11, 2021, and February 25, 2021, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Napier  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**

**Preliminary SP to permit 46 single family lots and 68 multi-family units.**

Preliminary SP

A request to rezone from One and Two-Family Residential (R8) and Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning for property located at 6103 Mt. View Road, at the northeast corner of Mt. View Road and Hamilton Church Road (22.18 acres), to permit 46 single family lots and 68 multi-family units.

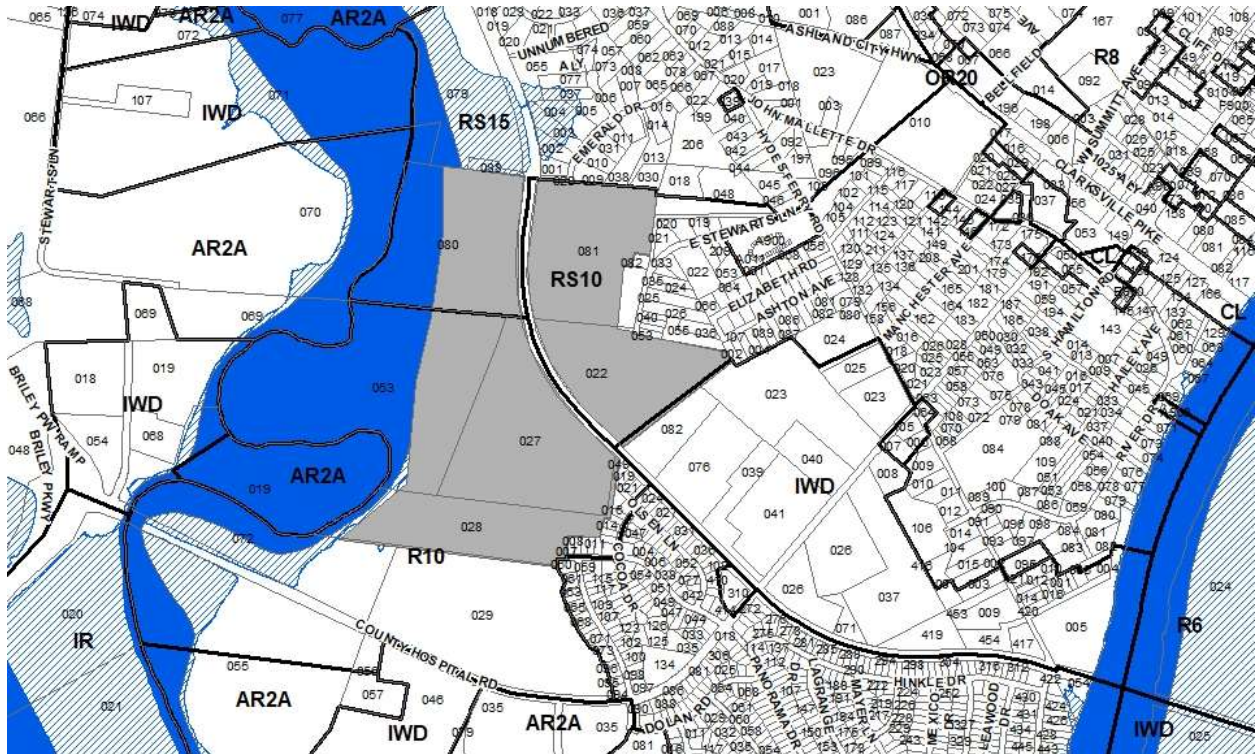
**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.





## Metro Planning Commission Meeting of 03/11/21



### 2020S-145-001

#### BORDEAUX AGRIHOOD

Map 069, Parcel 081

Map 069, Part of Parcel 080

Map 080, Parcel(s) 022, 027

Map 080, Part of Parcel(s) 028, 053

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Jonathan Hall);

02 (Kyonzté Toombs)





**Project No.** **Concept Plan 2020S-145-001**  
**Project Name** **Bordeaux Agrihood**  
**Council District** 1 - Hall; 2 - Toombs  
**School District** 01 - Gentry  
**Requested by** Dewey Engineering, applicant; Wildflower Partners LLC, owner.

**Deferrals** This item was deferred at the August 27, 2020, September 10, 2020, September 24, 2020, November 12, 2020, December 10, 2020, January 21, 2021 and the February 25, 2021, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Defer to the March 25, 2021, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Concept plan approval to create 412 lots for a total of 456 units.**

Concept Plan

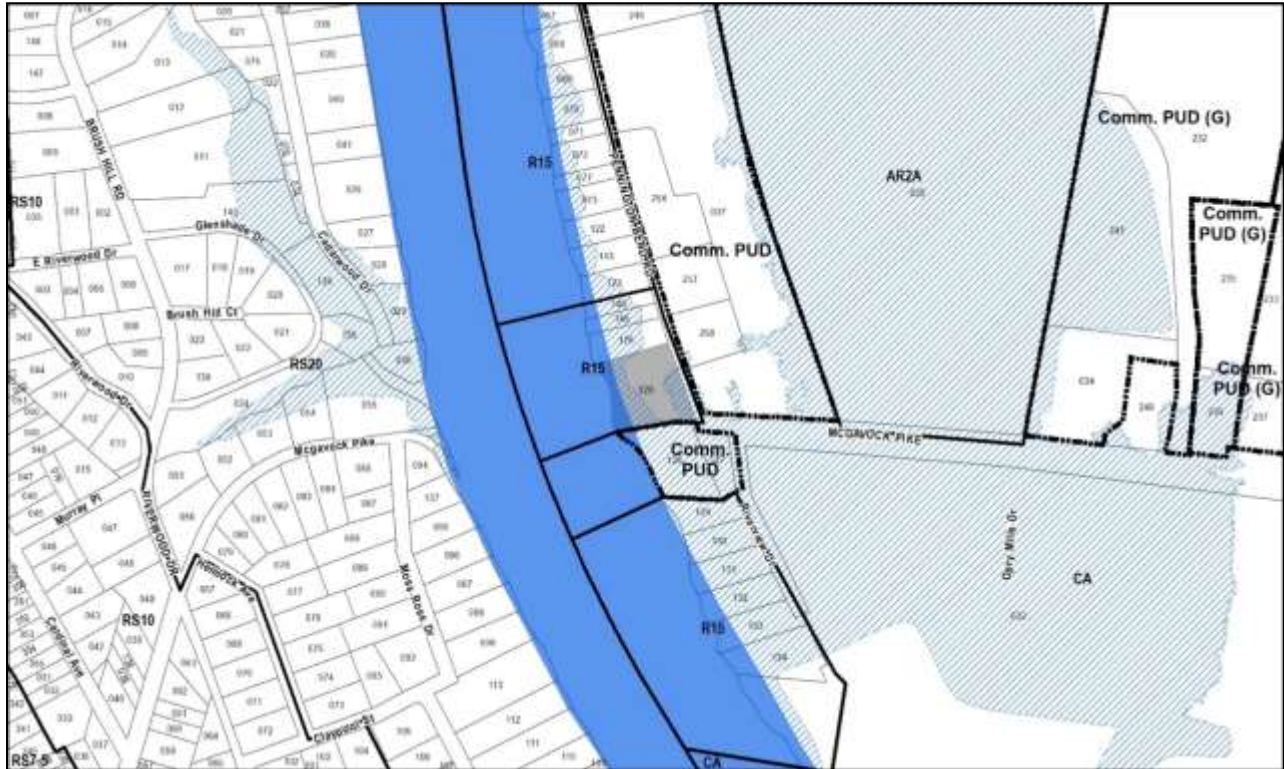
A request for concept plan approval to permit a maximum of 368 single-family lots and 44 two-family lots for a maximum of 456 residential units for properties located at 1501 E. Stewarts Lane, E. Stewarts Lane (unnumbered), and County Hospital Road (unnumbered), approximately 1,575 feet northwest of County Hospital Road, zoned One and Two-Family Residential (R10), Single-Family Residential (RS10) and Single-Family Residential (RS15) (129.2 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 25, 2021, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 03/11/21



### **2021S-026-001**

#### SUBDIVISION OF THE TONY AND PAMELA ADAMS PROPERTY

Map 062-13, Parcel(s) 126

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



<b>Project No.</b>	<b>Final Plat 2021S-026-001</b>
<b>Project Name</b>	<b>Subdivision of the Tony and Pamela Adams Property</b>
<b>Council District</b>	15 – Syracuse
<b>School District</b>	4 – Little
<b>Requested by</b>	Clint T. Elliott Surveying, Inc., applicant; Tony and Pamela Adams, owners.
<b>Deferrals</b>	This item was deferred from the February 11, 2021 and February 25, 2021, Planning Commission meetings. No public hearing was held.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

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

Final Plat  
A request for final plat approval to create three lots on property located at 2203 Pennington Bend Road, at the western terminus of McGavock Pike, zoned One and Two-Family Residential (R15) (1.37 acres).

**STAFF RECOMMENDATION**  
Staff recommends indefinite deferral, at the request of the applicant.



## Metro Planning Commission Meeting of 03/11/21



### **2021S-034-001**

FINAL PLAT RE-SUBDIVISION OF LOT #155, ON THE PLAN OF THE WATER'S PLACE ON MAXEY LANE AND THE NORTH ONE-HALF OF LAKOTA AVENUE

Map 072-11, Parcel(s) 112

05, East Nashville

07 (Emily Benedict)



<b>Project No.</b>	<b>Final Plat 2021S-034-001</b>
<b>Project Name</b>	<b>Final Re-Subdivision of Lot #155, on the Plan of the Water’s Place on Maxey Lane and the North One-half of Lakota Avenue</b>
<b>Council District</b>	07 – Benedict
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Clint T. Elliott Surveying, Inc., applicant; Urban Dwell Homes, GP, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Defer to the March 25, 2021, Planning Commission meeting.</i>

**APPLICANT REQUEST**

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

Final Plat

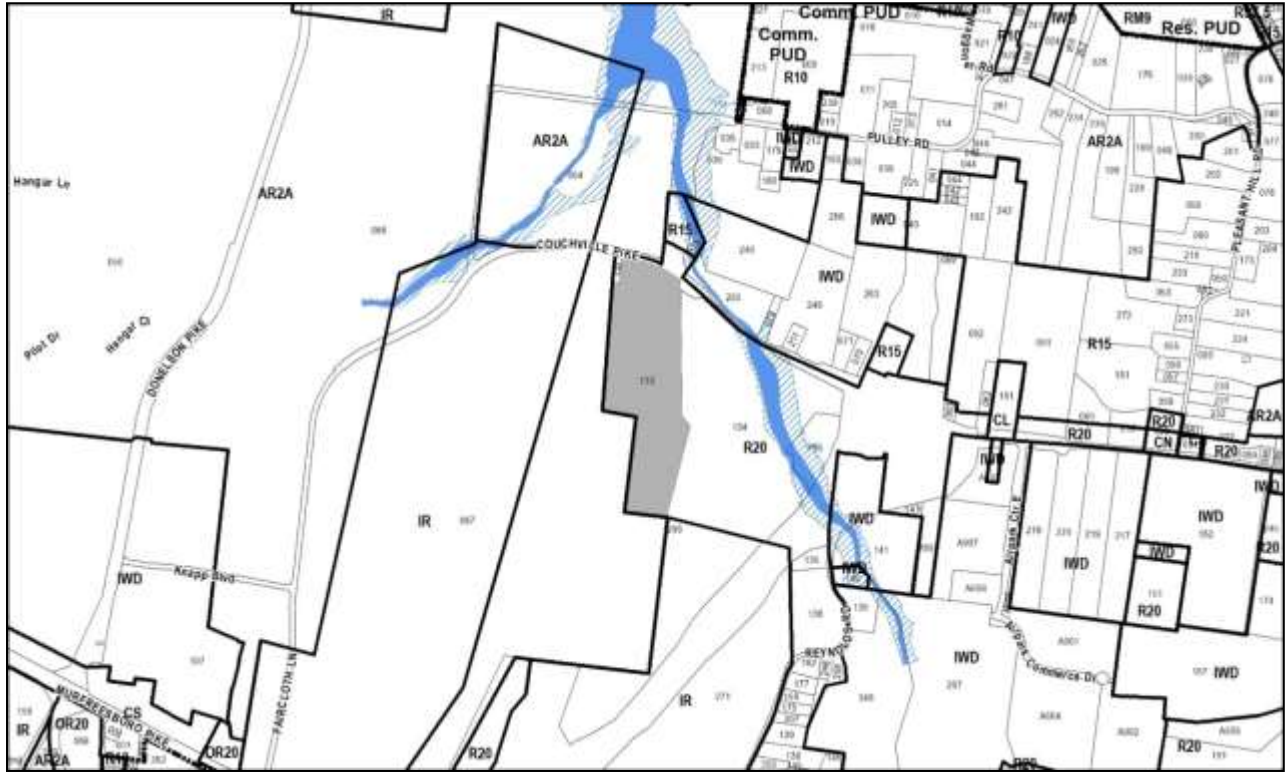
A request for final plat approval to create two lots on property located at 2424 Branch Street, approximately 330 feet north Marsden Avenue, zoned One and Two-Family Residential (R6) (0.38 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 25, 2021, Planning Commission meeting.



# Metro Planning Commission Meeting of 03/11/21



**2021Z-017PR-001**  
Map 121, Parcel 133  
13, Antioch-Priest Lake  
29 (Delishia Porterfield)



**Project No.** **Zone Change 2021Z-017PR-001**  
**Council District** 29 – Porterfield  
**School District** 07 – Player-Peters  
**Requested by** Energy Land and Infrastructure, applicant; Tommy C. Estes, owner.

**Deferrals** The item was deferred at the February 11, 2021, and February 25, 2021, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer to the March 25, 2021 Planning Commission meeting.*

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**APPLICANT REQUEST**  
**Zone change R20 to IWD.**

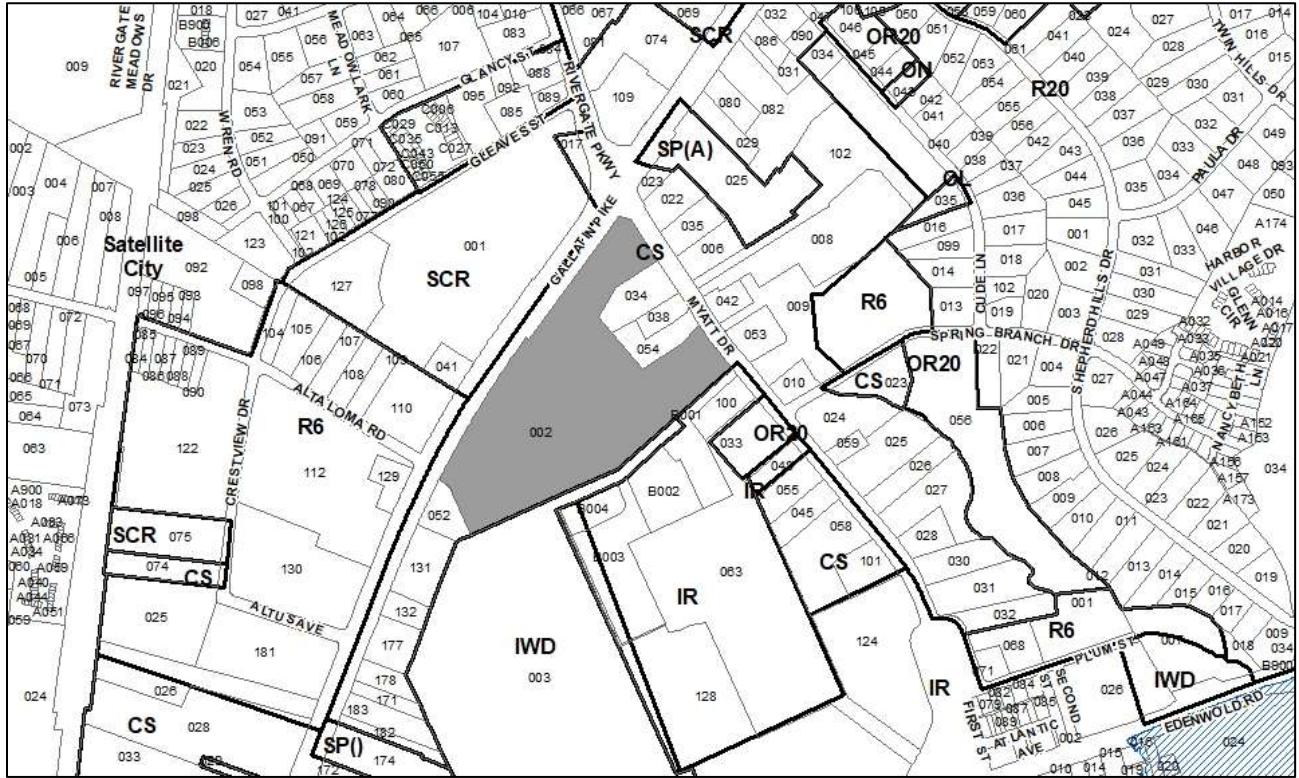
Zone Change  
A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/ Distribution (IWD) zoning for property located at 2377 Couchville Pike, approximately 1,460 feet south of Pulley Road (34.77 acres).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the March 25, 2021, Planning Commission meeting at the request of the applicant.





# Metro Planning Commission Meeting of 03/11/21



**2021S-015-001**

RIVERGATE STATION SECTION 1 2<sup>ND</sup> RESUB OF LOT 2

Map 034-06, Parcel 002

04, Madison

10 (Zach Young)





**Project No.** Final Plat 2021S-015-001  
**Project Name** Rivergate Station Sec 1 2<sup>nd</sup> Resub Of Lot 2  
**Council District** 10 – Young  
**School District** 3 – Masters  
**Requested by** Gresham Smith, applicant; BAI Rivergate, LLC, owner.

**Deferrals** This item was deferred at the January 21, 2021, February 11, 2021, and February 25, 2021 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer to the March 25, 2021, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Final Plat

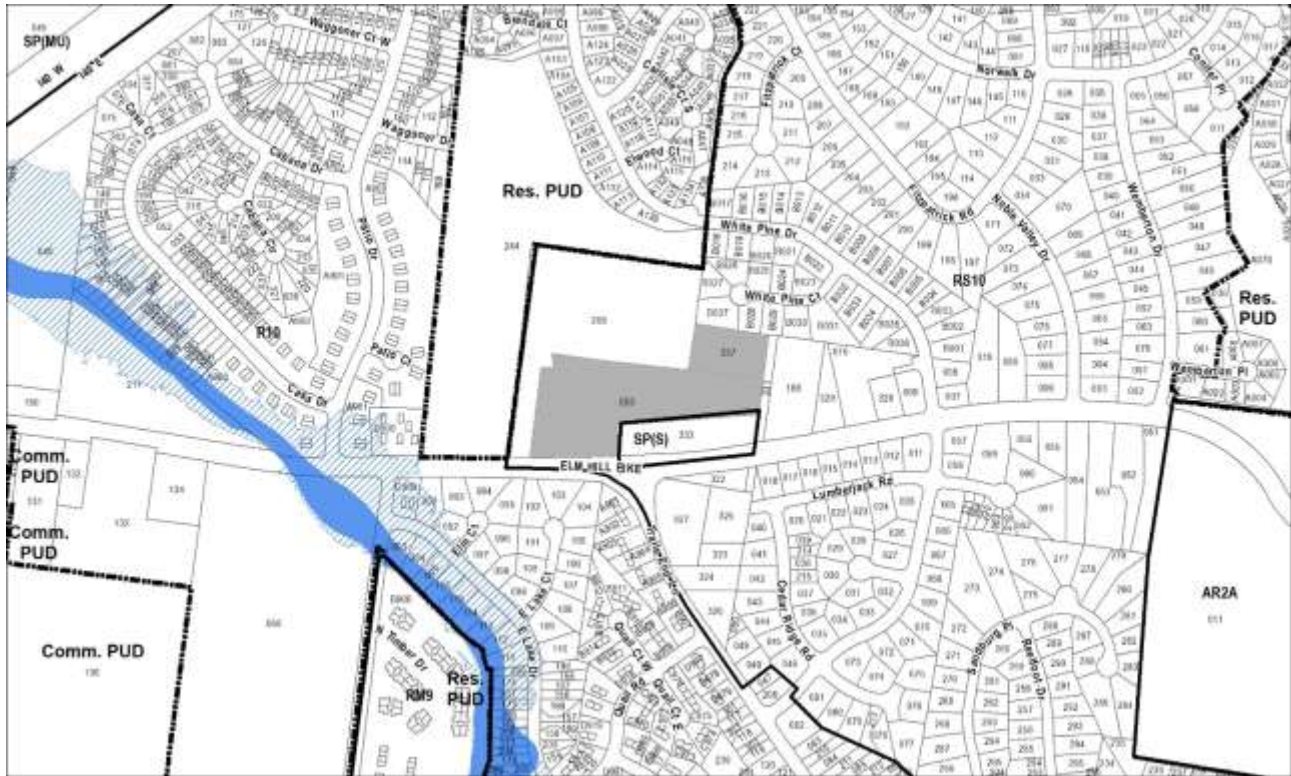
A request for final plat approval to create three lots on property located at 1699 Gallatin Pike, at the southwest corner of Myatt Drive and Gallatin Pike, zoned Commercial Services (CS) (20.97 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 25, 2021, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 03/11/21



**2021SP-011-001**

**THE PRESERVE AT PRIEST LAKE**

Map 108, Parcel(s) 053,337

14, Donelson - Hermitage - Old Hickory

13 (Russ Bradford)



<b>Project No.</b>	<b>Specific Plan 2021SP-011-001</b>
<b>Project Name</b>	<b>The Preserve at Priest Lake</b>
<b>Council District</b>	13 – Bradford
<b>School District</b>	07 – Player-Peters
<b>Requested by</b>	Dale & Associates, applicant; Gregg H. and Susan Lyn Eatherly, owners.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Defer to the March 25, 2021, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Rezone from RS10 to SP to permit 38 multi-family units.**

Zone Change

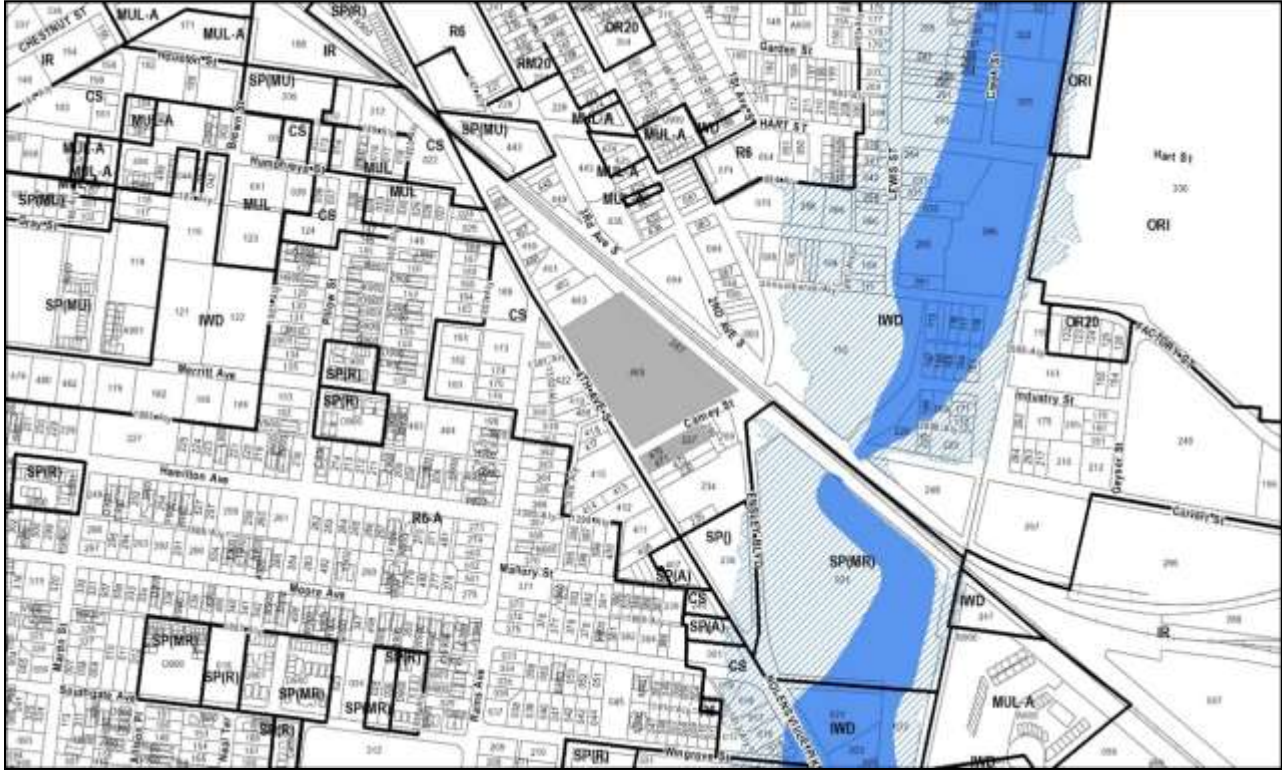
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Mixed Residential (SP-MR) zoning for properties located at 3128 Elm Hill Pike and Elm Hill Pike (unnumbered), approximately 530 feet east of Timber Valley Drive, (6.21 acres), to permit 38 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the March 25, 2021, Planning Commission meeting.



## Metro Planning Commission Meeting of 03/11/21



### **2021SP-012-001**

1414 4<sup>TH</sup> AVENUE SOUTH

Map 105-07, Parcel(s) 469-471

Map 105-08, Parcel(s) 227, 287

11, South Nashville

17 (Colby Sledge)



<b>Project No.</b>	<b>Specific Plan 2021SP-012-001</b>
<b>Project Name</b>	<b>1414 4<sup>th</sup> Avenue South</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Kimley-Horn, applicant; MTP-1414 4th Avenue South, LLC, and Propco-1500 4th Ave. S., LLC, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Preliminary SP to permit a mixed use development.**

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at Carney Street (unnumbered), 307 Carney Street, and 1414, 1500 and 1502 4th Avenue South, located on either side of Carney Street and approximately 470 feet north of Mallory Street to permit a mixed use development with 411 multi-family residential units and non-residential uses (5.54 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**SITE CONTEXT AND PLAN DETAILS**

The site includes five parcels located on the east side of 4<sup>th</sup> Avenue South, on either side of Carney Street. The largest parcel, located on the north side of Carney Street, contains an existing industrial use with a large one-story warehouse building and surface parking areas. The remaining parcels are vacant. The eastern boundary forms along an existing CSX rail line.

The plan proposes a mixed use development with a maximum of 411 multi-family residential units, including up to 24 live/work units, and a maximum of 27,700 square feet of non-residential uses, including existing non-residential square footage. The live/work units are defined as units that can be utilized as a residential unit and work space, or solely as a residential unit. The permitted non-residential uses include those permitted within the MUL-A zoning district, except for Short Term Rental Property (STRP) – Owner-Occupied, Short Term Rental Property (STRP) – Not Owner-Occupied, and all other prohibited uses as specified on the plan.





# Metro Planning Commission Meeting of 03/11/21



**Proposed Site Plan**



## Metro Planning Commission Meeting of 03/11/21

### Site Plan

The site plan proposes three primary buildings; two are located on the north side of Carney Street, and one is located on the south side of Carney Street. The main building, which is located on the north side of Carney Street, wraps 4<sup>th</sup> Avenue South, the western boundary, and the CSX line. This building proposes a maximum of 380 multi-family residential units, including 21 live/work units, and a parking garage that is accessed from a common drive that connects from 4<sup>th</sup> Avenue South to Carney Street. The live/work units are housed at the front of the building, along 4<sup>th</sup> Avenue South, and near Carney Street, wrapping portions of the garage. The maximum height of the main building is proposed to be 4 stories along 4<sup>th</sup> Avenue South, with a lower level included behind the street-fronting units and wrapping an internal courtyard. The lower level accommodates changes in topography towards the back of the site. Direct pedestrian entries to the units are provided along 4<sup>th</sup> Avenue South, the internal drive, and an open space near the corner of Carney Street and the CSX rail line.

A portion of the existing one-story warehouse is to be retained and used as the second building. The remainder of the warehouse will be removed for the proposed development. The retained portion of the existing building comprises approximately 17,000 square feet and forms an “L” shape around an existing surface parking area, located near the corner of 4<sup>th</sup> Avenue South and Carney Street. The warehouse building is proposed to be adaptively reused as an amenity/mixed use building and may include exterior modifications, such as the addition of clerestory windows. Primary pedestrian entrances are provided along 4<sup>th</sup> Avenue South, the internal drive, and behind the existing surface parking area. The plan proposes to reuse some of the existing beams/trusses as a gateway feature into the site.

The third building is located on the south side of Carney Street, wrapping the corner of Carney Street and 4<sup>th</sup> Avenue South. The building is proposed to be a maximum of 4 stories, including a lower level parking garage with three stories above grade. Uses include a maximum of 31 multi-family residential units, including 3 live/work units, and non-residential uses that wrap the street frontage at 4<sup>th</sup> Avenue South and Carney Street. The parking garage is accessed from Carney Street and is below grade along 4<sup>th</sup> Avenue South, transitioning back to grade along Carney Street. The below grade parking at the front allows non-residential uses with direct pedestrian entrances at the 4<sup>th</sup> Avenue South/Carney Street corner. The residential units along Carney Street are housed above the garage, with stairs leading up to the pedestrian entries.

Open space is interspersed throughout the site, including a large interior courtyard area with amenities, and an open space located at the corner of Carney Street and the CSX rail line. The corner open space includes a sidewalk connection from Carney Street, creating direct pedestrian entries to the units, and is wrapped with a retaining wall due to the topography change. Smaller pockets of open space are located around the warehouse building, encouraging pedestrian activity at the street level.

The SP proposes a maximum building height of 60 feet in four stories along 4<sup>th</sup> Avenue South, and a maximum floor area ratio (FAR) of 2.0. Architectural standards, including materials and glazing, are included in the plan.



## Metro Planning Commission Meeting of 03/11/21

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

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

### Wedgewood-Houston & Chestnut Hill Planning Study

The Wedgewood-Houston Chestnut Hill (WHCH) Planning Study was adopted on Thursday, October 24, 2019. The study includes updates to community planning, land use, and street plans in the Wedgewood Houston and Chestnut Hill Neighborhoods.

The WHCH Planning Study is a supplement to and part of the South Nashville Community Plan of NashvilleNext. WHCH includes different Character Areas with 15 smaller subdistricts that address land use, transportation, and community design at the neighborhood scale. Each district is unique in terms of the recommended land use mix, intensity, and appropriate building types intended to guide future development of the neighborhoods.

The site is located in Character Area 4, 4<sup>th</sup> Avenue S./Nolensville Pike, Subdistrict 4d, which currently contains a mix of commercial and light industrial uses. Future development is intended to continue with these types of uses. Higher density residential, mixed use, and live/work could also be appropriate along 4<sup>th</sup> Avenue South/Nolensville Pike.

### **ANALYSIS**

The SP is consistent with the proposed T4 MU policy and the WHCH supplemental policy at this site. Guidance from the supplemental policy recommends that the area comprising Character Area 4, Subdistrict 4d, contain higher density development along the 4<sup>th</sup> Avenue South corridor that is compatible with the existing developed character, which includes commercial and industrial uses. The plan proposes to retain an existing industrial warehouse and incorporate mixed use development along a major corridor that is serviced by an MTA bus route, with an existing MTA bus stop located approximately 200 feet to the northwest.

### **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.





# Metro Planning Commission Meeting of 03/11/21

## STORMWATER RECOMMENDATION

Approve

## WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans.
- Note: 30% W&S Capacity paid on Permit No. T2019043049 & T2019043055.

## PUBLIC WORKS RECOMMENDATION

Approved with conditions

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

## TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- All driveways shall consist of a maximum of one entering lane and one existing lane.
- Relocate northbound stop bar Ensley Boulevard at Carney Street.
- Replace existing midblock pedestrian crossing on 4th Avenue South to a rapid rectangular flashing beacon and install advanced pedestrian warning signage.
- Reconfigure the intersection of 4th Avenue South at Rains Avenue to remove the excess pavement / southbound slip lane to install a raised median to permit the installation of a WeGo bus stop.

Maximum Uses in Existing Zoning District: IWD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.49	0.8 F	1,211,664 SF	1960	171	174

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)	-	-	411 U	3067	183	208

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	-	13,850 SF	880	45	95

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	-	-	13,850 SF	156	40	18



## Metro Planning Commission Meeting of 03/11/21

Traffic changes between maximum: IWD and SP

Land Use (ITE Code)	Acres	FAR/Density	TotalFloor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2143	+97	+147

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-MU district: 39 Elementary 27 Middle 25 High**

The proposed SP zoning is expected to generate 91 more students than the existing IWD zoning district. Students would attend Whitsitt Elementary School, Cameron College Prep Middle School, and Glencliff High School. Cameron College Prep Middle is identified as overcapacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 411 multi-family residential units, including up to 24 live/work units, and 27,700 square feet of non-residential uses, including existing non-residential square footage. The permitted non-residential uses include those permitted within the MUL-A zoning district, except for the prohibited uses as identified on the plan.
2. Provide a parapet wall of materials consistent with the building materials of the primary building to screen all parking structure that projects above the residential units.
3. Facade treatments of parking structures shall integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the facade design.
4. Appropriate screening of retaining walls shall be reviewed by Planning staff with the final SP.
5. All private drives, access, and open spaces shall include public access easements, which shall be included on the final site plan. Prior to final site plan approval, provide easement documentation.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
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. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

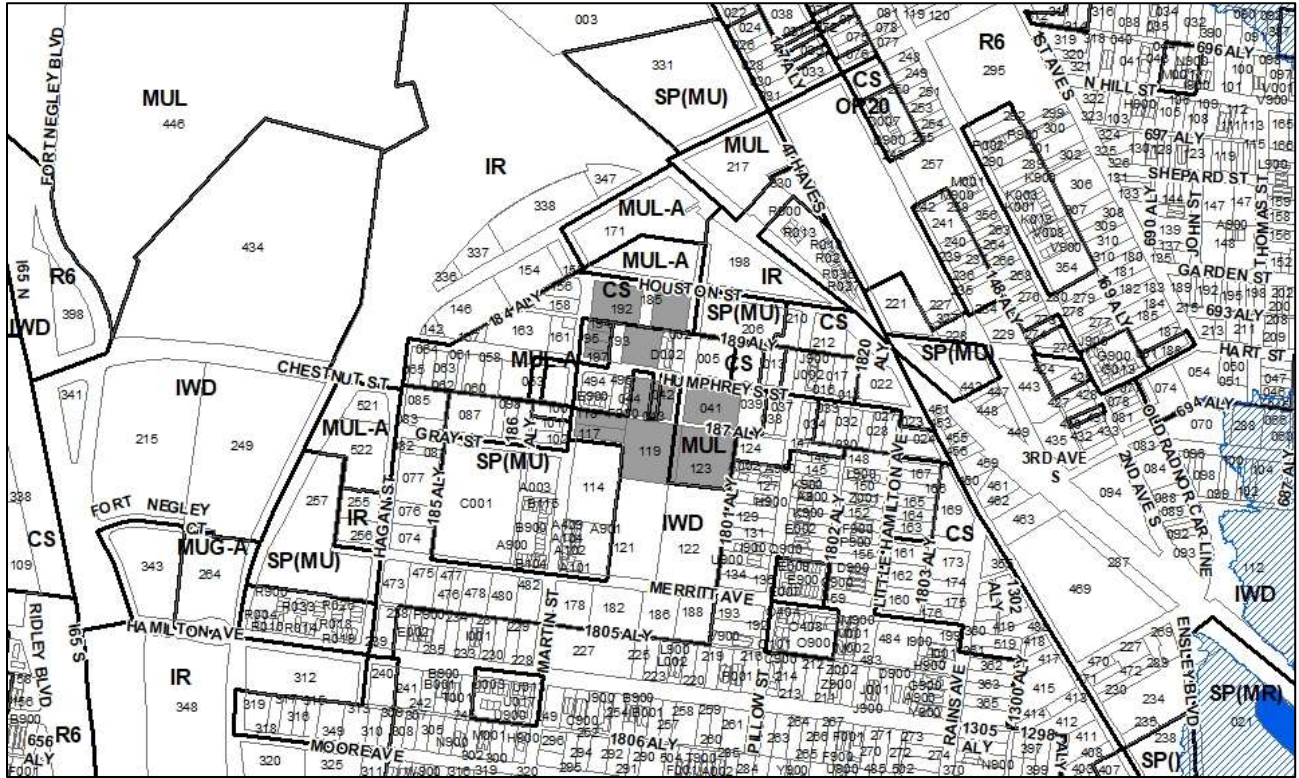


## **Metro Planning Commission Meeting of 03/11/21**

11. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
12. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowners’ Association.
13. 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.
14. 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



# Metro Planning Commission Meeting of 03/11/21



**2021SP-010-001**  
**WEDGEWOOD HOUSTON MIXED-USE DEVELOPMENT**  
Map 105-03, Parcel(s) 192, 194-197  
Map 105-07, Parcel(s) 041-044, 117, 119, 123  
11, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Specific Plan 2021SP-010-001</b>
<b>Project Name</b>	<b>Wedgewood Houston Mixed-Use Development</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Barge Cauthen & Associates, applicant; Nashville Phase I Property Holders, LLC, Oklaholics, LLC, William T. Chapman, IV, Trustee, and Arthur F. Daws, Jr., Arthur F. Daws, III, and Patrice D. Daws; owners.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**  
**Preliminary SP to permit a mixed-use development.**

Zone Change

A request to rezone from Commercial Service (CS), Industrial Warehousing/Distribution (IWD), Mixed Use Limited (MUL), and Mixed Use Limited Alternative (MUL-A) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 1214, 1216, 1218, 1220, 1230, and 1232 Martin Street, 1309 Brown Street, 441, 447, 448, 449, and 451 Humphreys Street and Humphreys Street (unnumbered), along Houston Street, down Brown Street and along either side of Humphreys Street (6.12 acres), to permit a mixed-use development.

**Existing Zoning**

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

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

Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

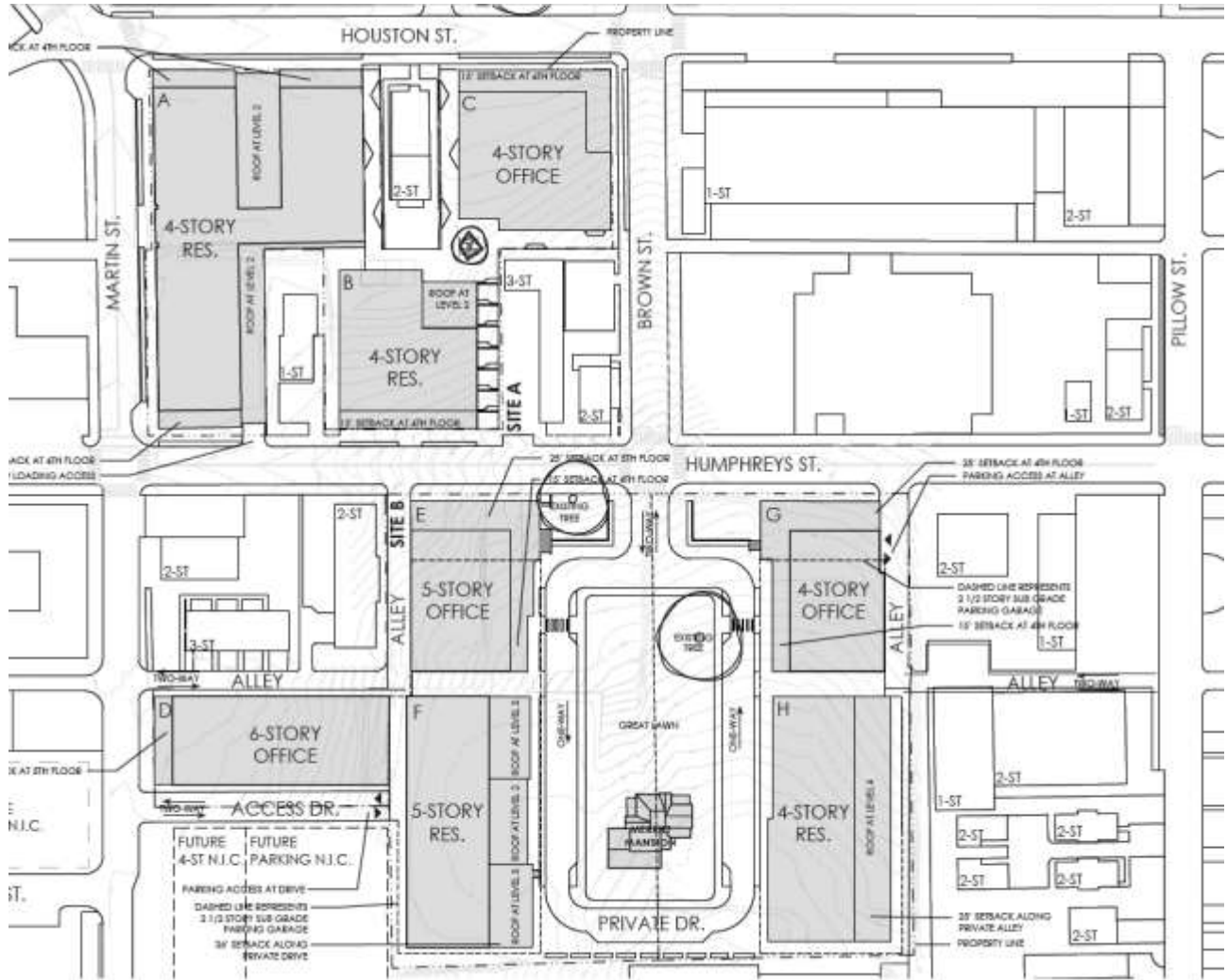
Mixed Use Limited-Alternative (MUL-A) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**Proposed Zoning**

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



# Metro Planning Commission Meeting of 03/11/21



**Proposed Preliminary SP**



## Metro Planning Commission Meeting of 03/11/21

### **SOUTH NASHVILLE COMMUNITY PLAN**

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

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

### **SUPPLEMENTAL POLICY**

The site is located within two supplemental policy areas in the Wedgewood-Houston Chestnut Hill (WHCH) Small Area Plan. The first supplemental policy area, SPA 11-WHCH-1, covers a majority of the site. The WHCH Plan describes this area as containing a wide variety of commercial and small-scale light industrial uses. In line with the neighborhood's long-time vision, this area is home to a rising number of houses and small and larger scale artisan and maker uses. The urban grid, variety of uses, and new dense housing, create a vibrant walkable commercial neighborhood that adds services to the broader community. The second supplemental policy area, SPA 11-WHCH-1-TR, is located at the southeast corner of the site. This supplemental policy area has similar goals with the other supplemental policy as they are in the same character area; however, this specific supplemental policy is intended to provide a transition between character area 1 and character area 2 within the plan.

### **SITE CONTEXT AND PLAN DETAILS**

The 6.12-acre site is comprised of several parcels within the Wedgewood Houston Area. The plan refers to a "Site A" and a "Site B" which will be used throughout this report. Site A is comprised of parcels on the south side of Houston Street, between Martin Street and Brown Street, and a parcel on the north side of Humphreys Street, between Martin Street and Brown Street. Site B is comprised of parcels on the south side of Humphreys Street, between Martin Street and Alley 1801.

Three, four-story buildings (shown as buildings A, B, and C) are proposed for Site A. Buildings A and B are residential buildings, and building C is intended for office use. The building frontages along Humphreys Street, Houston Street, and Brown Street, feature a 15-foot setback on the fourth floor.

Site B has five buildings (buildings D, E, F, G, and H) ranging in height from four to six stories. The following descriptions of the buildings and their proposed uses move from west to east along this portion of the site. Building D, with frontage along Martin Street is shown as a six-story office building. Building E is a five-story office building, Building B is a five-story residential building. Building F features varying roof levels along the eastern façade. Building G is a four-story office building and Building H is a four-story residential building. The eastern portion of Building H features a roof at level four. Buildings E and G, the office structures fronting Humphreys Street



## Metro Planning Commission Meeting of 03/11/21

feature setbacks at the fourth and fifth stories. All buildings on both sites include retail spaces along the first floor and along all public streets and private drives.

Site B features an open space area identified as the Great Lawn, between the buildings. The Great Lawn serves as a central space for the relocated Merritt Mansion, a part of this proposed SP. Around the Great Lawn is a circular private drive that loops through Site B. This large open space is largely accomplished by the proposed abandonment of Brown Street south of Humphreys Street. Brown Street does not extend south below the site; therefore, south access is not permanently altered by the proposed abandonment. A second portion of right-of-way is proposed to be abandoned along the eastern portion of Alley 187. Instead of continuing east through the site, the site plan shows the alley turning north, connecting to Humphreys Street. The majority of vehicular access is directed to and through Site B. There are 450 vehicular spaces proposed in below ground parking under Buildings E, F, G, and H. Garage access points are located at the western side of Building F and the eastern side of Building G in a new proposed alley. There are no vehicular access points proposed for Site A. The plan includes new pedestrian crosswalks at Humphreys and Brown Streets to connect from Site A and Site B.

The SP plan includes architectural standards that would be reflected in building designs at the Final SP. These standards include a requirement for functional entries along streets and sidewalks, glazing percentages, minimum glazing for ground level uses, recessed door and window openings, and material standards.

### ANALYSIS

The T4 MU policy is intended to maintain, enhance, and create urban, mixed-use neighborhoods with a diverse mix of moderate to high density residential, commercial, office, and light industrial land uses. The proposed uses and intensity are consistent with the T4 MU Policy. An additional feature of the policy is high levels of connectivity with complete street networks, sidewalks, and bikeways. The policy states that there will be clearly distinguishable boundaries identified by block structure, street and alley networks, and building placement. The CO Policy on site is applied given the steep slopes on the western portion of the site. These slopes are reflected in the height differentiations of the proposed buildings and identifying the lower elevations and higher elevations within the plan.

The WHCH plan includes more specific guidance to achieve the goals of the small area plan. The WHCH Plan includes standards for building typologies, height guidance, and zoning in the districts of the plan. The building typologies include plex or manor, house court, townhouse, flats, live/work, mixed use, and industrial buildings. The plan is proposing all mixed-use structures, which according to the plan, should range from three to four stories. Character area 1 includes provisions for additional height when: 1) providing active uses and enhanced streetscaping; 2) combined with adaptive reuse of other parts of the site; 3) accompanied by urban industrial uses; and 4) located in lower lying areas. The proposed heights of the structures on the site range from four stories to six stories. The proposed plan does include the provision of active uses along nearly all ground floors. The project proposed relocate and repurpose the historic Merritt Mansion to the Great Lawn, as described in previous sections. A variety of uses are permitted within the SP including artisan manufacturing and retail space with customer maker and artisan spaces along the ground floor. Across Site B, the site slopes down from the southeast to the northwest. The proposed building





## Metro Planning Commission Meeting of 03/11/21

heights step down from six stories on the western portion of the site which is lower in elevation to four stories on the eastern portion of the site which is at the highest elevation.

Overall, many features of the proposed plan are consistent with the policy, including: providing for a mix of uses, high intensity development, building according to the regulating plan of the WHCN plan, the relocation of a historic structure, and providing for open space in an urban area. The proposed structures have large massing, consistent with older industrial structures that could be found in the Wedgwood Houston area. Architectural standards have been included on the plan to provide interest and massing differentiations to address the size of the proposed structures.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire department access roads shall comply with the current adopted fire code at the time of construction.
- Fire Department access roads shall have an unobstructed clear width of 20'. Where a fire hydrant is located on a fire apparatus access road the minimum width shall be 26' exclusive of shoulders.
- Aerial Fire Apparatus access shall be provided for any structure 30 feet or greater in height. Aerial fire apparatus access shall provide a minimum unobstructed pavement width of 26' positioned at least 15' but not more than 30' from the building.
- Overhead utility lines or other obstructions are not permitted over the aerial fire apparatus access road or between the aerial apparatus access and the face of the building.
- Fire lane signage shall be provided in accordance with the adopted fire codes.
- Parking or other obstructions shall not reduce the pavement width to less than the dimension noted above.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only, Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. All Water and Sanitary Sewer related fees or assessments, including capacity must be confirmed paid before issuance of building permits.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

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

- See traffic comments regarding roads with proposed (and/or existing) on-street parking. More road comments forthcoming during final review.



## Metro Planning Commission Meeting of 03/11/21

- Martin St: Need additional ROW dedication (5 ft.) along Bldg. D frontage to match MCSP ROW requirements.
- Call out alley as ST-263(20 ft. min pavement). Show truck turning and sight distance for alleys and alley connectors off Humphreys. Additional sight distance enhancements may be required for alley and alley connectors.
- Show truck loading/unloading exhibit for drive off Humphreys-Site A. Is internal loading/unloading using Humphreys for backing in?
- Previously stated, road and alley abandonments will require a Mandatory Referral.
- In anticipation of heavy pedestrian traffic around the sites, coordinate with MPC on additional pedestrian enhancements (lighting, signage, signals, etc.). See MPW traffic comments.
- Callout ramps, sidewalks, curb/gutter, etc. per MPW standard sections and specs.
- Confirm proposed 2-way shared access dr. w/ South parcel.
- Additional road comments forthcoming at final SP review.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Inadequate path of travel. On-street parking on both sides of Martin Street, Humphrey Street, Houston Street, and Brown Street restrict vehicular travel. Based on trip generation of the proposed development, two-way vehicular travel is necessary. Prior to Final SP approval, development shall provide an on-street parking plan to restrict on-street parking to one side of the roadway on Martin Street from project frontage to Chestnut Street, Humphreys Street from Chestnut Street to 4th Avenue, Houston Street from Martin Street to 4th Avenue, and Brown Street from Humphreys Street to Houston Street. Development shall implement on-street parking plan prior to receiving use and occupancy permit.
- Development will install the Chestnut Street bikeway per Metro Public Work's plan from Hagan Street to Lafayette Street. If Chestnut Street bikeway is already installed prior to construction, development will provide a financial contribution equivalent to the cost to install to Metro Public Works.
- Development will install an enhanced pedestrian crossing at the intersection of Humphreys Street at Brown Street. Design will be confirmed prior to Final SP approval.
- Development will assess and enhance vehicular and pedestrian scale lighting along development frontages and within the vicinity of the development.
- Construct a separate southbound left-turn lane at the intersection of Wedgewood Avenue at Martin Street. Due to limited right-of-way, development shall remove existing planting strip on the east side of Martin Street, widen Martin Street to include a southbound left-turn lane, and construct a sidewalk with curb and gutter on the west side of Martin Street to connect to the existing sidewalk.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	2.09	0.8 F	72,832 SF	161	35	37



## Metro Planning Commission Meeting of 03/11/21

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.21	0.6	31,789 U	2018	102	218

Maximum Uses in Existing Zoning District: **MUL/MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	1.42	1.0 F	61 U	421	30	39

Maximum Uses in Existing Zoning District: **MUL/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)	0.7	1.0 F	30,492 SF	1936	97	209

Maximum Uses in Existing Zoning District: **MUL/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)	0.7	1.0 F	30,492 SF	2557	23	238

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	3.06	-	278 U	2061	126	147

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.53	-	98,135 SF	6229	313	672

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.53	-	219,905 SF	2279	234	241

Traffic changes between maximum: **IWD, CS, MUL, MUL-A and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3476	+386	+319



## Metro Planning Commission Meeting of 03/11/21

### METRO SCHOOL BOARD REPORT

**Projected student generation existing zoning districts: 14 Elementary 7 Middle 6 High  
Projected student generation proposed SP-MU district: 38 Elementary 20 Middle 17 High**

The proposed SP is anticipated to generate 48 additional students beyond what is generated under the current zoning. Students would attend Fall-Hamilton Elementary, Cameron College Preparatory Middle School, and Glencliff Creek High School. Fall-Hamilton and Glencliff Highschool have been identified as having additional capacity and Cameron College Preparatory has been identified as being overcapacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 429 multi-family residential units. A maximum FAR of 2.5 across the site is permitted and non-residential uses shall be permitted as indicated on the plan. Short term rental property - owner occupied and short term rental property – not owner occupied shall be prohibited.
2. Parking shall comply with requirements of the Metro Zoning Code.
3. The requirement for a minimum of 40 percent glazing required from grade to 14 feet shall be revised to be the first floor, regardless of height.
4. Upper floors facing public streets, private streets or drives, and common open space shall have a minimum glazing of 25 percent.
5. All provisions for a functional entry and glazing shall apply to facades fronting public streets and private streets or drives.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. A corrected copy of the Preliminary SP plan, incorporating the conditions of approval by Metro Council, shall be provided to the Planning Department prior to or with final site plan application.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A-NS zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. The Final SP 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.
10. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
11. 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



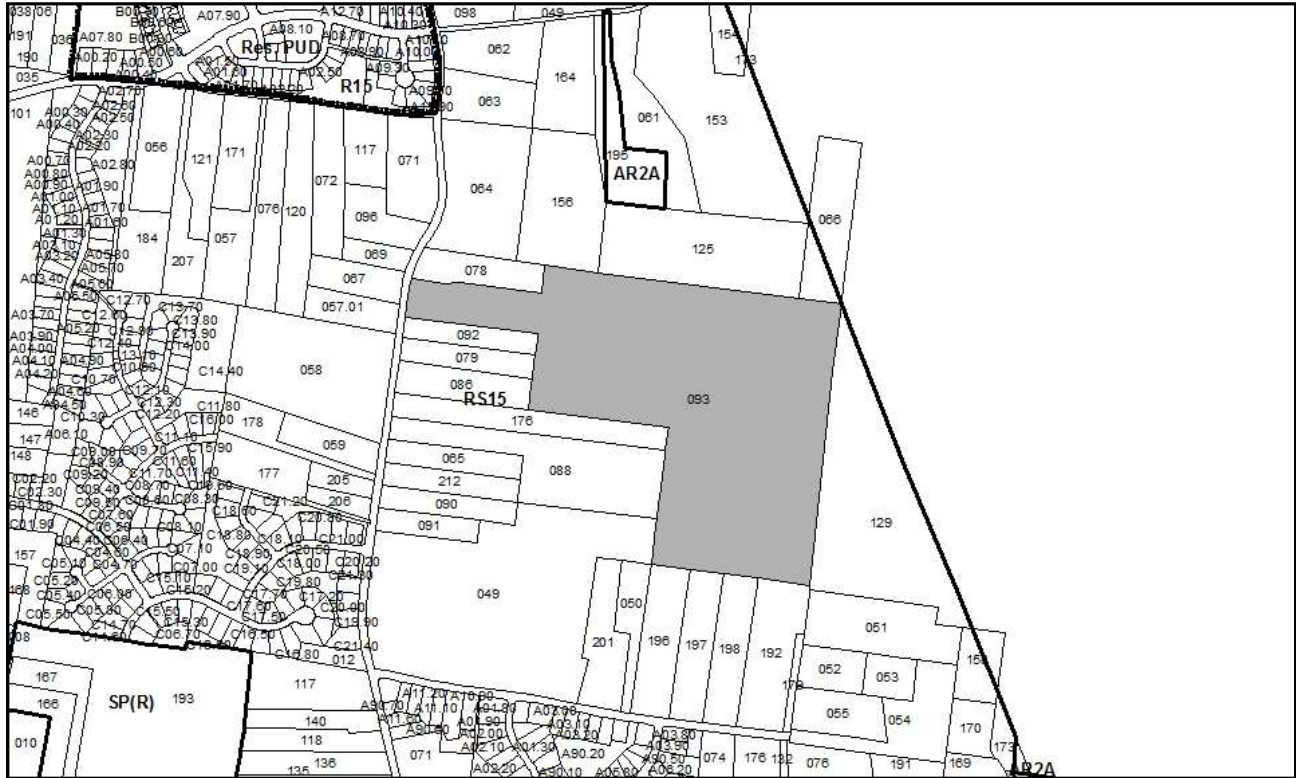
## **Metro Planning Commission Meeting of 03/11/21**

through this enacting ordinance, or add vehicular access points not currently present or approved.

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



# Metro Planning Commission Meeting of 03/11/21



**2021SP-016-001**

**EARHART SUBDIVISION SP**

Map 098, Parcel(s) 093

14, Donelson – Hermitage – Old Hickory

12 (Erin Evans)



<b>Project No.</b>	<b>Specific Plan 2021SP-016-001</b>
<b>Project Name</b>	<b>Earhart Subdivision</b>
<b>Council District</b>	12 - Evans
<b>School District</b>	04 - Little
<b>Requested by</b>	T-Square Engineering, applicant; KDS Investments GP, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone from SP-MR to SP-R to permit 164 single-family residential units.**

Preliminary SP

A request to rezone from Specific Plan-Mixed Residential (SP-MR) to Specific Plan-Residential (SP-R) zoning for property located at Earhart Road (unnumbered), approximately 2,290 feet north of Hessey Road (69.76 acres), to permit 164 single-family residential units.

**Existing Zoning**

Specific Plan-Mixed Use (SP-MR) 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 attached and detached residential units.

**Proposed Zoning**

Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan proposes 164 single family residential units.

**History**

The Planning Commission approved the current SP for this property at the December 14, 2017 Planning Commission meeting. The SP was approved for a maximum of 164 residential units, comprised of three different lot types including single-family, cottage, and villa.

**DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN**

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





# Metro Planning Commission Meeting of 03/11/21



**Proposed Site Plan**



## Metro Planning Commission Meeting of 03/11/21

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

### PLAN DETAILS

The site is approximately 69.76 acres located on Earhart Road, approximately 1,000 feet south of John Hagar Road. The site is currently vacant and contains dense vegetation. The character of the surrounding area includes a mix of larger residential parcels with existing single-family structures, including the Earhart – Hessey Road Subdivision, located adjacent to this site. The plan proposes 164 single-family lots. The lots range in size from 5,040 square feet to 17,561 square feet. All lots front existing or proposed public streets. The internal street network will consist of local streets, which contain sidewalks which meet the local street standards. The majority of the lots are organized around open space areas within the interior of the block. These open space areas are programmed with walking trails.

Vehicular access includes a connection to Earhart Road and stub streets to adjacent properties. There are street connections shown to the east, west and south. The connection shown along the western property line will extend the public street network from the Earhart – Hessey Road Subdivision. Earhart Road will include a 6-foot sidewalk and 6-foot planting strip, consistent with the collector-avenue standards of the Major and Collector Street Plan.

The site contains some areas with steep slopes in excess of 25 percent. The majority of the proposed lots are located off of slopes over 20%. A condition of approval for this SP requires all critical lots to show the building envelope within the individual lots. Open space is incorporated throughout the site and the plan indicates a mixture of active and passive open space will be provided. A total of 29.65 acres of open space is provided within the site. The plan provides architectural standards pertaining to window orientation, glazing, and building materials. A 20-foot wide “B” level landscape buffer is provided surrounding the site. This buffer is shown on along all property lines.

### ANALYSIS

The proposed site plan is consistent with the density approved in the previous plan. This plan removes the cottage and villa unit types in favor of single-family structures within individual lots. The street network has been revised to work with the existing topography. With the improvement to the street network, less grading will be necessary when the site develops.

The site includes some sensitive environmental features such as steep slopes, a stream, and sinkholes. The proposed site plan provides the required stream buffers which are surrounded by additional open space. The majority of the lots are located outside of slopes above 20%. Lots which



## **Metro Planning Commission Meeting of 03/11/21**

contain a slope in excess of a 20% grade are designated as critical lots. Staff will review these critical lots and the grading plan with the submittal of the final site plan before building permit approval. The proposed plan disturbs less area than the currently approved plan.

A traffic impact study has been submitted by the applicant and approved by Metro Public Works. The conditions of the traffic impact study will provide roadway improvements for the site, such as new turn lanes for Earhart Road. The connectivity provided, along with the range of lot sizes, meets the T3 NE land use policy. With the conditions proposed by staff, the proposed site plan will protect environmentally sensitive areas, provide a moderate amount of open space, and provide high levels of pedestrian and vehicular connectivity. Therefore, staff recommends approval as the SP plan as it is consistent with the goals of the Conversation and T3 NE Policies.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

- Fire Limited building detail, and/or building construction information provided. Any additional fire code or access issues will be addressed during the construction permitting process.

### **WATER SERVICES**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public water (20WL0005) and sanitary sewer (20SL0018) construction plans must be approved prior to Final Site Plan/SP approval. These approved construction plans must match the Final Site Plan/SP plans. Capacity must be Paid before issuance of building permits. (Water and Sewer Capacity Fee Permit No. T2020056871 & T2020056878.)

### **STORMWATER**

#### **Approve with conditions**

- Must 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.

### **PUBLIC WORKS**

#### **Approve with conditions**

- Provide sight distance per AASHTO based upon the posted speed limit.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- TIS was conducted February 2017 for 2016SP-062-001. A revised TIS may be required with future Final SP(s)

No traffic table was prepared as there is not anticipated to be a change in traffic from the currently approved plan.



## Metro Planning Commission Meeting of 03/11/21

### METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-MR district: 22 Elementary 11 Middle 11 High**  
**Projected student generation proposed SP-R district: 21 Elementary 10 Middle 10 High**

The proposed SP-R zoning district would generate three fewer students than what is typically generated under the existing SP-MR zoning district. Students would attend Ruby Major Elementary School, Donelson Middle School, and McGavock High School. Ruby Major Elementary School, Donelson Middle School, and McGavock High School are 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

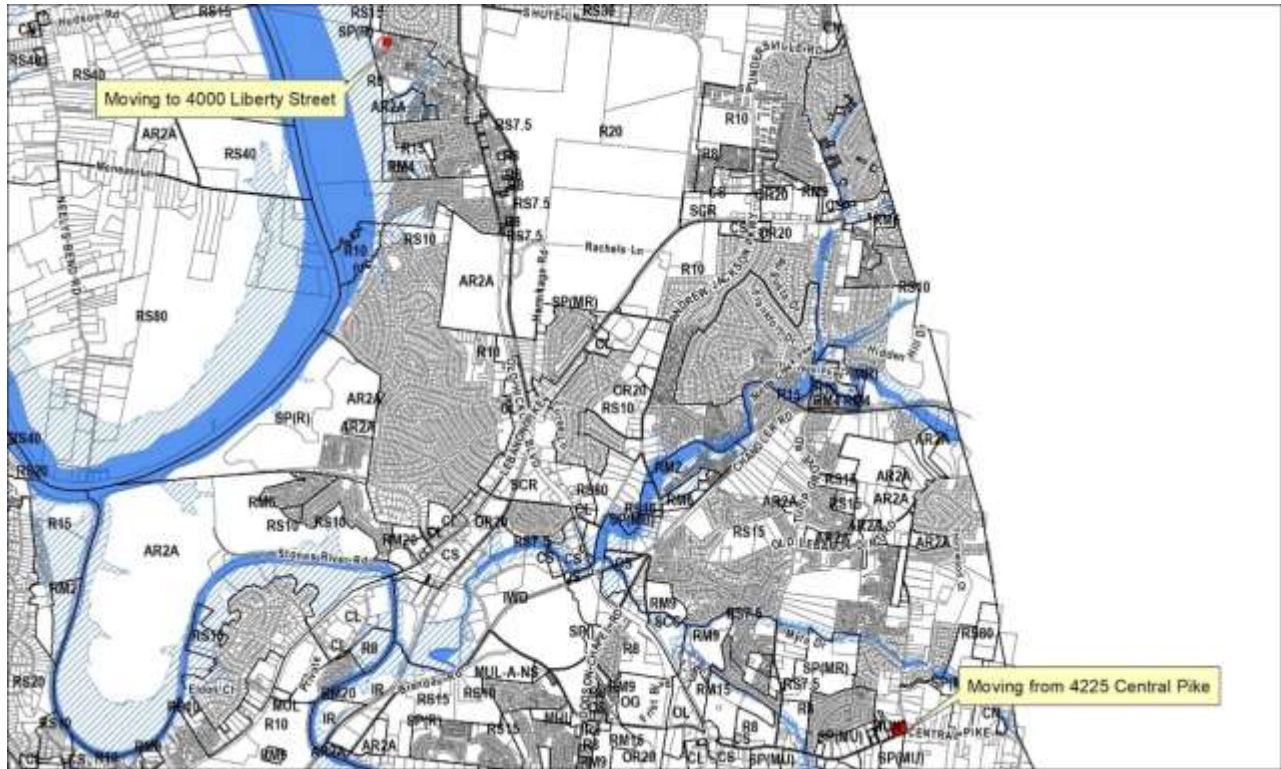
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 164 single-family residential units. Short term rental property owner occupied and short term rental property, not owner occupied shall be prohibited.
2. Any lot containing a slope of 20% and greater will be noted as a critical lot with the submittal of the final site plan.
3. Lot 104 and lot 60, shall either be removed or relocated.
4. The submittal of the final site plan shall incorporate all of the minimum standards of the Major and Collector Street Plan.
5. Comply with all conditions and recommendations of Metro agencies.
6. 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 RS7.5 zoning district.
7. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
8. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building.



## Metro Planning Commission Meeting of 03/11/21



### 2021S-001HM-001

HADLEY'S BEND CITY (HOUSE MOVE)

Map 063-08, Parcel(s) 027

Map 087, Parcel(s) 030

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar), 12 (Erin Evans)



<b>Project No.</b>	<b>House Move 2021S-001HM-001</b>
<b>Project Name</b>	<b>Hadley's Bend City</b>
<b>Council District</b>	11 – Hagar/12 – Evans
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Toothman Structure Movers, applicant; Jon Berry and Mika Berry, owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Move a house from 4225 Central Pike to 4000 Liberty Street.**

House Move

A request to move a house from 4225 Central Pike to 4000 Liberty Street, at the southeast corner of Liberty Street and Hadley's Bend Boulevard, zoned One and Two-Family Residential (R8) (0.55 acres).

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 2 duplex lots for a total of 4 units.*

**STATE LAW**

Tennessee Code Annotated (T.C.A. §13-3-502) regulates the relocation of a residence from one location to another location:

**T.C.A. §13-3-502. Requirements for moving single family residence from one foundation to another.**

(a) No single family residence shall be moved from an existing foundation to another foundation located within a developed area of single family residences unless:

(1) The residence to be moved is consistent with the age, value, size and appearance of existing residences within the developed area of single family residences to which the single family residence is to be moved; provided, that the value of the house may be greater than that of the existing residences and the size of the house may be larger than that of the existing residences; and

(2) Approval for the movement of the single family residence to a foundation within a developed area of single family residences has been given by:

(A) The home owners' association of the development where the residence is to be moved, if a home owners' association is in existence;



## Metro Planning Commission Meeting of 03/11/21

- (B) A neighborhood association where the residence is to be moved that has been in existence for more than one (1) year prior to the date the residence is to be moved, if a neighborhood association is in existence in the area;
- (C) The regional planning commission, if a regional planning commission is in existence in the area where the residence is to be moved, and subdivision (a)(2)(A) or (B) does not apply;
- (D) The municipal planning commission, if a municipal planning commission is in existence in the municipality where the residence is to be moved and subdivision (a)(2)(A), (B) or (C) does not apply; or
- (E) The municipal or county legislative body in the jurisdiction where the residence is to be moved, and subdivision (a)(2)(A), (B), (C) or (D) does not apply.

(b) As used in this section, single family residence does not include manufactured or modular homes as manufactured or modular homes are defined in § 47-9-102, § 55-1-105, or title 68, chapter 1, parts 1-4.

The residence is consistent with:

- (1) The age of existing residences within the developed area of single family residences, if the residence to be moved is within ten (10) years of the average age of the existing structures within the developed area;
- (2) (A) The value of existing residences within the developed area of single family residences, if the valuation of the residence being moved appraised, prior to being moved, at a value that is at least equal to the average appraisal of the existing structures within the developed area; provided, that nothing in this subdivision (2) shall be construed to prevent the residence from exceeding the value of the existing structures. In establishing the value of existing structures, the value of modular homes located in the developed area shall not be used in arriving at the average appraisal of the existing structures;
  - (B) If the value of the residence, prior to being moved, appraised at a value that is at least equal to the average appraisal of the existing structures within the developed area, then it shall be presumed that the residence shall appraise at least at the same or greater value once it is moved;
  - (C) In obtaining approval from a governing body identified in § 13-3-502, as proof that the value of the residence or appearance of the residence is consistent with the value or appearance of the existing residences, evidence may be presented that includes photographs of the inside and outside of the residence to be moved as well as the appraised value of the residence as determined by the assessor of property, or the fair market value of the residence as determined by an independent appraiser. The proof shall be a rebuttable presumption that the value and appearance of the residence is at least equal to the value and appearance of the existing structures within the developed area. Additional documents showing intended improvements may also be presented;
- (3) The size of existing residences within the developed area of single family residences, if the size of the residence being moved is at least within one hundred square feet (100 sq. ft.) of the average size of the existing structures within the developed area; provided, that nothing in this subdivision (3) shall be construed to prevent the residence from exceeding the average square





## **Metro Planning Commission Meeting of 03/11/21**

footage. In establishing the average size of existing structures, the square footage of modular homes shall not be used in making the calculations; and

(4) The appearance of existing residences within the developed area of single family residences as determined by the body giving its approval for the single family residence to be moved to the developed area.

### **ANALYSIS**

The house to be moved is located at 4225 Central Pike and is proposed to be moved approximately 6.5 miles away to 4000 Liberty Street. There is an existing house at 4000 Liberty Street and that house is to be demolished. There is not a home owners' association (HOA) or a Neighborhood Association (NA). Since there is neither a HOA nor a NA, the law requires that the house move be approved by a governmental body, in this case the Municipal Planning Commission.

Staff recommends approval of the request. State law requires that the residence being moved to be consistent with the age, value, size, and appearance of surrounding residence within the "developed area". The house to be moved is similar in size, value, and appearance to surrounding homes in the area. The average age of homes in the area is approximately 61 years of age and the house to be moved is 62 years old. The average value of homes in the area is approximately \$144,540 and the home to be moved is valued at \$243,700. The average size of homes in the area is 1,421 square feet and the house to be moved is 1,507 square feet.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Permit through Codes Administration.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Permit through Codes Administration.

### **STAFF RECOMMENDATION**

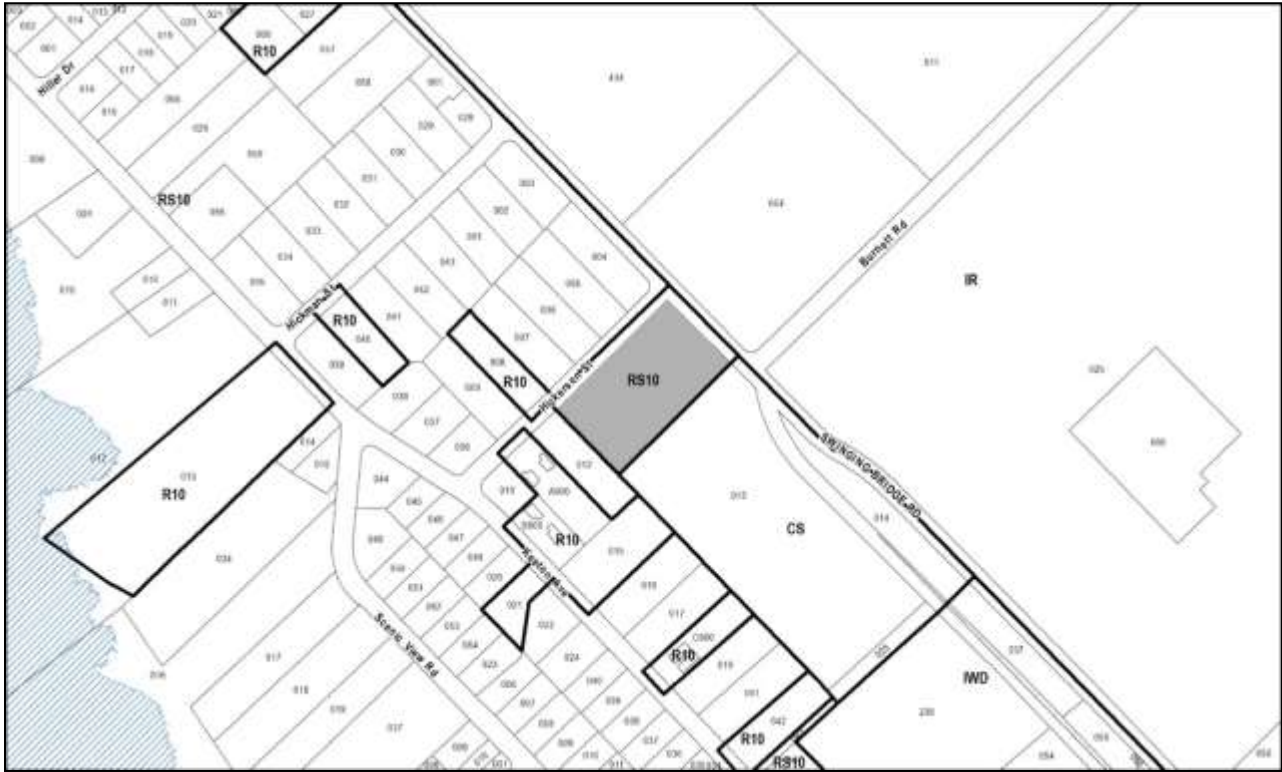
Staff recommends approval with conditions.

### **CONDITIONS**

1. Prior to moving the house, a permit must be obtained through the Codes Administration.



## Metro Planning Commission Meeting of 03/11/21



### **2021S-041-001**

RESUB OF LOT 2 – FINAL PLAT OF THE SWINGING BRIDGE SUBDIVISION

Map 044-01, Parcel(s) 013

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



<b>Project No.</b>	<b>Concept Plan 2021S-041-001</b>
<b>Project Name</b>	<b>Resub of Lot 2 – Final Plat of the Swinging Bridge Subdivision</b>
<b>Council District</b>	11 – Hagar
<b>School District</b>	4 – Little
<b>Requested by</b>	CESO Inc., applicant; Cobalt Ventures, LLC, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Final plat approval to create 4 lots.**

Final Plat

A request for final plat approval to create four 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 2.17 acres or 94,090 square feet.

**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 last 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.





## Metro Planning Commission Meeting of 03/11/21

### **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:** 4

**Lot sizes:** All lots are approximately 0.50 acres (23,000 square feet)

**Access:** The lots have frontage along Hickerson Street. Lot 1 has frontage along Hickerson Street and Swinging Bridge Road.

**Open space:** Open space is not required as a part of this subdivision.

**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.



## Metro Planning Commission Meeting of 03/11/21

### 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 1 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*

All 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 100 feet.



## Metro Planning Commission Meeting of 03/11/21

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 are all approximately 23,000 square feet (0.50 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 meet the frontage, but do not meet the 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 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. The proposed subdivision meets the frontage requirements, which will provide for a consistent development pattern along Hickerson Street. The proposed lots are slightly shorter in depth, which affects the proposed lot area; however, even though the lots do not meet the





## Metro Planning Commission Meeting of 03/11/21

exact area requirement, it will be imperceptible from the street and the lots maintain the general development pattern of this area. Additionally, the lot at the corner of Hickerson and Keeton, on the same side of the block as the proposed lots, has much less depth than the proposed lots.

*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.



## Metro Planning Commission Meeting of 03/11/21

### **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 with conditions. These conditions are listed in the recommendations from all agencies section below.

### **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 subject to conditions. Those conditions are listed in the recommendations from all agencies section below.

### **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. As the lot width meets, and the lot area is close to compatibility, staff believes that the proposed subdivision can still provide for harmonious development given the difference in required and proposed lot area is minimal and the development pattern along the street will be consistent given the proposed frontages.

## **COMMENTS FROM OTHER REVIEWING AGENCIES**

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

- Approved Under the Conditions that the P.U.E. is re-labeled as P.U.D.E and the scale is re-labeled as 1'=50'

### **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.



## Metro Planning Commission Meeting of 03/11/21

### **WATER SERVICES RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

### **RECOMMENDED ACTION**

Motion to approve with conditions proposed subdivision Case No. 2021S-041-001 based upon finding that the subdivision can still provide for the harmonious development of the lot in accordance with the Metro Subdivision Regulations.



**SEE NEXT PAGE**





<b>Project No.</b>	<b>Concept Plan 2021S-042-001</b>
<b>Project Name</b>	<b>600 and 606 Ewing Drive</b>
<b>Council District</b>	02 – Toombs
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale and Associates, applicant; Jason Wright, John Wright, and Norma Wright, owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Concept plan to create up to 46 lots.**

Concept Plan

A request for concept plan approval to create 46 single-family lots on properties located at 600 and 606 Ewing Drive, approximately 675 feet west of Vista Lane, zoned Single-Family (RS7.5) (11.61 acres).

**SITE DATA AND CONTEXT**

**Location:** The parcels are located at 600 and 606 Ewing Drive, approximately 675 feet west of Vista Lane. The site is bounded to the east and west by previously developed subdivisions. Single-family lots, which contain moderate lot sizes, are located to the north. A large area of vacant land is located to the south.

**Street Type:** All street connections and proposed streets are local streets. Ewing Drive serves as the main connection to the proposed subdivision.

**Approximate Acreage:** 11.61 acres or 505,731 square feet.

**Parcel/Site History:** This site is comprised of two parcels. These parcels were created by deed in 2006.

**Zoning History:** The site has been zoned RS7.5 since 1998.

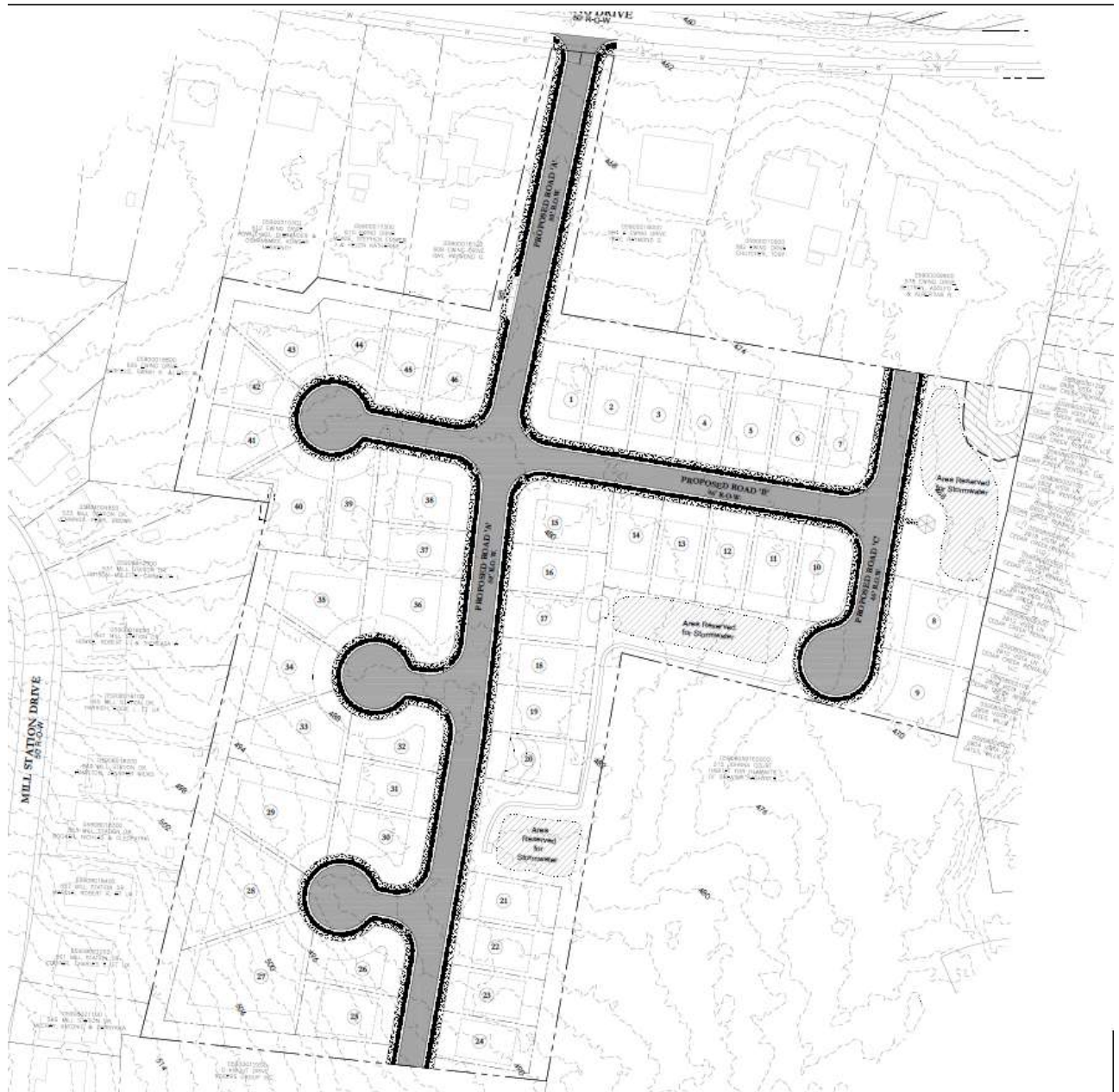
**Existing land use and configuration:** The site consists of two parcels; each parcel contains a single-family structure.

**Surrounding land use and zoning:**

- **North:** Single-Family Residential (RS7.5),
- **South:** Single-Family Residential (RS7.5), Planned Unit Development Overlay (PUD)
- **East:** Single-Family Residential (RS7.5),
- **West:** Single-Family Residential (RS7.5),



# Metro Planning Commission Meeting of 03/11/21



**Proposed Concept Plan**





## Metro Planning Commission Meeting of 03/11/21

### **Zoning: Single-Family Residential (RS7.5)**

- Min. lot size: 7,500 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:** 46

**Lot sizes:** Lots range in size between 5,000 sq. ft. to 14,274 sq. ft.

**Access:** All lots will be accessed by new public streets, which meet the minimum requirements for local streets. Two stub streets are shown on the concept plan.

**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 RS7.5, which has a minimum lot area of 7,500 square feet. The minimum area within a cluster lot subdivision in the RS7.5 district is 75,000 square feet (10 x 7,500 sf). The site contains approximately 505,731 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



## Metro Planning Commission Meeting of 03/11/21

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 11.61 acres or 505,731 square feet. The minimum lot size of the existing zoning district, RS7.5, is 7,500 square feet.

$505,731 \text{ sq. ft.} \times 0.15 = 75,859 \text{ sq. ft.}$  (15% of the gross site area reserved for streets)

$505,731 \text{ sq. ft.} - 75,859 \text{ sq. ft.} = 429,871 \text{ sq. ft.}$  (85% of the gross area remaining to yield lots)

$429,871 \text{ sq. ft.} / 7,500 \text{ sq. ft.} = 57 \text{ lots}$

The concept plan proposes 46 lots, which is 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 RS7.5 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 shows a single phase of development. Approximately 104,979 square feet (2.41 Acres) of the site is proposed as open space, including landscape buffers, area for stormwater detention, a gazebo, and a walking trail. 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 RS7.5. A reduction of two base zone districts would be down to the RS3.75 district, which requires a minimum lot size of 3,750 square feet. The smallest lots proposed in this subdivision meet or exceed 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 RS5 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.



## Metro Planning Commission Meeting of 03/11/21

A number of the proposed lots abut conventional subdivisions of RS zoned property to the west and north of the site. These lots may be reduced in size the equivalent of one zoning district (RS7.5 to RS5) with the installation of a standard B landscape buffer yard located within common open space, or reduced the equivalent of two zoning districts (R7.5 to RS3.75) with the installation of a standard C landscape buffer yard located within common open space. Each of these lots meets or exceeds the minimum requirement of the existing RS5 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 does not contain any areas of steep slopes.

### **Floodplain Development Standards (Section 17.28.40)**

This site does not contain any 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 46 lots and recreational facilities are provided which meet the minimum requirements for a cluster lot subdivision. A gazebo is shown at the terminus of Road B. A walking trail will also be constructed to connect the cul-de-sac of Road C to Road A.

### **APPLICABLE SUBDIVISION REGULATIONS**

Volume III of NashvilleNext, the General Plan for Nashville and Davidson County, contains the Community Character Manual (CCM) which establishes land use policies for all properties across the county. The CCM establishes that within the Subdivision Regulations, the policy is used for determining which set of rules apply to a particular property. The land use policies established in CCM are based on a planning tool called the Transect which describes a range of development patterns from most to least developed. In order to achieve harmonious development within the diversity of development patterns that exist in Nashville and Davidson County, the Planning Commission has adopted Subdivision Regulations that include rules or standards for specific transects. The site is within a T3 Suburban Neighborhood Evolving (T3 NE) policy. For sites within the T3 Suburban transect land use policies including 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**

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.



## Metro Planning Commission Meeting of 03/11/21

### **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 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.

*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, a concept plan is not required to adhere to infill subdivision requirements.

*3-5.6 Reasonable Conditions*

Not applicable as this is not an infill subdivision.

### **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.



## Metro Planning Commission Meeting of 03/11/21

### **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**

- 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.

### **STORMWATER RECOMMENDATION**

#### **Approve**



## **Metro Planning Commission Meeting of 03/11/21**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approved as a Concept Plan only, Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan approval. The approved construction plans must match the Final Site Plan plans. All Water and Sanitary Sewer related fees or assessments, including capacity must be confirmed paid before issuance of building permits.

### **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.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **RECOMMENDED ACTION**

Motion to approve proposed subdivision Case No. 2021S-042-001 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.



**SEE NEXT PAGE**







<b>Project No.</b>	<b>Zone Change 2021Z-021PR-001</b>
<b>Council District</b>	02 - Toombs
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Rhythm Homes and Development, LLC, applicant; Rhythm Homes and Development, LLC, 4021 CP GP, and Tremaine Smith, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Zone change from R8 to RM20-A-NS.**

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Multi-Family Residential-Alternative-No STRP (RM20-A-NS) zoning for properties located at 1011, 1013 and 1015 W. Trinity Lane, approximately 430 feet west of Old Buena Vista Road (2.5 acres).

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 13 lots with 3 duplex lots for a total of 16 units, based on the total acreage only. Application of the Subdivision Regulations may result in fewer units. Metro Codes would provide a final determination on duplex eligibility.*

**Proposed Zoning**

Multi-Family Residential-Alternative-No STRP (RM20-A-NS) 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. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property - Not-Owner Occupied uses from the district. *RM20-A-NS would permit a maximum of 50 units.*

**BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN**

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

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.



## Metro Planning Commission Meeting of 03/11/21

### SITE AND CONTEXT

The 2.5-acre site includes three parcels on the north side of W. Trinity Lane, west of Old Buena Vista Road and southeast of Buena Vista Pike. The parcels are similarly sized and include single-family and vacant land uses. Adjacent properties to the east and towards the intersection of W. Trinity Lane and Old Buena Vista Road are zoned for mixed use and non-residential uses. Properties to the west are zoned for single and two-family residential uses. The site has frontage on W. Trinity Lane, an arterial-boulevard designated by the Major and Collector Street Plan (MCSP).

### ANALYSIS

The site is located along a major corridor in the Urban Residential Corridor policy (T4 RC), intended to enhance W. Trinity Lane with higher intensity residential developments that would increase housing choice in the area. The Haynes Trinity Small Area Plan includes a supplemental mobility policy with a network of proposed street connections to enhance the block structure and support the additional intensity expected by the T4 RC policy. The mobility plan identifies a future collector street that connects Buena Vista Pike to Old Buena Vista Road, clipping the back of the site at northeastern corner. To ensure that the intent of the supplemental policy is met, staff recommends a condition requiring that right-of-way necessary to meet Public Works’ standards be dedicated prior to building permit. The right-of-way dedication will ensure that the road can be constructed through this area in the future, as more properties redevelop, implementing the goals of the policy.

The standards for building placement, parking and access included in the RM20-A-NS district would improve the relationship of development to the street, enhancing an urban neighborhood that is evolving into a residential corridor, consistent with the goals of the T4 RC policy. As conditioned by staff, the requested rezoning is consistent with the goals of the policy to increase intensity in concert with infrastructure improvements of the Haynes Trinity Small Area Plan.

### 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: **R8**

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)	2.5	5.445 D	16 U	193	17	18

\*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM20-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)	2.5	20 D	50 U	338	25	32



## Metro Planning Commission Meeting of 03/11/21

Traffic changes between maximum: **R8 and RM20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+34 U	+145	+8	+14

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R8 district: 2 Elementary 2 Middle 1 High**

**Projected student generation proposed RM20-A-NS district: 8 Elementary 4 Middle 3 High**

The proposed RM20-A-NS zoning district is expected to generate 10 additional students than what is typically generated under the existing R8 zoning district. Students would attend Cumberland 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 with conditions.

### CONDITION

1. Prior to the issuance of building permits, right-of-way for the future collector street required to meet the Public Works standards shall be dedicated.



## Metro Planning Commission Meeting of 03/11/21



**2021Z-022PR-001**

Map 060-04, Parcel(s) 052

05, East Nashville

08 (Nancy VanReece)



<b>Project No.</b>	<b>Zone Change 2021Z-022PR-001</b>
<b>Council District</b>	08 - VanReece
<b>School District</b>	03 - Masters
<b>Requested by</b>	Rhythm Homes and Development, applicant and owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve</i>

**APPLICANT REQUEST**

**Zone change from RS10 to R8-A.**

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential Alternative (R8-A) zoning for property located at 3125 Hillside Road, approximately 240 feet south of Maplewood Trace (0.53 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 two lots and two units based on acreage alone.*

**Proposed Zoning**

One and Two-Family Residential Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8-A would permit a maximum of two duplex lots for a total of four units based on acreage alone. Final determinations regarding duplex eligibility would be determined by the Metro 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.

**ANALYSIS**

The site is located on the east side of Hillside Road, south of the intersection of Hillside Road and Maplewood Trace. The site is located east of Dickerson Pike, which is a heavily developed commercial corridor. The half-acre site has been developed with a single-family unit. The properties along the block of Hillside Road, between Maplewood Trace and Broadmoor Drive, are zoned



## Metro Planning Commission Meeting of 03/11/21

RS10 and have been developed with primarily single-family uses, with the exception of two lots containing two-family uses.

The intent of the Urban Neighborhood Evolving Policy (T4 NE) is to create and enhance neighborhoods with higher densities and/or smaller lot sizes, with a broader range and integrated mixture of housing types, providing housing choice, than some surrounding urban neighborhoods. When considering rezoning in these policy areas, the policy guidance states that a site's location in relation to centers, corridors, the size of the site, environmental conditions, and the character of adjacent Transect and policy areas should be considered. The proposed zoning district is consistent with the intent to provide residential development and housing choice. There are no known environmental condition on the site. The site is located just off of the Dickerson Pike Corridor where the policy is Urban Commercial Corridor (T4 CC). This corridor provides opportunities for access and proximity to non-residential uses. Additionally, the site is using the Alternative standards which would create development consistent with the urban character of the policy.

### FIRE 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

N/A

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)	0.53	4.356 D	2 U	19	2	2

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

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)	0.53	5.445 D	4 U	38	3	4

\*Based on two-family lots

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

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 Planning Commission Meeting of 03/11/21

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed R8-A district: 0 Elementary 0 Middle 0 High**

The proposed R8-A zoning is not anticipated to generate any additional more students than the existing RS10 zoning district. Students would attend Chadwell 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 of the requested rezoning.







**Project No.** Specific Plan 2019SP-007-002  
**Project Name** Sonya Drive Mixed Use Development  
**(Amendment)**  
**Council District** 22 – Hausser  
**School District** 09 – Tylor  
**Requested by** Kimley-Horn, applicant; Southfield Properties and AM  
Investors No. 2, LLC and Norwood Manor LLC, owners.

**Deferrals** This item was deferred at the January 21, 2021, February 11, and February 25, 2021, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

**Amend SP to permit 175 multi-family units.**

SP Amendment

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.

**Existing Zoning**

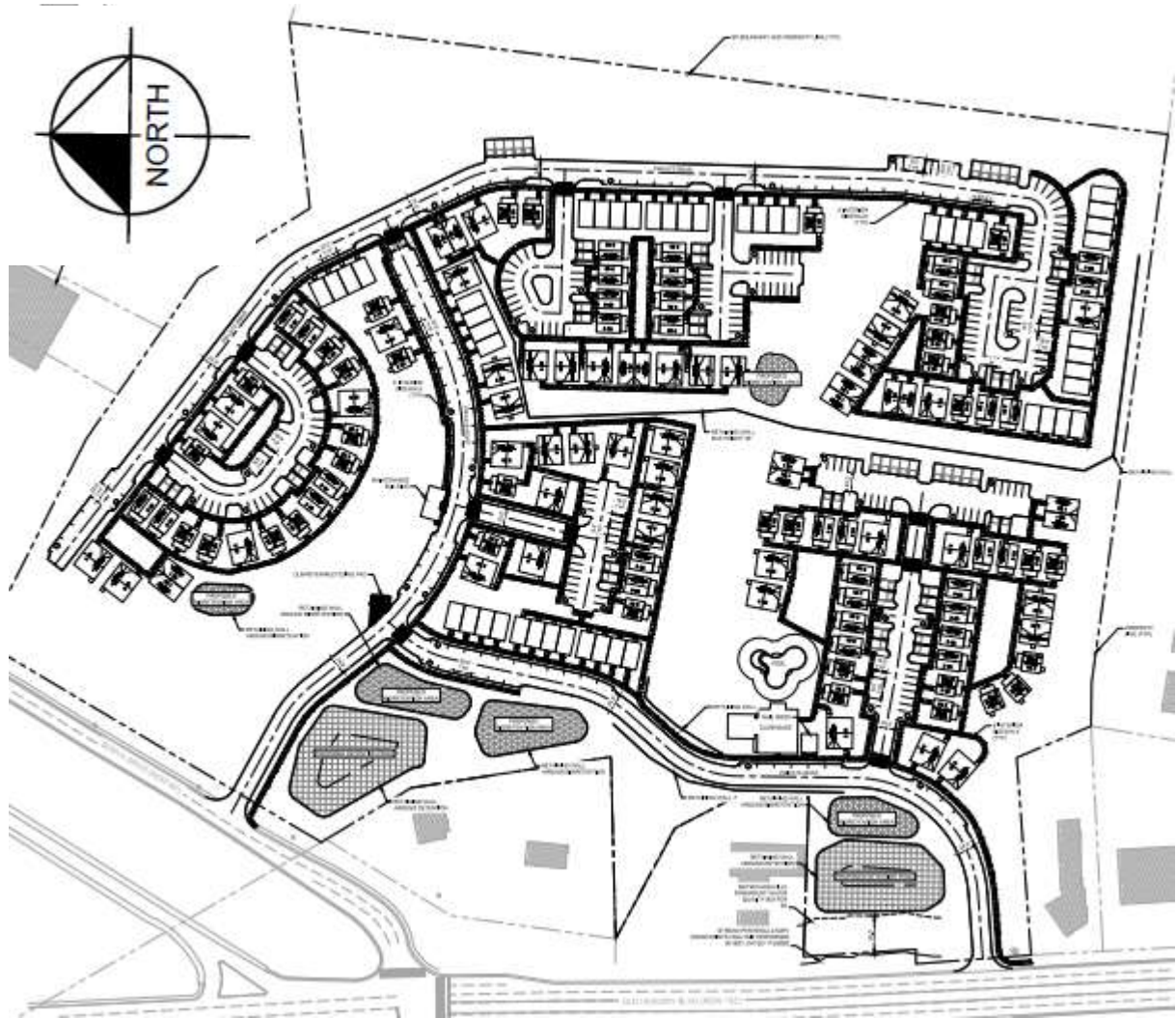
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

**Proposed Zoning**

Specific Plan-Mixed Residential (SP-MR) 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 a mixture of housing types.

**BELLEVUE 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.



**Proposed Site Plan**



## Metro Planning Commission Meeting of 03/11/21

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

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

The Conservation Policy here recognizes areas with significant slopes and streams.

### **HISTORY**

The Planning Commission approved a Specific Plan for this property on April 11, 2019, that included 94 multi-family residential units, a 170-bed hotel and 18,000 square feet of non-residential uses. The plan has the non-residential uses and hotel near the property's Old Hickory Boulevard frontage and the residential units are attached townhomes on private streets and drives.

### **SITE CONTEXT AND PLAN DETAILS**

The site is approximately thirty acres and is located south of and near the Old Hickory Boulevard interchange with I-40 near the Bellevue area of Davidson County. The site has frontage onto Old Hickory Boulevard and Sonya Drive. The site currently contains several parcels that consist of a single-family residence and vacant land uses. Sonya Drive is a local street and this portion of Old Hickory Boulevard is classified as a Scenic Arterial Boulevard in the Major and Collector Street Plan. The surrounding land uses are a mixture of single-family residential, multi-family residential, commercial, office, and institutional land uses.

The site has a stream that partially bisects the site and this stream also runs parallel to Old Hickory Boulevard for a portion of the site's frontage. The stream crosses Old Hickory Boulevard near the southern boundary of parcel 205. The site also has significant topography with the site generally rising as you move east and north.

### Site Plan

The site plan proposes for 175 multi-family residential units to be provided in a mixture of single-family, duplex, and attached townhome type buildings. The plan also includes enclosed garage structures to be dispersed throughout the development and an amenity center with a swimming pool is also provided. The plan proposes private drives throughout the site and sidewalks are provided along both sides of these drives in almost all locations. Throughout the site, the private drives also include on-street parking.



## **Metro Planning Commission Meeting of 03/11/21**

The site is separated into 5 pods with the surface parking being at the center of the pods. Each pod contains a variety of unit types and the units are either oriented to the private drives or to open space. Each pod has a sidewalk network around the internal surface parking area as well as around the exterior of the units and open space areas within the pods. The units have a proposed maximum building height of 3 stories.

The stormwater detention is located at the lowest points of the site near Sonya Drive and Old Hickory Boulevard. The site has areas of significant topography so retaining walls are proposed for portions of the private drives as well as the area containing the two most eastern pods.

### **ANALYSIS**

The Specific Plan amendment proposes a mixture of housing types with a development pattern and intensity that is appropriate for the area given the land use policy. While there are portions of the site with Mixed Use Corridor policy, the limited frontage in combination with the existing stream buffers make engaging Old Hickory Boulevard challenging. The plan does provide sidewalks along the Old Hickory Boulevard corridor and along both sides of the private drive that accesses the corridor. Additionally, Public Works staff is recommending that the applicant coordinate with WeGo to install a bus stop on Old Hickory Boulevard.

The proposed building setbacks, height, unit orientation, and density are consistent with the policy and surrounding context. The topography of the site and surrounding existing development precludes this site from establishing or extending existing public street networks for the area. The proposed site plan is sensitive to the stream buffers on site and to the topography of the site by proposing to avoid disturbing the steepest portions of the site.

### **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.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Bioretention pond is in conflict with natural drainage channel. This conflict is not permitted and must be resolved at the time of final submittal. SP must comply with all regulations in the Stormwater Management Manual at the time of final submittal.

### **HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION**

#### **Approve with conditions**

- Conditions are listed in the “Availability of Water & Wastewater Service” letter dated 12/16/20 from Jay Tant, Assistant General Manager, Harpeth Valley Utility District.

### **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



## Metro Planning Commission Meeting of 03/11/21

field conditions. Waste/recycle private hauler will be required for site. Comply w/MPW traffic comments.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- All previous conditions apply.
- Construct sidewalk per the MCSP along all public road frontages.
- Coordinate with WeGo to install a bus stop on Old Hickory Boulevard.
- Development may be required to install a traffic signal or modify an existing traffic signal along Old Hickory Boulevard for proposed access.
- Install a pedestrian crossing across Old Hickory Boulevard if traffic signal is installed.

#### Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	29.6	-	94 U	670	45	56

#### Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	29.6	-	20,000 SF	1270	64	137

#### Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	29.6	-	170 Beds	1493	80	102

#### 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)	29.6	-	175 U	1283	82	98

#### Traffic changes between maximum: SP and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2150	-107	-197

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP-MR zoning is expected to generate 7 more students than the existing SP-MU zoning. Students would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood



## **Metro Planning Commission Meeting of 03/11/21**

High School. H.G. Hill Middle School is identified as overcapacity. Gower Elementary School and Hillwood High School are 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 with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to a maximum of 175 multi-family residential units. Short term rental properties – owner occupied and short term rental properties – not owner occupied are prohibited.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6-NS zoning district as of the date of the applicable request or application.
5. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. A corrected copy of the Preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. 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.