

Metropolitan Planning Commission



Staff Reports

March 25, 2021



Metro Planning Commission Meeting of 03/25/21

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.



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NO SKETCH



Project Nos.	Text Amendment 2020Z-013TX-001
Project Name	Owner Occupied Short Term Rental Overlay District
Council Bill No.	BL2020-504
Council District	Countywide
School District	Countywide
Requested by	Councilmember Freddie O'Connell
Deferrals	This item was deferred at the January 21, 2021, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Shepard
Staff Recommendation	<i>Defer to the April 22, 2021, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend the Zoning Code to create an Owner Occupied Short Term Rental Overlay District.

STAFF RECOMMENDATION

Staff recommends deferral to the April 22, 2021, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/25/21



2021SP-008-001

6821 OLD CHARLOTTE PIKE

Map 102-11, Parcel 014

07, West Nashville

23 (Thom Druffel)



Project No. Specific Plan 2021SP-008-001
Project Name 6821 Old Charlotte Pike
Council District 23 – Druffel
School District 9 - Tylor
Requested by Dale and Associates, applicant; Jonathan Eric Patrick and Audrey Lynn, owners.

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

APPLICANT REQUEST

Preliminary SP to permit seven multi-family residential units.

Zone Change

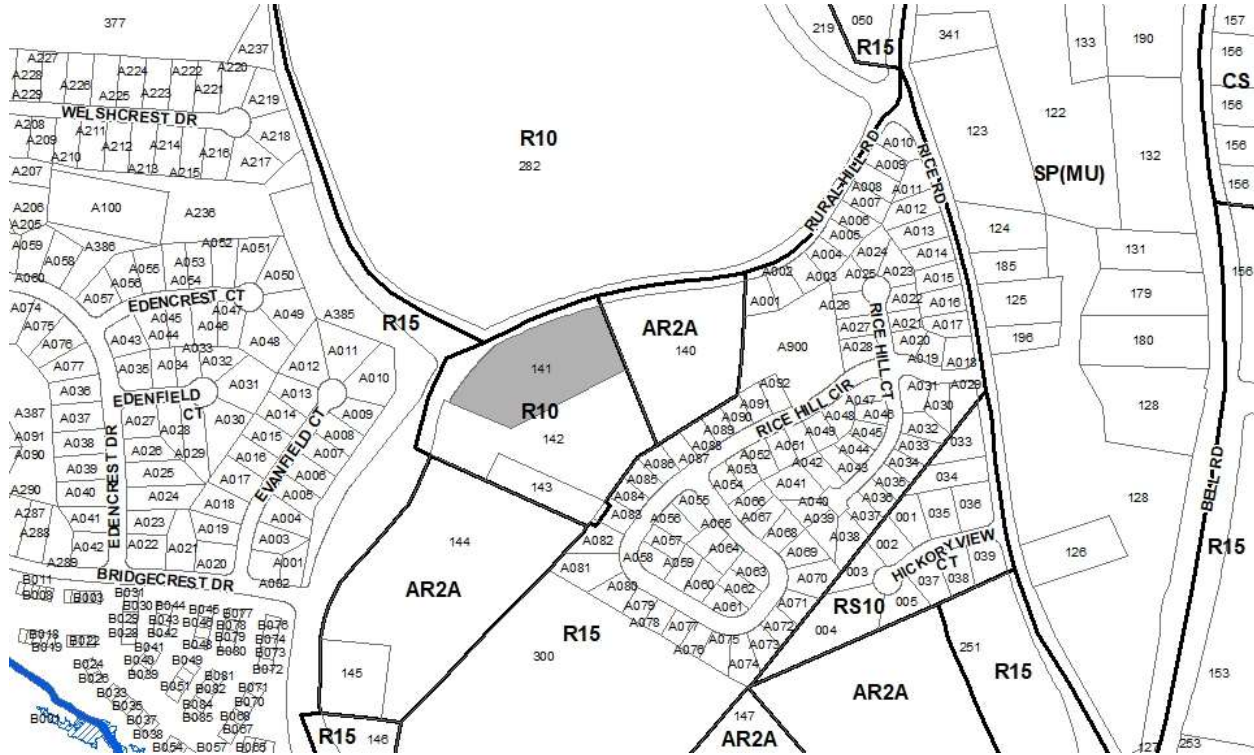
A request for to rezone from Single-Family Residential (RS40) to Specific Plan-Residential (SP-R) zoning for property located at 6821 Old Charlotte Pike, approximately 840 feet west of W. Hillwood Drive (1.35 acres), to permit seven multi-family residential units.

STAFF RECOMMENDATION

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



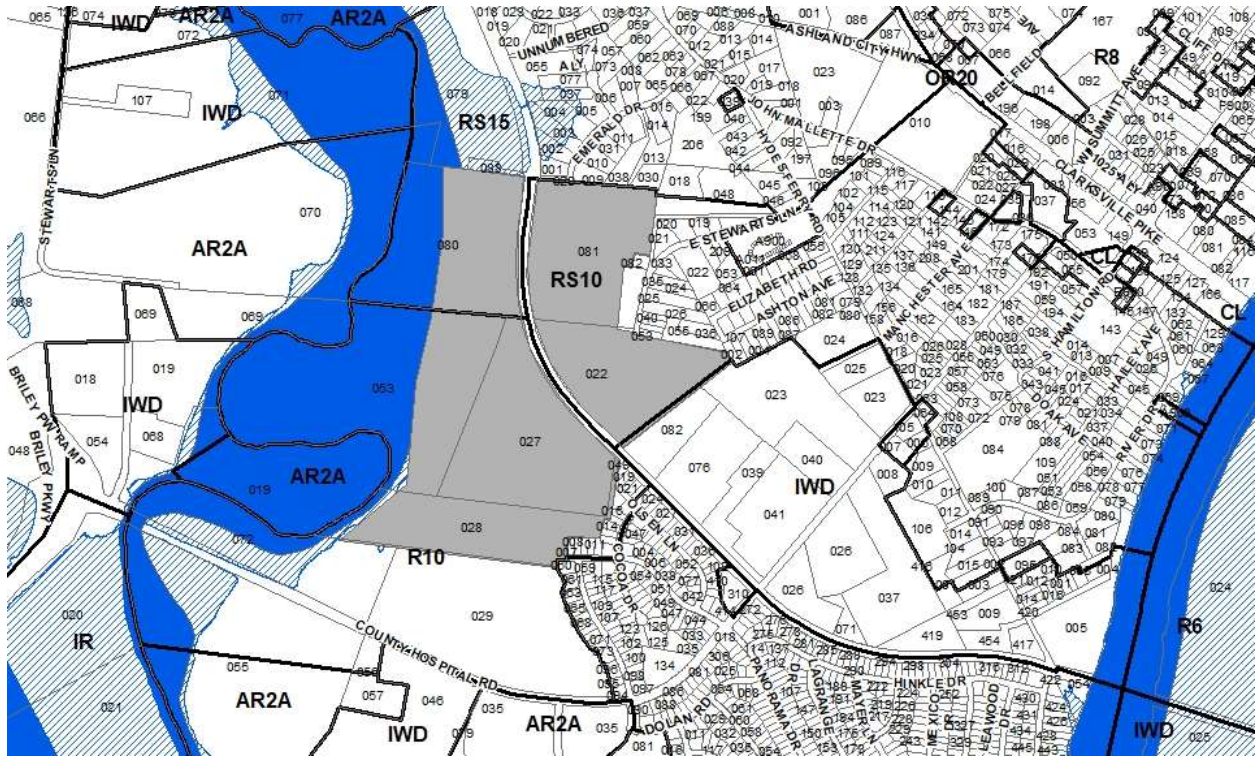
Metro Planning Commission Meeting of 03/25/21



2017S-250-002
RURAL HILL ROAD BEND
Map 149, Parcel 141
13, Antioch – Priest Lake
32 (Joy Styles)



Metro Planning Commission Meeting of 03/25/21



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 01 - Hall; 02 - 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, February 25, 2021, and March 11, 2021 Planning Commission meetings. No public hearing was held.

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

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 April 8, 2021, Planning Commission meeting.



Project No. Concept Plan 2021S-014-001
Project Name Carlton Estates
Council District 13 – Bradford
School District 7 – Player-Peters
Requested by Jackie Dillehay, applicant; Jackie Lynn Pater, owner.

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

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

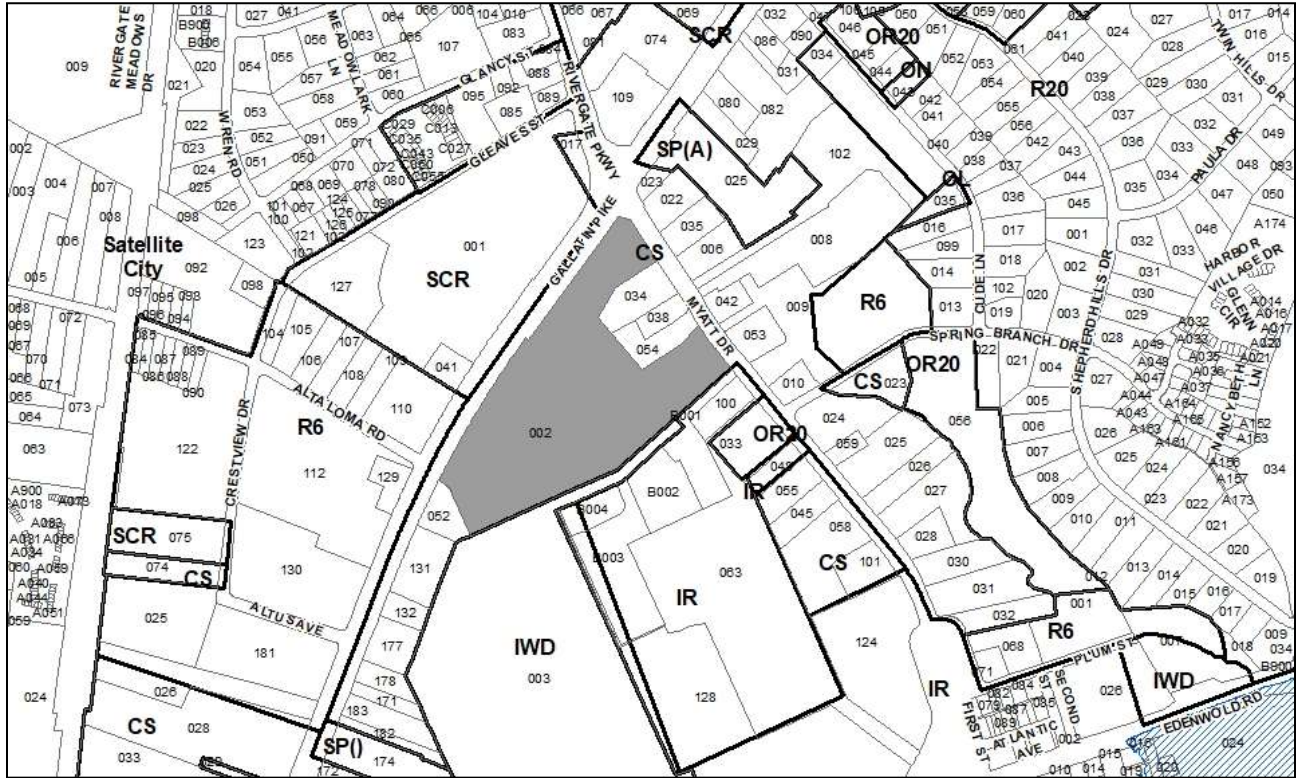
APPLICANT REQUEST
Concept plan approval to create 17 lots.

Concept Plan
A request for concept plan approval to create 17 lots on properties located at 3338 and 3346 Bell Road, approximately 735 feet south of Harborwood Drive, zoned One and Two-Family Residential (R15) (7.34 acres).

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



Metro Planning Commission Meeting of 03/25/21



2021S-015-001
RIVERGATE STATION SECTION 1 2ND 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 Section 1 2nd 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, February 25, 2021, and March 11, 2021, Planning Commission meetings. No public hearing was held.
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Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the April 8, 2021 Planning Commission meeting.</i>

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 April 8, 2021, Planning Commission meeting at the request of the applicant.



Project No. **Zone Change 2020Z-119PR-001**
Council Bill No. BL2020-479
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Councilmember Freddie O’Connell, applicant; various property owners.

Deferrals This item was deferred at the October 22, 2020, November 12, 2020, and January 21, 2021, Planning Commission meetings. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Deferral to the April 22, 2021, Planning Commission meeting.*

APPLICANT REQUEST

Zone change from MUN, MUN-A, MUL-A, MUG, OR20, CS, and CF to MUN-NS, MUN-A-NS, MUL-A-NS, MUG-NS, OR20-NS, CS-NS, and CF-NS.

Zone Change

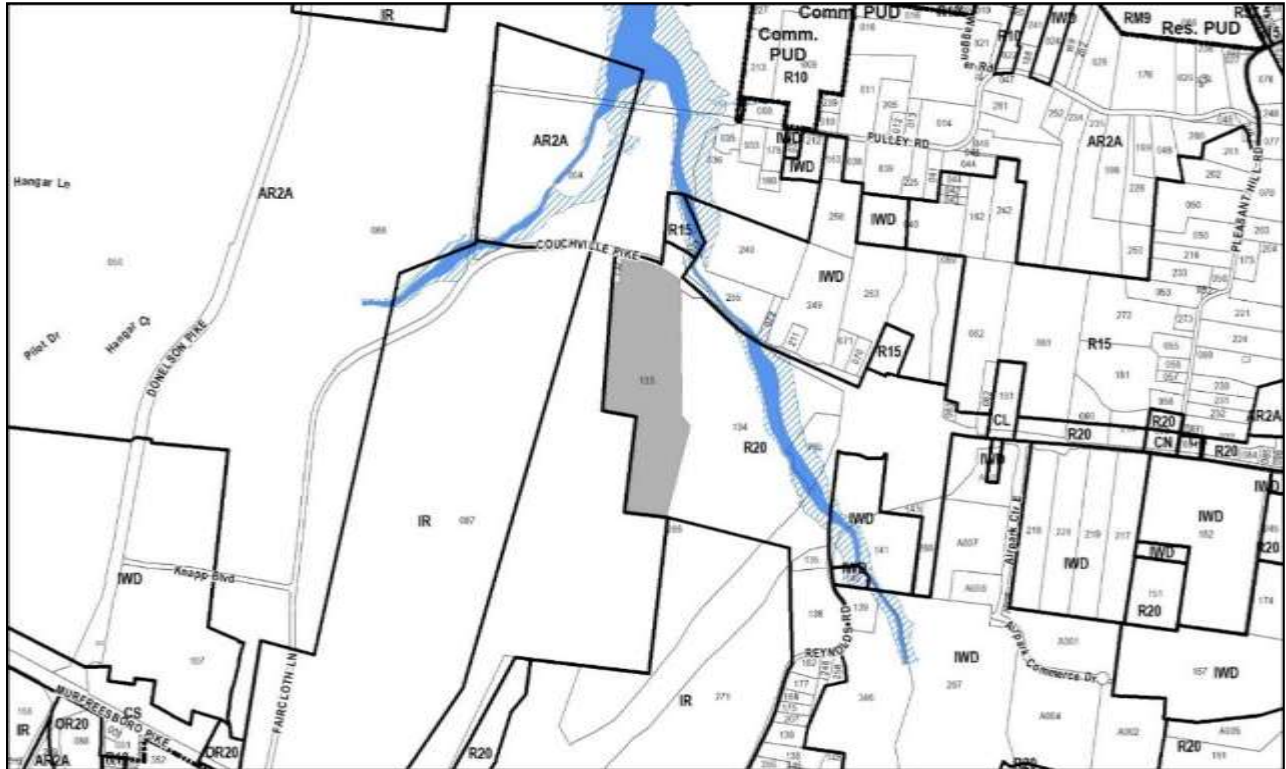
A request to rezone from Mixed Use Neighborhood (MUN), Mixed Use Neighborhood - Alternative (MUN-A), Mixed Use Limited - Alternative (MUL-A), Mixed Use General (MUG), Office/Residential (OR20), Commercial Service (CS) and Commercial Core Frame (CF) to Mixed Use Neighborhood - No Short Term Rentals (MUN-NS), Mixed Use Neighborhood - Alternative - No Short Term Rentals (MUN-A-NS), Mixed Use Limited - Alternative - No Short Term Rentals (MUL-A-NS), Mixed Use General - No Short Term Rental (MUG-NS), Office/Residential - No Short Term Rental (OR20-NS), Commercial Service - No Short Term Rental (CS-NS), and Commercial Core Frame - No Short Term Rental (CF-NS) zoning for various properties located between Rosa L. Parks Boulevard and 2nd Avenue North, from Hume Street, south to Jefferson Street, and located within the Germantown Historic Preservation District Overlay and the Phillips - Jackson Street Redevelopment District Overlay (68.61 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the April 22, 2021, Planning Commission meeting at the request of the applicant.



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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 7 – Player-Peters
Requested by Energy Land and Infrastructure, applicant; Tommy C. Estes, owner.

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

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

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 April 8, 2021, Planning Commission meeting.



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2021Z-028PR-001

Map 135, Parcel(s) 191
13, Antioch – Priest Lake
29 (Delishia Porterfield)



Project No.	Zone Change 2021Z-028PR-001
Council District	29 - Porterfield
School District	7 – Player-Peters
Requested by	State Street Group, applicant; The Quarter Jackson, owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the April 8, 2021, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from R20 to IWD.

Zone Change

A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) zoning for property located at 2871 Ned Shelton Road, approximately 635 feet south of Bell Road (18.0 acres).

STAFF RECOMMENDATION

Defer to the April 8, 2021, Planning Commission meeting.



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2021Z-029PR-001

Map 092-04, Parcels 272

09, Downtown

19 (Freddie O'Connell)



Project No. **Zone Change 2021Z-029PR-001**
Council District 19 - O'Connell
School District 5 - Buggs
Requested by Branden Development LLC, applicant and owner.

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

APPLICANT REQUEST

Zone change from RS3.75 to R6.

Zone Change

A request to rezone from Single-Family Residential (RS3.75) to One and Two-Family Residential (R6) zoning for property located at 928 11th Avenue North, approximately 150 feet south of Jackson Street and located within the Phillips-Jackson Street Redevelopment District Overlay (0.16 acres).

STAFF RECOMMENDATION

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



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2021CP-008-002

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 081-08, Parcel(s) 253

08, North Nashville

19 (Freddie O'Connell)



Project No.	Major Plan Amendment 2021CP-008-002
Project Name	North Nashville Community Plan Amendment
Associated Cases	2021SP-013-001
Council District	19 – O’Connell
School District	1 – Gentry
Requested by	Dale and Associates, applicant; Kristian B. Murphy, owner
Staff Reviewer	McCullough
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend North Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the North Nashville Community Plan by changing from T4 Urban Neighborhood Maintenance (T4 NM) Policy to T4 Urban Neighborhood Center (T4 NC) Policy for property located at 1803 5th Avenue North, at the northwest corner of 5th Avenue North and Buchanan Street and located within the Salemtown Neighborhood Conservation Overlay District (0.28 acres).

NORTH NASHVILLE COMMUNITY PLAN

Current Policy

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

Requested Policy

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

BACKGROUND

The study area is located at 1803 5th Avenue North in the Salemtown Neighborhood. The approximately 0.28-acre property is located at the northwest corner of the intersection of Buchanan Avenue and 5th Avenue North. It is the only property at this intersection that is not included in the T4 NC policy. Each parcel at the intersection of 5th Avenue North and Buchanan Street has the same zoning category of Commercial Neighborhood (CN). CN zoning districts are designed to provide for the recurring shopping and personal service needs of nearby residential areas. The range of permitted uses is limited to those which are generally patronized on a frequent basis by neighborhood residents. Residential uses are permitted within CN zoning districts under certain



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conditions. When the North Nashville Community Plan was last updated in detail, this property was not included in the T4 NC policy area because it contained a single-family house.

The property is also within the Salemtown Neighborhood Conservation District Overlay, which provides additional guidance for preserving the historic character of the neighborhood, in addition to the base zoning (CN). Historic Neighborhood Conservation Overlays, like other historic overlay districts, are locally designated and administered by the Metropolitan Historic Zoning Commission. This overlay does not impact use.

The uses in the surrounding T4 NM policy area are primarily residential and are intended to remain primarily residential over time. A change to T4 NC will provide additional opportunities for commercial uses as well as additional residential density.

As the only property that has conflicting policy and zoning, the applicant submitted a request to amend the policy for the property to T4 NC, which matches the policy applied to the remaining corners of the intersection. This amendment request was made by the applicant in conjunction with case number 2021SP-013-001: a request to rezone the property to permit five multi-family residential units and 2,000 square feet of retail use. There are two buildings currently on the property; one of which is contributing to the historic fabric and will remain.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director of the Planning Department determined the plan amendment request to be a major amendment and required the applicant to hold a community meeting. Planning staff coordinated with the applicant and Councilmember to schedule a virtual community meeting for Tuesday, March 9th. Notices were mailed to approximately 600 property owners in the 1,300 foot buffer area. Notice of the virtual meeting was also listed on the Department's website calendar.

During the virtual meeting, Planning staff discussed the long-range planning process and the proposed amendment, and the applicant discussed their Specific Plan application. Approximately 25 people participated in the meeting, including staff, the applicant team, and the district councilmember. The meeting was streamed live to the Metro Nashville Network's Facebook page and posted on the Metro Nashville Network's YouTube Channel so that additional people may watch.

Four participants asked questions during the virtual meeting. Only one question was related to the requested plan amendment; a clarification for the reason a plan amendment would be needed for this project. Staff explained that the T4 NM policy does not permit commercial uses. Other questions were in relation to the proposed SP plan: the location of dumpsters related to adjacent properties, times of garbage collection, and possible uses for the historic home. Those that spoke during the meeting were supportive of the amendment and rezoning for the property. Planning staff also received one email in support of the project.

ANALYSIS OF URBAN NEIGHBORHOOD CENTER POLICY

The expansion of T4 NC policy is appropriate considering the area's adjacency to this policy and its location at the intersection of 5th Avenue North and Buchanan Street.



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***NashvilleNext's* Growth and Preservation Concept Map**

The Growth and Preservation Concept Map reflects Nashville's desires for future growth and preservation. The concept map designates the study area as a Neighborhood with a Special Use area to the East, and areas of Transition and Centers to the north (along Rosa L. Parks Boulevard) and south (Germantown and Downtown). Centers are anticipated to grow, develop, and/or redevelop over time. The Transition and Infill area provides a buffer between the Center and Neighborhood, which serves a limited function of providing transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy categories or development.

The *NashvilleNext* planning process applied the concept map designations generally rather than at the parcel-specific level. Neighborhood areas are primarily residential, offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different character, depending on the context (rural, suburban, urban, or downtown). Salemtown is a historic neighborhood with a mix of housing types and small neighborhood centers, such as the intersection of 5th Avenue South and Buchanan Street. There is currently one commercial building at this intersection, south of the study area, and across Buchanan Street.

Key Finding

- The Concept Map's vision for the area as an urban neighborhood supported by small neighborhood centers, supports the application of T4 NC to the study area.

Community Character Policy Application

Neighborhood, Center, Transition and Infill, and Special Impact Areas are explained in greater detail through the Community Character Policies. These policies provide guidance for zoning decisions.

Community Plans provide history and context for Nashville's 14 Community Planning areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. The North Nashville Community Plan uses Community Character Policies that are tailored to the urban character of neighborhoods throughout its geographic area. The area is primarily urban residential in character with walkable neighborhoods that offer a variety of housing choices, commercial corridors, and some small neighborhood centers.

The Community Character Manual and the North Nashville Community Plan provide more refined guidance on the design of neighborhood areas in the T4 Urban Transect. The North Nashville Community Plan recommends strategic locations for additional residential density — generally in existing commercial centers or corridors to support businesses and eventual transit. Additional housing density and infill provides a diversity of housing choice and meets several goals, including providing housing for all stages of life, that is attainable for varying incomes, and that keeps the North Nashville community competitive in the region in the face of changing demographics and market preferences.

The T4 Urban Transect category fits between the T3 Suburban and T5 Center Transect areas. Historic, inner-ring neighborhoods as well as new neighborhoods intended to be developed in a more intense urban fashion are part of the T4 Urban Transect. Complete urban communities feature an integrated mixture of housing within walking distance of commercial and neighborhood-scaled



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open space. They feature highly connected street systems with sidewalks, bikeways, and facilities for mass transit providing many transportation options. In T4 Urban Transect areas, the balance tips toward the built environment, with buildings framing the street. By comparison, open space is the priority, with vegetation framing the street in T3 Suburban Transect areas.

T4 NC policy should be applied to areas where there is a concentration of land that is zoned, used, or intended to be used as mixed use and commercial. Neighborhood centers are situated to serve an urban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access, such as the intersection of a local and collector-avenue street. Buildings in this policy are in character with the existing T4 Urban development pattern in terms of mass, orientation, and placement. Non-residential uses are preferred at the intersections of T4 NC policy, with the building and its entrances oriented to the street.

The North Nashville community's desire to maintain and enhance its urban residential neighborhoods is shown by the placement of Neighborhood Maintenance policy (T4 NM). In order to maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types must still be provided. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving (T4 NE) and Center (T4 NC and T4 CC) policies.

North Nashville contains numerous historical resources. The North Nashville Community Plan supports the preservation of historic properties by emphasizing building form that is compatible with adjacent historic structures, rather than focusing solely on density and land use. The study area is within the Salemtown Neighborhood Conservation Overlay, which provides additional guidance on the design of new construction in the neighborhood.

Key Findings

- The location of the study area at an intersection intended for use as a neighborhood scale commercial center makes it an appropriate location for expanding the T4 NC area to include the study area. Currently, T4 NC policy is applied to the other three corners of the intersection.
- The property is already zoned Commercial Neighborhood (CN), which allows for commercial uses at a neighborhood scale.
- T4 NC policy provides for additional housing density and infill providing a diversity of housing choice.

Transportation and Connectivity

The proposed expansion of the T4 NC policy to include the study area is appropriate, based on its proximity to an arterial-boulevards (Rosa L. Parks Boulevard and 3rd Avenue North), as well as a collector-avenue (Garfield Street).

The study area is located at the approximate geographic center of the neighborhood. It is approximately 0.2 miles east of Rosa L. Parks Boulevard, 0.15 miles south of Garfield Street, and 0.16 miles from 3rd Avenue North. Both Rosa L. Parks and 3rd Avenue North are arterial-boulevards; medium- to high-speed, high-volume streets that serve longer trips within and between communities within the city, with access provided by driveways, alleys, or frontage roads. Garfield



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Street is a collector-avenue, which are low-speed, and low- to medium-volume streets that provide circulation within and between neighborhoods. The intent of the collector-avenue is to balance the mobility needs of multiple transportation modes, while providing access via driveways, alleys, or side streets to businesses and residences.

Key Finding

- Existing transportation infrastructure is adequate to support the change to T4 NC policy.

Relationship to Surrounding Policies

The study area is surrounded by three policy areas: T4 Urban Neighborhood Maintenance (T4 NM), T4 Urban Neighborhood Evolving (T4 NE), and T4 Urban Neighborhood Center (T4 NC).

The North Nashville community's desire to maintain and enhance its urban residential neighborhoods is shown by the placement of Neighborhood Maintenance (T4 NM) policy. To maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types must still be provided. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving (T4 NE) and Center (T4 NC and T4 CC) policies; T4 NE policy is applied to areas south of Buchanan Street and west of 5th Avenue North. The Urban Neighborhood Center policy (T4 NC) is applied to three of the four corners of the intersection of 5th Avenue North and Buchanan Street, but only one of the corners is currently a commercial use. The density of the neighborhood surrounding the intersection is enough to support additional neighborhood scale commercial use.

Key Finding

- Expansion of the T4 NC policy to the study area is appropriate due to the proximity to the existing T4 NC area, the density of the surrounding T4 NM policy area, as well as the current and future density of the T4 NE policy south of the study area.

Analysis Summary

Amending the Community Character Policy to T4 NC is appropriate at this location. This change in policy is appropriate due to the following:

- The Concept Map's vision for the area as an urban neighborhood supported by small neighborhood centers, supports the application of T4 NC to the study area.
- The location of the study area at an intersection intended for use as a neighborhood-scale commercial center makes it an appropriate location for expanding the T4 NC area to include the study area. Currently, T4 NC policy is applied to the other three corners of the intersection.
- The property is already zoned Commercial Neighborhood (CN) which allows for commercial uses at a neighborhood scale.
- T4 NC policy provides for additional housing density and infill providing a diversity of housing choice.
- Existing transportation infrastructure is adequate to support the change to T4 NC policy.
- Expansion of the T4 NC policy to the study area is appropriate due to the proximity to the existing T4 NC area, the density of the surrounding T4 NM policy area, as well as the current and future density of the T4 NE policy south of the study area.

STAFF RECOMMENDATION

Staff recommends approval.



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2021SP-013-001

1803 5TH AVENUE NORTH
Map 081-08, Parcel(s) 253
08, North Nashville
19 (Freddie O'Connell)



Project No. Specific Plan 2021SP-013-001
Project Name 1803 5th Avenue North
Associated Case 2021CP-008-002
Council District 19- O’Connell
School District 1 – Gentry
Requested by Dale and Associates, applicant; Kristian B. Murphy, owner.

Staff Reviewer Elliott
Staff Recommendation *Approve with conditions and disapprove without all conditions if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved. .*

APPLICANT REQUEST

Rezone from CN to SP-MU to permit 4 multi-family units and non-residential uses.

Rezoning

A request to rezone from Commercial Neighborhood (CN) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 1803 5th Avenue North, at the northwest corner of 5th Avenue North and Buchanan Street and located within the Salemtown Neighborhood Conservation District Overlay (0.28 acres), to permit four multi-family residential units and 1,900 square feet of non-residential use.

Existing Zoning

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

Salemtown Neighborhood Conservation Overlay

Neighborhood Conservation Overlay Districts (NHC) are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development. This NHC is intended to preserve historic structures within the Salemtown neighborhood through the implementation of development guidelines by the Metro Historic Zoning Commission and staff.

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.

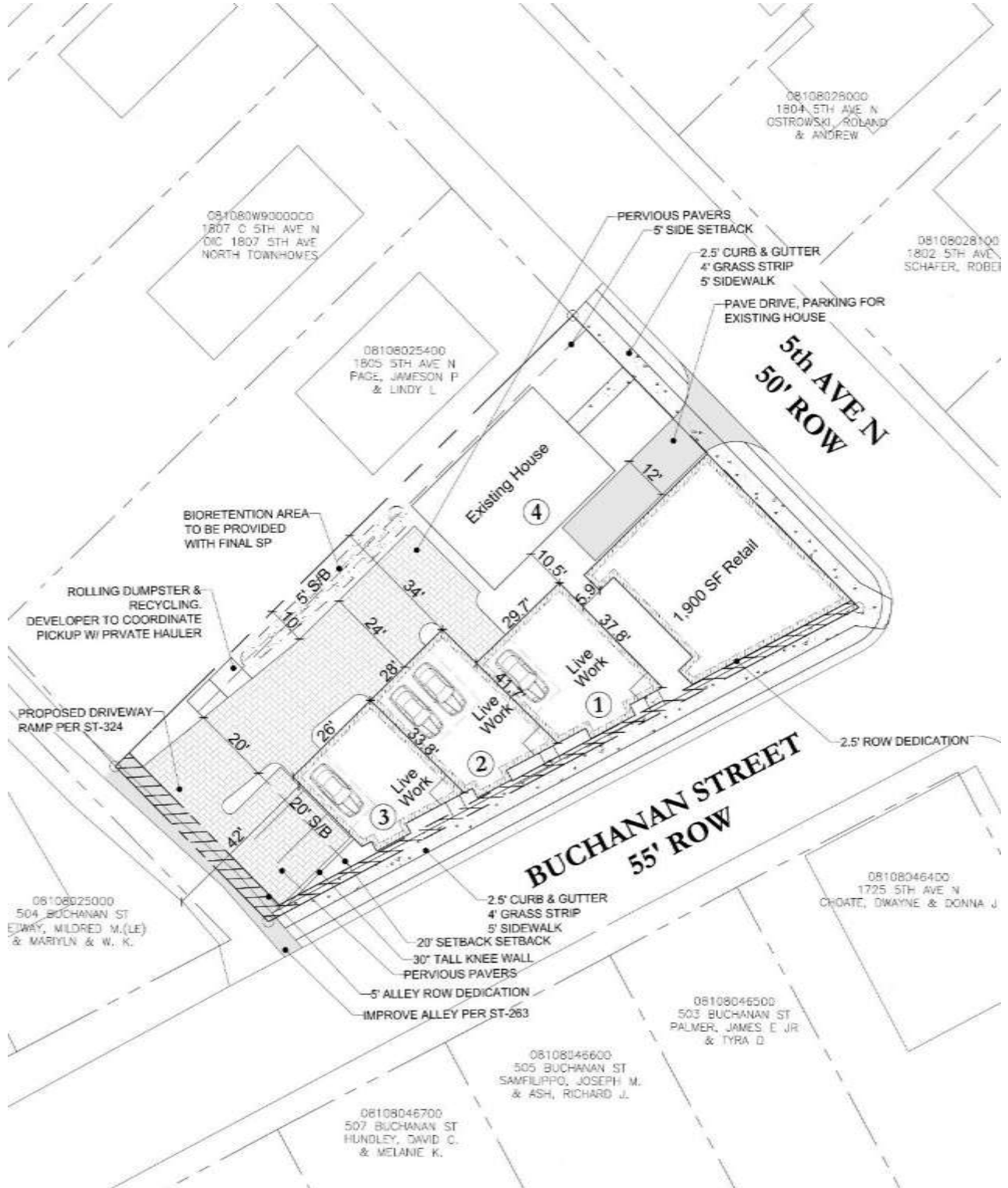
NORTH NASHVILLE COMMUNITY PLAN

Existing Policy

T4 Urban Neighborhood Maintenance (T4 NM) is intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time,



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Proposed Site Plan





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primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

Proposed Policy

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

SITE CONTEXT AND PLAN DETAILS

The site is approximately 0.28 acres and is located at the north-west quadrant of the intersection of 5th Avenue North and Buchanan Street. The site currently contains one residential unit and an accessory structure. The intersection of 5th Avenue North and Buchanan Street currently has commercial uses and the remainder of the surrounding area is comprised of single family and two-family residential land uses. Both 5th Avenue North and Buchanan Street are local streets at this location and 5th Avenue North has on-street parking on both sides of the street..

Site Plan

The site plan proposes to preserve the existing house on the property and to demolish the detached accessory structure. A one-story commercial structure is proposed at the north-east corner of the property near the intersection. Three, 3-story townhome units are proposed to front onto Buchanan Street with parking on the ground floor of the units. Parking is also provided to the rear of the site off the alleyway. This parking area is screened by a site wall and with landscaping. The proposed commercial use falls within an allowance in the zoning code that permits retail uses, less than 2,000 square feet in size, and within the Urban Zoning Overlay, to be exempt from parking requirements. The plan proposes for the three townhome units and for the existing house to have live/work as an accessory use. The plan defines the live/work permitted uses consistently with the home occupation ordinance in the zoning code. The plan proposes for the townhouses and commercial use to be accessed via the alleyway and for the existing house to be served by the existing driveway location. A dumpster is being provided to serve the commercial use and is located to the rear of the site near the alleyway.

ANALYSIS

The proposed Specific Plan is appropriate for the proposed Urban Neighborhood Center land use policy given the proposed form of the residential units and the scale of the commercial use. The plan proposes an urban form that engages the street with the location of the buildings and appropriately places the parking to side and rear of the development. The plan has also been reviewed by Metro Historic Zoning staff and the Metro Historic Zoning Commission considered the plan at its March 17, 2021, meeting and approved of the plan with conditions. Staff recommends approval as the plan is consistent with the T4 NC land use policy and is consistent with the Salemtown Neighborhood Conservation Overlay district.



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HISTORIC ZONING COMMISSION RECOMMENDATION

Approve with conditions

- The townhouses are revised to be two stories; and
- The applicant return to the Commission with the final approval of the design, materials, window/door placement, and all utilities, mechanicals, and other appurtenances if the SP is approved by Metro Council;

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- 2/19/21 Updated comment based on revised plan.: Live/work units under IBC sprinkler system is required. Aerial fire apparatus access provisions are required for any unit(s) over 30' height.

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. A minimum of 30% W&S Capacity fees must be paid before issuance of building permits. (W&S Capacity Fee Permit No's T2021003305 and T2021003299).

STORMWATER RECOMMENDATION

Approved

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Show 12-inch concrete ribbon along parking and drive off alley.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Development to install curb extensions per NACTO guidance on Buchanan Street and 5th Avenue.

Maximum Uses in Existing Zoning District: CN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.28	0.25 F	3,049 SF	194	10	21

Maximum Uses in Proposed Zoning District: SP

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



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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)	-	-	2,000 SF	127	7	14

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-37	-1	-4

METRO SCHOOL BOARD REPORT

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

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

The proposed SP is anticipated to generate 0 additional students beyond what is generated under the current zoning. Students would attend Jones Paideia Magnet School, John Early Museum Magnet Middle School, and Pearl-Cohn Magnet High School. All three schools 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 and disapproval without all conditions if the associated plan amendment is approved and disapproval if the associated plan amendment is not approved.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 4 multi-family residential units which permit live/work as an accessory use and 1,900 square feet of non-residential uses. Live/work uses are limited as per the allowance of Home Occupation in the Zoning Code and non-residential uses are limited as indicated on the plan. Short term rental property – owner occupied and short term rental property – not owner occupied shall be prohibited in the SP.
2. The use of the existing driveway on 5th Avenue North shall be limited to serving the existing historic house.
3. The proposed right-of-way dedication shall be dedicated by Final Plat prior to the approval of the first building permit, or as determined by the Executive Director of Planning.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. The development shall provide adequate access that meets the requirements of the Fire Marshal’s Office and Department of Public Works.
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 RM9-A zoning district as of the date of the applicable request or application.
7. 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.
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.



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9. Minor modifications to the Preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2021SP-017-001

200 CRAIGMEADE DRIVE OFFICE BUILDING

Map 095-02, Parcel(s) 148

14, Donelson – Hermitage – Old Hickory

15 (Jeff Syracuse)



Project No.	Specific Plan 2021SP-017-001
Project Name	200 Craigmeade Drive Office Building
Council District	15 – Syracuse
School District	4 – Little
Requested by	Barge Cauthen and Associates, applicant; and Patrick and Kate Witherington, owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit a 6,000 square foot office building.

Zone Change

A request to rezone from Single-Family Residential (RS10) to Specific Plan – Commercial (SP-C) zoning for property located at 200 Craigmeade Drive, at the southwest corner of Lebanon Pike and Craigmeade Drive (0.99 acres), to permit 6,000 square feet of office space.

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 seven lots based on acreage alone.*

Proposed Zoning

Specific Plan-Commercial (SP-C) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *The proposed specific plan would permit a 6,000 square foot office building.*

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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

Supplemental Policy

The site is located within the Lebanon Pike Small Area Plan, 14-SAP-01. Several properties along Lebanon Pike, including the subject site, were included in the Transition Policy due to the proximity to Briley Parkway, lot size, and adaptive reuse potential. This supplemental policy includes additional guidance to ensure compatibility with the surrounding residential properties.



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SITE CONTEXT AND PLAN DETAILS

The 0.99-acre site is located at the southwest intersection of Lebanon Pike and Craigmeade Drive. The site has frontage along both streets. The site has been developed with a single-family structure.

The surrounding properties to the south are zoned RS10 and have been developed with single-family structures. The properties to the east, across Craigmeade Drive, are zoned Office Limited (OL). The property at the southeast corner of the intersection is a three-story office building. The properties to the north, across Lebanon Pike, have been developed with a variety of housing types and the zoning districts include One and Two-Family Residential (R8), Single-Family Residential (RS10), and Multi-Family Residential (RM9).

The proposed SP would permit a new single-story, 6,000 square foot office building. If approved, the existing structure on the site would be demolished. The proposed structure is oriented to face Lebanon Pike, and sits toward the southern property line, with the proposed parking lot located between Lebanon Pike and the structure. With the properties to the south and west of the site being residential, the proposed location is more appropriate to reduce the impact of parking abutting existing single-family uses.

There is a proposed vehicular entrance drive towards the southeast corner of the site on Craigmeade Drive. The site plans show a five-foot sidewalk along the property frontage on Craigmeade Drive. Along Lebanon Pike, there is a six-foot wide sidewalk with a four-foot wide planting strip. Additionally, along the Lebanon Pike frontage, is a proposed Nashville Metropolitan Transit Authority (MTA) bus shelter. The planting strip and location of the sidewalk varies along both street frontages in order to retain some of the existing landscaping on the site and to allow for upgrading of the existing MTA stop. The proposed site plan includes 20 parking spaces, meeting Metro Code Requirements.

ANALYSIS

The TR policy on the site is intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. The proposed use is a 6,000 square foot office building, which is consistent with the TR policy. The supplemental policy provides additional guidance to ensure compatibility with the surrounding residential properties.

While the supplemental policy favors adaptive residential uses, in instances where it is not possible, the new construction shall achieve all design considerations for adaptive reuse. These considerations include retaining the essential form, character, and integrity of the existing structures through the proposed shape, massing, scale, building materials, height, and roof shape. The proposed size of the structure has a larger footprint than the surrounding residential properties; however, it retains a single-story height, uses brick and stone with traditional window shapes, and has a traditional roof shape. There are several factors that help support the larger footprint including: larger site area, corner location, and an existing tree canopy that helps buffer the proposed development.



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The supplemental policy has a second focus on mobility for pedestrians, cyclists, driver, and transit users. The proposed plan enhances mobility by providing new sidewalks along both street frontages, limiting access into the site, and a new MTA shelter stop.

The policies on the site are primarily focused on the built environment and mobility; however, Planning has a general interest and goal for enhancing and protecting environmental features. On this site, Planning finds the existing landscaping and trees on the site are unique enough to warrant additional considerations at the preliminary SP level. The proposed SP includes a landscape plan focused on preserving existing trees and providing substantial supplemental trees where preservation is not possible.

FIRE MARSHAL RECOMMENDATION

Approve

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. W&S Capacity must be paid before issuance of building permits.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Following approval of final plans by MPW, a recorded copy of any ROW dedications will need to be submitted to MPW for Bldg. permit approval. A private hauler will be required for site waste/recycle disposal.
- From previous site plan, keep access drive as a 24 ft. width drive. Proximity to existing Craigmeade Dr. median was ok.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Developer shall restripe Craigmeade Drive from Bridgestone Park to Lebanon Pike.
- A Public Works sidewalk improvements project on Lebanon Pike is proposed from Craigmeade Drive to Cottage Lane. Funding has not been allocated nor a construction schedule has been determined. Additional coordination is required with Public Works during Final SP and permitting phase to coordinate construction schedules. If constructed prior to the sidewalk project, this development may be required to install sidewalk along its frontage, construct a landing and connect to the sidewalk on the east side of Craigmeade Drive, install a pedestrian signal across Lebanon Pike and Craigmeade Drive, and coordinate with WeGo to connect to the existing bus stop on the north side of Lebanon Pike.



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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)	0.99	4.356 D	4 U	38	3	4

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)	0.99	-	6,000 SF	59	7	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+21	+4	+3

METRO SCHOOL BOARD REPORT

As the proposed SP is not residential it is not expected to generate any additional students.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to 6,000 square feet of general office.
2. A landscaping plan demonstrating consistency with the landscaping plan included with this plan set shall be provided with the Final SP.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. 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.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the OL zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
6. 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.
7. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
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



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the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

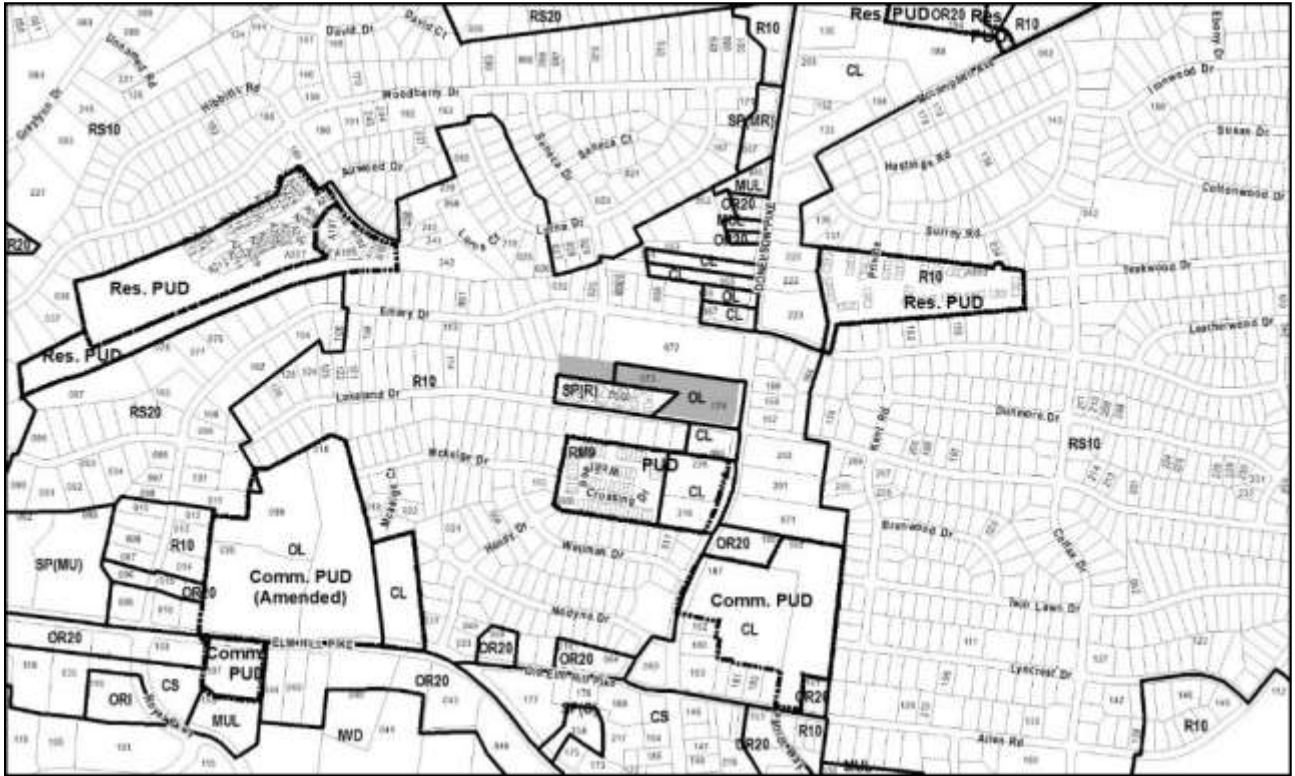
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2020S-071-001

OLD HICKORY CREDIT UNION

Map 096-09, Parcel(s) 073-074

14, Donelson-Hermitage-Old Hickory

15 (Jeff Syracuse)



Project No.	Final Plat 2020S-071-001
Project Name	Old Hickory Credit Union
Council District	15 – Syracuse
School District	4 – Little
Requested by	B2L Land Surveying, applicant; Old Hickory Credit Union and Harold Foster, et ux, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Request for final plat approval to create three lots.

Final Plat

A request for final plat approval to create three lots on properties located at 408 and 410 Donelson Pike, at the northwest corner of Donelson Pike and Lakeland Drive, zoned Office Limited (OL) and One and Two-Family Residential (R10) (4 acres).

SITE DATA AND CONTEXT

Location: The site is located at the northwest corner of Donelson Pike and Lakeland Drive, south of Emery Drive. Seneca Drive, an existing local street to the north, currently terminates at Emery Drive, where it becomes unimproved right-of-way spanning from the south side of Emery Drive to the northern boundary of the site.

Street type: The site has frontage along Donelson Pike, Lakeland Drive, and the unimproved Seneca Drive right-of-way, which is proposed to be constructed with this subdivision. Donelson Pike is an arterial-boulevard with a right-of-way width of approximately 80 feet. Lakeland Drive and Seneca Drive are classified as local streets. The width of the Lakeland Drive right-of-way varies, with a minimum width of 50 feet. The width of the Seneca Drive right-of-way is 50 feet.

Approximate Acreage: 4 acres or 174,174 square feet.

Parcel/Site History: This site is comprised of one parcel and one lot. The northern parcel was created through a 1953 deed and it remains in its original form. The southern lot was platted in 2014 into its existing configuration.

Zoning History: The majority of the site has been zoned OL since 2007, when the southern lot and a portion of the northern parcel were rezoned from OR20 and R10, respectively. The remaining portion of the northern parcel, located to the rear, retained its R10 zoning designation, which is still in effect. The southern lot had been zoned R10 prior to its former OR20 designation.

Existing land use and configuration: The northern parcel extends from Donelson Pike to the west of the Seneca Drive right-of-way and contains a single-family residential use, which is indicated to be retained on one of the lots proposed for subdivision. The southern lot is located at the intersection of Donelson Pike and Lakeland Drive, containing less depth than the northern parcel. It is currently developed with a financial institution.



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Surrounding land use and zoning:

North: Religious Institution (R10)

South: Single-Family Residential and Commercial (R10 and CL)

East: Single-Family Residential (R10)

West: Single-Family Residential and Multi-Family Residential (R10 and SP)

Zoning: Office Limited (OL) and One and Two-Family Residential (R10)

OL

Min. lot area: None

Max. FAR: 0.75

Max. ISR: 0.70

Min. rear setback: 20'

Min. side setback: 5'

Max. height at setback line: 30

Slope of height control plane (V to H): 1.5 to 1

Min. street setback: 20'

R10

Min. lot size: 10,000 square feet

Max. building coverage: 0.40

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: 20'

PROPOSAL DETAILS

Number of lots: 3

Lot sizes: Lot 1 is approximately 0.67 acres (29,138 square feet); Lot 2 is 1.78 acres (77,504 square feet); and Lot 3 is 1.53 acres (66,501 square feet). Lot 1 is located near the northern boundary along Donelson Pike. Lot 2 is located south of Lot 1, wrapping Donelson Pike and Lakeland Drive, and including an area to the west of Lot 1. Lot 3 is located behind Lot 2, fronting the Seneca Drive right-of-way.

Access: Access to Lots 1 and 2 is provided from Donelson Pike, an existing arterial-boulevard with a right-of-way width of approximately 80 feet. Access to Lot 3 is provided from Seneca Drive, which will be constructed from Emery Drive to the northern boundary, where a temporary turn around has been included. Right-of-way reservation will be platted from the northern boundary of Lot 3 to the south, aligning with right-of-way reservation located at the adjacent southern parcel, which fronts onto Lakeland Drive.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

The site is located within the Suburban Mixed Use Corridor (T3 CM) and Suburban Neighborhood Maintenance (T3 NM) policies. In order to achieve harmonious development, the Planning



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Commission has adopted Subdivision Regulations that include standards for specific transects. For T4 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 standards are met.

3-2 Monument Requirements

Staff finds that the plat complies with monument requirements.

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 lots comply with the minimum standards 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 OL and R10 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. The proposed subdivision is not within an area that has been previously subdivided or predominantly developed; therefore, it is not classified as an infill subdivision

3-6 Blocks

The proposed construction of Seneca Drive creates a new block that provides vehicular and pedestrian access to Lot 3.

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. Construction plans for the Seneca Drive improvements have been approved by all agencies.

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

Sidewalks are required only in association with new streets. Sidewalks are proposed along Seneca Drive with the future road construction. Donelson Pike is an existing street. Sidewalk requirements along Donelson Pike will be reviewed at the time of building permit, pursuant to Section 17.20.120 of the Zoning Code.



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3-9 Requirements for Streets

The plat proposes construction of a new public road with a temporary turnaround. Public street requirements are reviewed by Metro Public Works. Public Works has reviewed the final plat and found it to be in compliance with the approved construction plans.

3-10 Requirements for Dedication, Reservations, or Improvements

Seneca Drive is being improved to the northern boundary of Lot 3. Right-of-way reservation is proposed through Lot 3, aligning with the existing reservation area located at the adjacent site to the south, which intersects with Lakeland Drive. Approximately 9' of right-of-way dedication is proposed along Donelson Pike to meet the 49' half of standard right-of-way requirement for the arterial-boulevard.

3-11 Inspections During Construction

This section is applicable at the time of construction. Required public infrastructure must be inspected and accepted for dedication prior to recording of a final plat, 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

Not applicable to this case. The Seneca Drive street name was previously established.

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

Not applicable to this case. No private streets are proposed.

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Public water is available to this site from Metro Water Services. Metro Water Services has reviewed the proposed plat and found it to be in compliance with all requirements of this section. Water Services recommends approval with conditions.

3-16 Sewerage Facilities

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

3-17 Underground Utilities

Utilities in subdivisions are required to be located underground whenever a new street is proposed.

PLANNING STAFF COMMENTS

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



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COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building detail, and/ or building construction information provided. Any additional fire code or access issues will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes.
- Per Metro Ordinance all buildings/ homes shall be within 500' of a fire hydrant capable of supplying the required fire flow when measured via approved fire department access route. Fire hydrant locations and fire hydrant flow data is required prior to approval for construction.
- Reviewed plan for Seneca Drive extension to site.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Attached is a copy of the above-referenced subdivision (uploaded by Planning March 3, 2021) on which we have noted our comments and recommend approval. Approval is contingent on construction and completion of MWS Project #'s 20-SL-155 and 20-WL-81. A bond amount of \$39,000.00 is assigned to 20-SL-155, and an amount of \$40,000.00 is assigned to 20-WL-81.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2020S-071-001 with conditions 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.



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2021S-034-001

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

Map 072-11, Parcel(s) 112

05, East Nashville

07 (Emily Benedict)



Project No. Final Plat 2021S-034-001
Project Name Final Plat Re-Sub of Lot #155, on the Plan of the Water's Place on Maxey Lane and the North One-Half of Lakota Ave.
Council District 07 – Benedict
School District 5 – Buggs
Requested by Clint T. Elliott Surveying, Inc., applicant; Urban Dwell Homes, GP, owner.

Deferrals This item was deferred from the March 11, 2021, Planning Commission meeting. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Approve with conditions.*

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) (0.375 acres).

SITE DATA AND CONTEXT

Location: The site is located on the east side of Branch Street and on the west side of Martha Avenue, with frontage along both streets.

Street type: Branch Street and Martha Avenue are local streets with varying rights-of-way widths.

Approximate Acreage: 0.375 acres or 16,328 square feet.

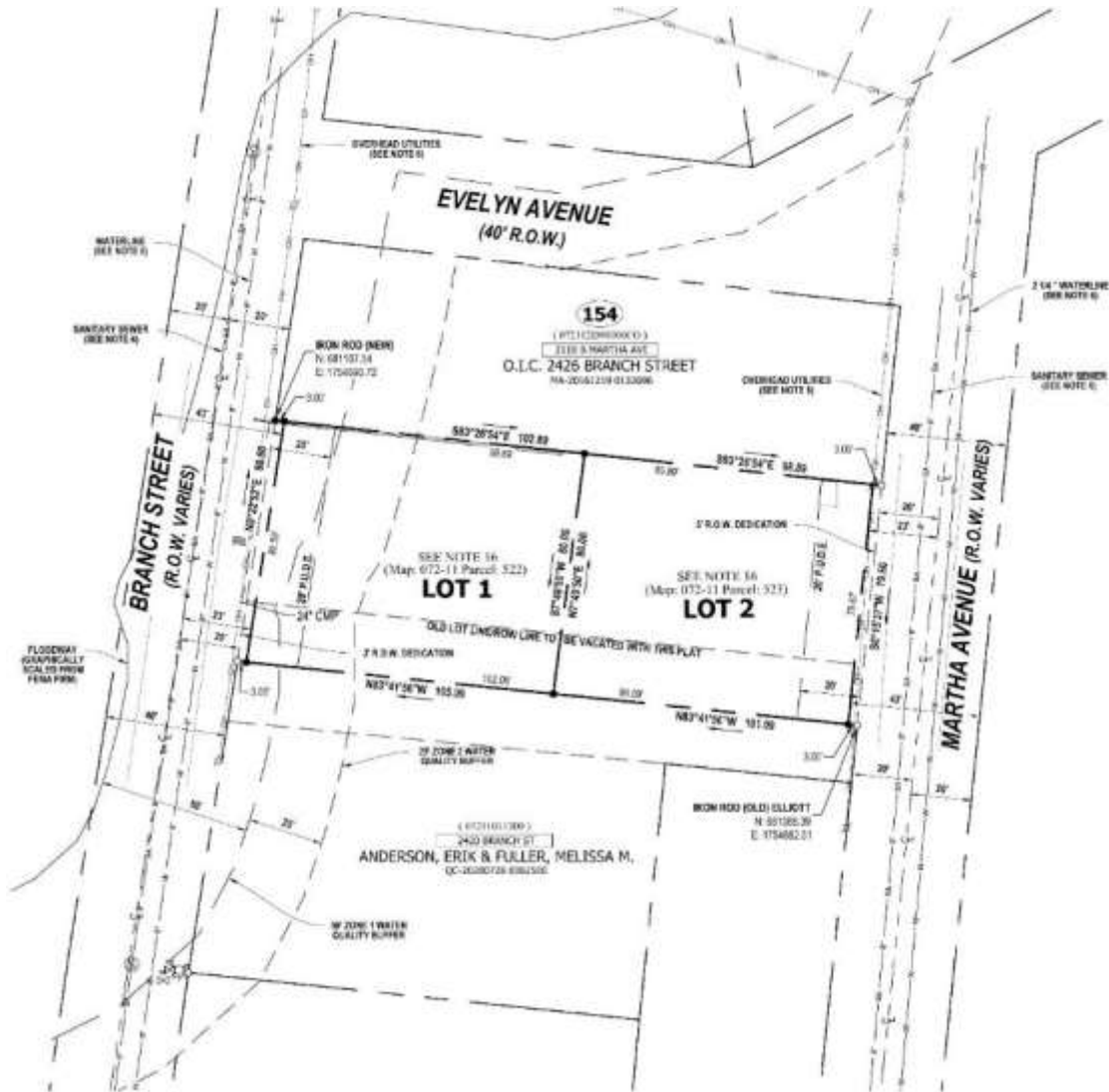
Parcel/Site History: This site is comprised of one lot that was platted as Lot # 155 on the plan of the Waters Place on Maxey Lane in 1965.

Zoning History: The site has been zoned R6 since as far back as 1974.

Existing land use and configuration: The property contains a single-family residential unit, oriented towards Branch Street, with a detached structure located near the eastern boundary, along Martha Avenue. The existing structures are not proposed to be retained with this subdivision.



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Proposed Final Plat



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Surrounding land use and zoning:

North: Two-Family Residential (R6)

South: Single-Family Residential and Two-Family Residential (R6)

East: Single-Family Residential (R6)

West: Single-Family Residential and Vacant (R6)

Zoning: R6

Min. lot size: 6,000 square feet

Max. building coverage: 0.50

Min. rear setback: 20'

Min. side setback: 5'

Max. height: 3 stories

Min. street setback: contextual street 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 contextual setback along Branch Street (to be confirmed by Zoning at the time of development) is approximately: 33.25'. However, the stream buffer located at the front of the site may result in setbacks greater than the estimated contextual setback.

Estimated contextual setback along Martha Avenue (to be confirmed by Zoning at the time of development) is approximately: 33.2'.

PROPOSAL DETAILS

Number of lots: 2

Lot sizes: Lot 1 is approximately 0.186 acres (8,105 square feet) and Lot 2 is 0.178 acres (7,742 square feet).

Access: Access to proposed Lot 1 is provided from Branch Street and access to proposed Lot 2 is provided from Martha Avenue. Both streets are existing local streets with rights-of-way widths of approximately 40 feet. Areas of right-of-way dedication are provided along Branch Street and Martha Avenue to meet the 23' half of standard right-of-way required for local streets.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

The site is located within the Urban Neighborhood Maintenance (T4 NM) and Conservation (CO) policies. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T4 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 standards, aside from compatibility, are met.

3-2 Monument Requirements

Staff finds that the plat complies with monument requirements.



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3-3 Suitability of the Land

Based on available data, this site does not contain 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. The site does not contain areas in the FEMA floodway or floodplain, but FEMA floodway buffers are present at the front of Lot 1, associated with a stream that runs through properties located on the west side of Branch Street.

3-4 Lot Requirements

All lots comply with the minimum standards 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 R6 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.*
Complies. All 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.*
Complies. Lot 1 fronts Branch Street and Lot 2 fronts Martha Avenue.
- 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 T4 NM policy that applies to this site does not specifically identify an appropriate density; however, the policy supports the underlying R6 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*
Lot 1 and Lot 2 meet the minimum lot frontage requirement. The minimum frontage width requirement per this section for Lot 1 is 60.6 feet. The proposed frontage



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width for Lot 1 is 80.6 feet. The minimum frontage width requirement per this section for Lot 2 is 75.46 feet. The proposed frontage width for Lot 2 is 79.6 feet.

2. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and*

Neither of the proposed lots meet the minimum lot size requirement. The minimum lot size requirement per this section for Lot 1 is approximately 0.25 acres (10,890 square feet). Proposed Lot 1 is approximately 0.186 acres (8,105 square feet). The minimum lot size requirement per this section for Lot 2 is approximately 0.21 acres (9,147 square feet). Proposed Lot 2 is approximately 0.178 acres (7,742 square feet).

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; and*

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.*

Lot 1 is oriented to Branch Street, consistent with properties locate on the east side of Branch Street. Lot 2 is oriented to Martha Avenue, consistent with properties on the west side of Martha Avenue.

- e. *The current standards of all reviewing agencies are met.*

All agencies have recommended approval or approval with conditions.

- f. *If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a).*

The proposed lots do not meet the size requirements for compatibility.

This standard does provide for consideration of the development pattern within the area. In this case, staff considered the existing configuration of the parcel, which currently has double frontage on Branch Street and Martha Avenue, and the impact of this proposal on the development pattern of the area. The parcel's current configuration results in a unit fronting Branch Street and its "back yard" along Martha Avenue, adjacent to and across the street from units fronting on Martha Avenue, creating a pattern that is dissimilar to the surrounding parcels.



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The proposal for two lots at this site improves the block face in an area that is previously subdivided and predominately developed. The subdivision results in one lot fronting Branch Street and one lot fronting Martha Avenue, improving the pattern along the block face, and also bringing the site into compliance with the general lot requirements of the subdivision regulations, where the creation of double frontage lots is prohibited.

Given that the proposed lots are smaller than required by the compatibility criteria, staff recommends that both of the lots be limited to single-family residential uses only. Limiting to single-family development would create a pattern similar to the adjacent parcel to the north, which is similarly sized and developed as an HPR with one unit fronting Branch Street and one unit fronting Martha Avenue. Staff finds that the proposal would provide for harmonious development, if limited to single-family residential uses.

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 recommending the following condition:

Lot 1 and Lot 2 shall be limited to single-family residential uses only.

3-6 Blocks

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

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

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

3-9 Requirements for Streets

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



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3-10 Requirements for Dedication, Reservations, or Improvements

Branch Street and Martha Avenue are both classified as local streets. Approximately 3' of right-of-way dedication is proposed along Branch Street and Martha Avenue to meet the 23' half of standard right-of-way requirement.

3-11 Inspections During Construction

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

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

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

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

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

3-14 Drainage and Storm Sewers

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

3-15 Public Water Facilities

Public water is available to this site from Metro Water Services. Metro Water Services has reviewed the proposed plat and found it to be in compliance with all requirements of this section. Water Services recommends approval.

3-16 Sewerage Facilities

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

3-17 Underground Utilities

Not applicable to this case. Utilities in subdivisions are required to be located underground whenever a new street is proposed. No new streets are proposed.

PLANNING STAFF COMMENTS

The proposed subdivision does not meet the standards of the Metro Subdivision Regulations related to compatibility, as described above. However, as conditioned, Staff recommends approval with conditions. The Planning Commission may approve if they find that the subdivision can provide for harmonious development. Future development will be required to meet the standards of the Metro Zoning Code in regard to setbacks, sidewalks, etc.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve



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STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Lot 1 and Lot 2 shall be limited to single-family residential uses only.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

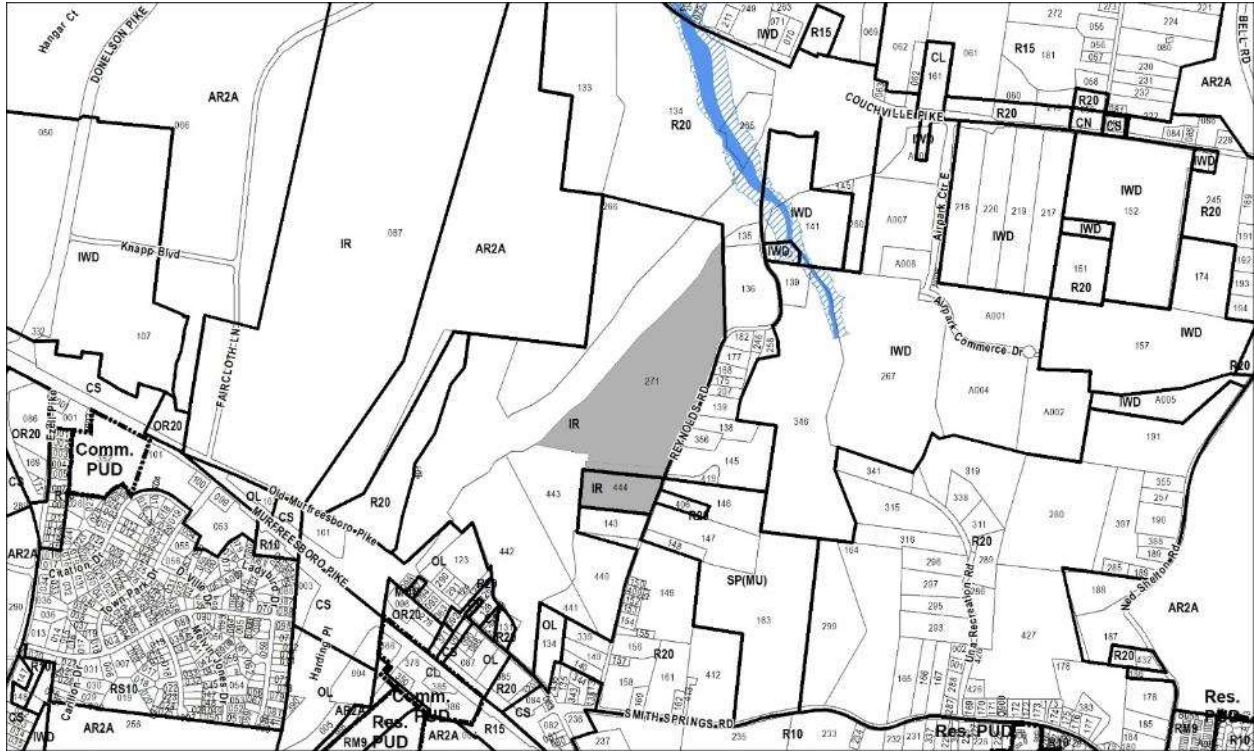
Motion to approve proposed subdivision Case No. 2021S-034-001 with conditions based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2021S-045-001
RESUB OF LOTS 5 AND 6 AIRPORT LOGISTICS
Map 121, Parcel 271
Map 135, Parcel 444
13, Antioch – Priest Lake
29 (Delishia Porterfield)



Project No.	Final Plat 2021S-045-001
Project Name	Resub of Lots 5 and 6 Airport Logistics
Council District	29 – Porterfield
School District	7 – Player-Peters
Requested by	Clint T. Elliott Surveying, applicant; Airport Logistics II LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Final plat to create four non-residential lots.

Final Plat

A request for final plat approval to create four lots on properties located at 1785 Reynold’s Road and 1922 Old Murfreesboro Pike, approximately 2,000 feet north of Smith Springs Road, zoned Industrial Restrictive (IR) (49.02 acres).

SITE DATA AND CONTEXT

Location: The site is located on the west side of Reynold’s Road. The site consists of two parcels: 1785 Reynold’s Road and 1922 Old Murfreesboro Pike.

Street Type: The Major and Collector Street Plan (MCSP) classifies Reynold’s Road as a mixed-use collector (T3-M-CA2).

Approximate Acreage: 49.2 acres or 2,143,152 square feet.

Parcel/Site History: The site is comprised of two parcels: Map 121, Parcel 069 and Map 235, Parcel 444. The parcels were created by plat in 2019.

Zoning History: The parcels are zoned Industrial Restrictive (IR) and are within the Airport Impact Overlay (OV-AIR). The IR zoning district has been in place since 1996. The Airport Impact Overlay (OV-AIR) was adopted in 1996.

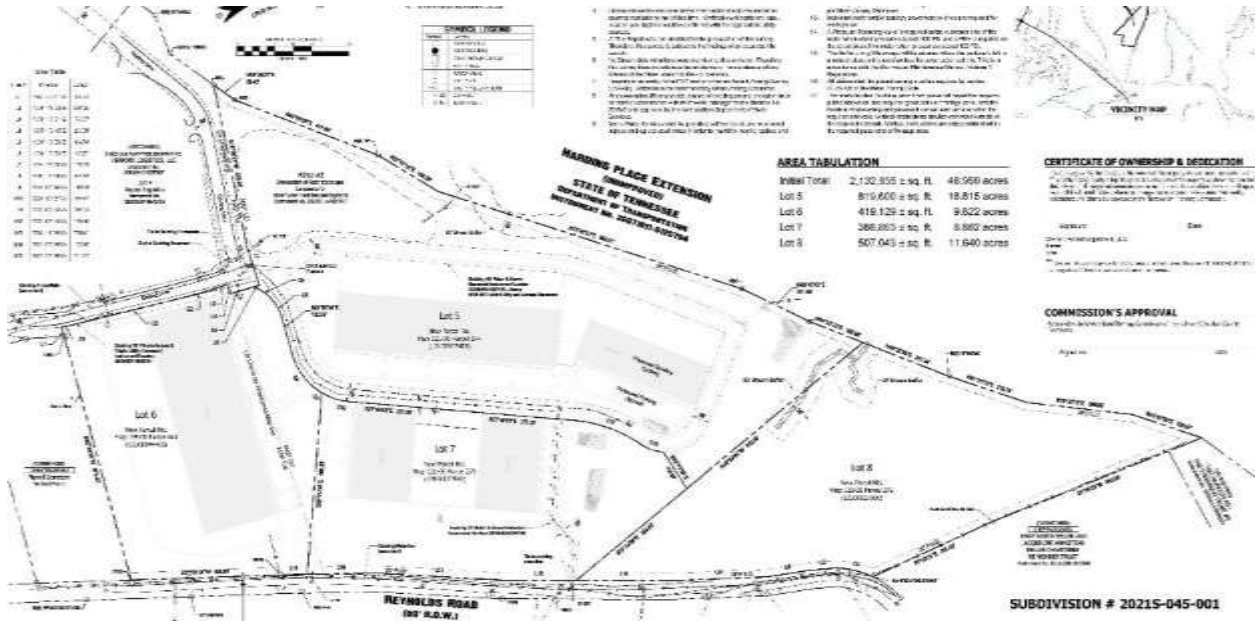
Bulk Standards for IR:

- Min. lot size: None
- Max. FAR: 0.60
- Max. ISR: 0.90
- Max. height: 45 feet; 1.5 to 1
- Min. street setback: 5’
- Min. side setback: None
- Min. rear setback: 20’

Existing land use: Vacant industrial land.



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Proposed Plat



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Surrounding land use/ zoning:

- North: Residential/Single-family residential (R20) and Airport Impact Overlay Vacant Industrial/Industrial Restrictive (IR) and Airport Impact Overlay
- South: Vacant Industrial/Industrial Restrictive (IR) and Airport Impact Overlay
- East: Residential/Single-family residential (R20) and Airport Impact Overlay
- West: Vacant Industrial/Industrial Restrictive (IR) and Airport Impact Overlay

PROPOSAL DETAILS

Number of lots: 4 lots.

Lot sizes: Lot 5 is approximately 18.8 acres (819,600 sq. ft.), lot 6 is approximately 9.6 acres (419,129 sq. ft.), lot 7 is approximately 8.8 acres (386,883 sq. ft.) and lot 8 is approximately 11.6 acres (507,043 sq. ft.).

Access: Lots 6,7 and 8 have direct access to Reynold's Road. Lot 5 has access to Old Murfreesboro Pike via a private drive.

APPLICABLE SUBDIVISION REGULATIONS

The site is within a Conservation (CO) and District Employment Center (D EC) policy. Subdivisions in D EC policy areas are required to meet Section 3 of the Subdivision Regulations. The infill requirements for new residential lots does not apply.

3-1 General Requirements

Staff finds that all general requirements are met.

3-2 Monument Requirements

Staff finds that all monument requirements are met.

3-3 Suitability of the Land

Staff finds that the land is suitable for development consistent with this section.

3-4 Lot Requirements

Staff finds that all general lot requirements are met.

PLANNING STAFF COMMENTS

Staff finds that the proposed four lot subdivision is consistent with the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

STORMWATER RECOMMENDATION

Approve

FIRE MARSHAL RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

- **Not applicable**

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

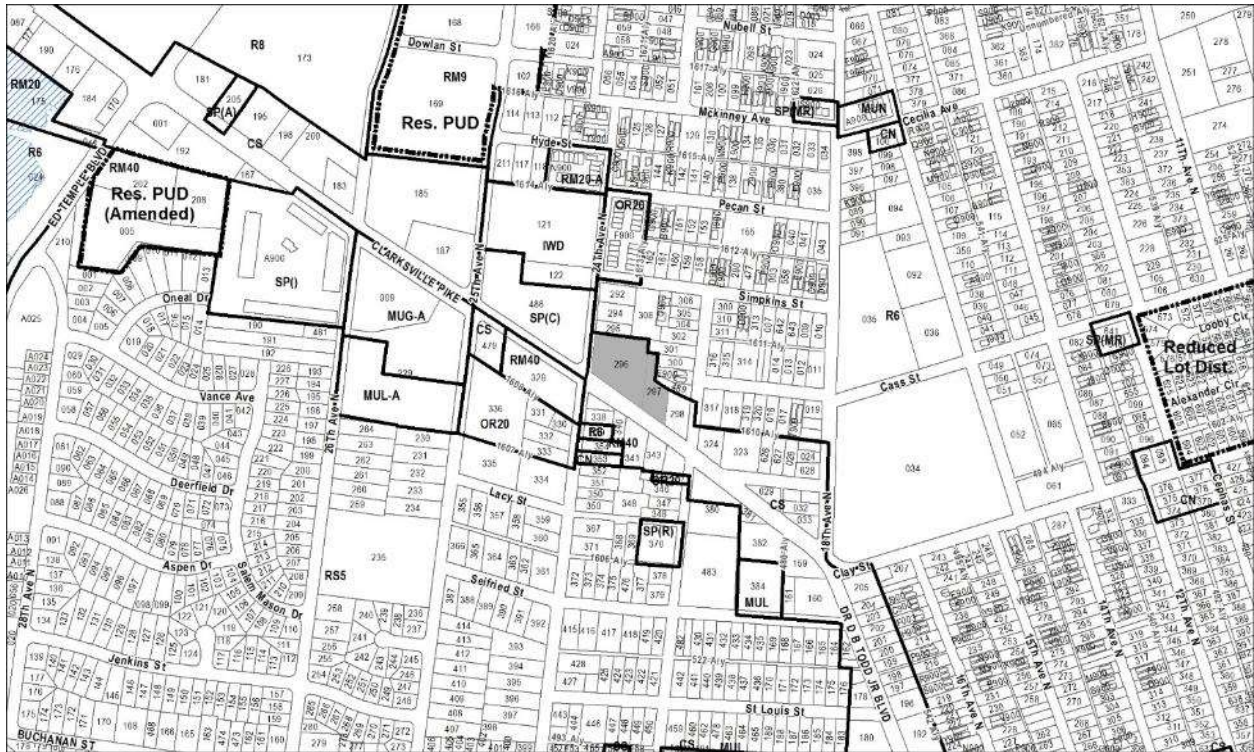
Motion to approve proposed subdivision Case No. 2021S-045-001, based upon the finding that the subdivision meets the requirements of the Subdivision Regulations, complies with the applicable standards of the Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2021S-048-001
2306 AND 2312 CLARKSVILLE PIKE
Map 081-06, Parcel 296-297
08, North Nashville
02 (Kyonzté Toombs)



Project No.	Final Plat 2021S-048-001
Project Name	2306 and 2312 Clarksville Pike
Council District	02 – Toombs
School District	1 – Gentry
Requested by	HFR Design, applicant; Walter Colson Paint and Body Shop, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Final plat to create three non-residential lots.

Final Plat

A request for final plat approval to create three lots on properties located at 2306 and 2312 Clarksville Pike, at the northeast corner of Clarksville Pike and 24th Avenue North, zoned Commercial Services (CS) (1.49 acres).

SITE DATA AND CONTEXT

Location: The site is located at the northeast quadrant of Clarksville Pike and 24th Avenue North.

Street Type: The Major and Collector Street Plan (MCSP) classifies Clarksville Pike as an urban mixed-use arterial (T4-M-AB4-IM). 24th Avenue North is classified as a local street.

Approximate Acreage: 1.49 acres or 64,904 square feet.

Parcel/Site History: The site is comprised of two parcels: Map 081-06, Parcel 296 and 297. Parcel 296 was created in 1973. Parcel 297 was created in 1967.

Zoning History: The parcels are zoned Commercial Services (CS) and are within the Urban Zoning Overlay (UZO). The CS zoning district has been in place since 1973. The UZO was adopted in 2007.

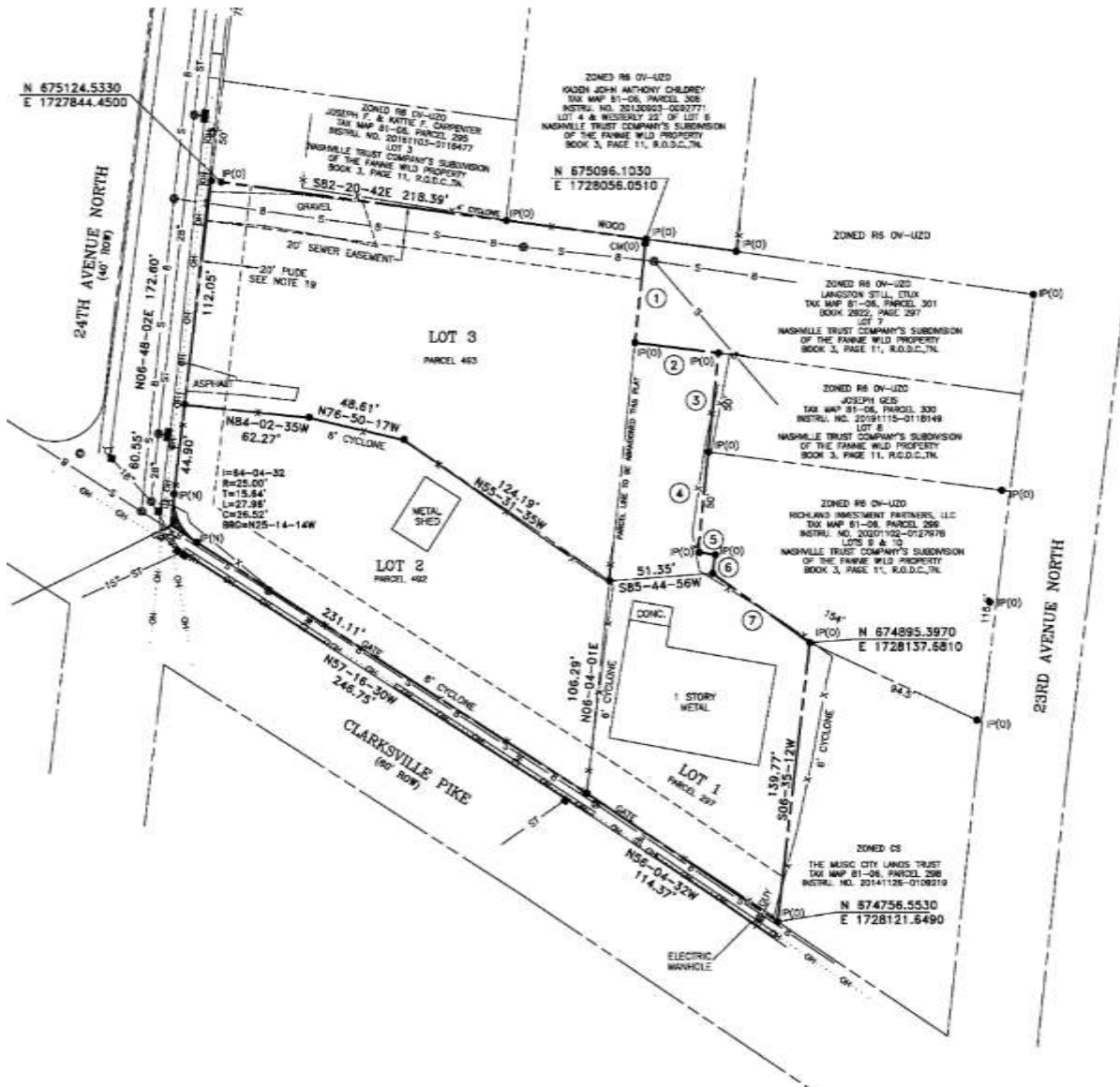
Bulk Standards for IR:

- Min. lot size: None
- Max. FAR: 0.60
- Max. ISR: 0.90
- Max. height: 30’; 1.5 to 1
- Min. street setback: Contextual
- Min. side setback: None
- Min. rear setback: 20’

Existing land use: Parking Lot/Auto Repair and Body Shop.



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Proposed Plat



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Surrounding land use/ zoning:

- North: Residential/One and Two-Family Residential (R6) and Urban Zoning Overlay
- South: Various Commercial/Commercial Services (CS) and Urban Zoning Overlay
- East: Various Commercial/Commercial Services (CS) and Urban Zoning Overlay
- West: Market/Specific Plan (SP) and Urban Zoning Overlay

PROPOSAL DETAILS

Number of lots: 3 lots.

Lot sizes: Lot 1 is approximately 0.31 acres (13,516 sq. ft.), lot 2 is approximately 0.5 acres (21,487 sq. ft.) and lot 3 is approximately 0.75 acres (32,813 sq. ft.).

Access: Lots 1 has access to Clarksville Pike. Lot 2 has access to Clarksville Pike and 24th Avenue North. Lot 3 has access to 24th Avenue North.

APPLICABLE SUBDIVISION REGULATIONS

The site is within an Urban Mixed-Use Corridor (T4 CM) policy. Subdivisions in T4 CM policy areas are required to meet Section 3 of the Subdivision Regulations. The infill requirements for new residential lots does not apply.

3-1 General Requirements

Staff finds that all general requirements are met.

3-2 Monument Requirements

Staff finds that all monument requirements are met.

3-3 Suitability of the Land

Staff finds that the land is suitable for development consistent with this section.

3-4 Lot Requirements

Staff finds that all general lot requirements are met.

PLANNING STAFF COMMENTS

Staff finds that the proposed three lot subdivision is consistent with the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

STORMWATER RECOMMENDATION

Approve

FIRE MARSHAL RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

- **Not applicable**

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

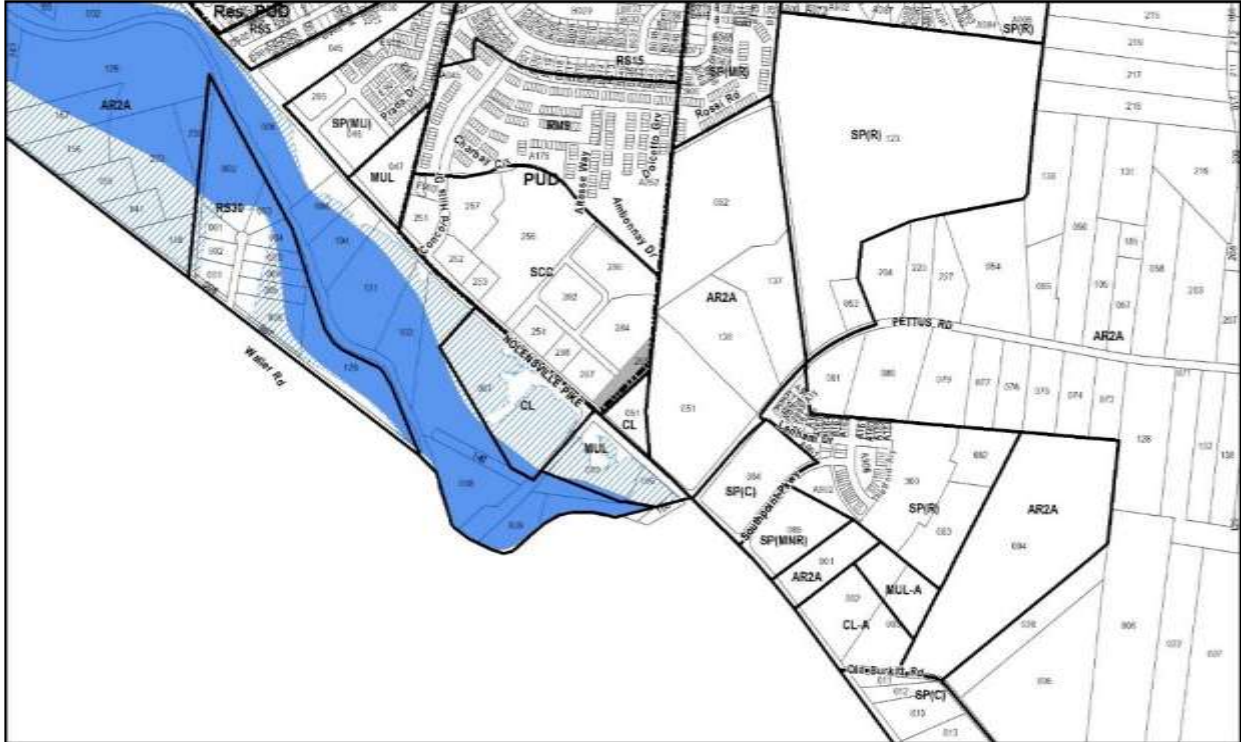
Motion to approve proposed subdivision Case No. 2021S-048-001, based upon the finding that the subdivision meets the requirements of the Subdivision Regulations, complies with the applicable standards of the Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2004P-013-009

MILL CREEK TOWN CENTRE PHASE 2 (AMENDMENT)

Map 181, Part of Parcel(s) 255

12, Southeast

31 (John Rutherford)



Project No.	Planned Unit Development 2004P-013-009
Project Name	Mill Creek Town Centre Phase 2 (Amendment)
Council District	31 - Rutherford
School District	2 - Elrod
Requested by	WNRI Holdings, LLC; Mill Creek Town Center Ph. II Property Owners Association, Inc., owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Amend a planned unit development to remove right-of-way reservation.

Amend a PUD

A request to amend a Planned Unit Development Overlay District for a portion of property located at Nolensville Pike (unnumbered), approximately 630 feet southeast of Concord Hills Drive, zoned Shopping Center Community (SCC) and within a Corridor Design Overlay District, to remove right-of-way reservation (3.15 acres).

Existing Zoning

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

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

HISTORY

The PUD was approved in 2004 (BL2004-282) to permit a mixed use development on approximately 75 acres, located on the east side of Nolensville Pike. The site has since developed with office, commercial, multi-family, and single-family residential uses, and includes a network of public streets that connects to the surrounding area. There were several conditions placed on the PUD generated from the review of the Traffic Impact Study (TIS), including a condition to dedicate and/or reserve right-of-way for a planned arterial street that was then proposed as the Southeast Arterial Roadway, near the southeast boundary. The right-of-way reservation was subsequently platted, per the PUD conditions.

This request is to remove the condition for right-of-way reservation since it is no longer needed.



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PLAN DETAILS

The current request is to remove the right-of-way reservation area that was platted pursuant to the conditions of BL2004-282. The reservation area was platted near the southeastern boundary for a planned arterial street, known as the Southeast Arterial Roadway, which was then planned to extend northeasterly from the terminus of Concord Road, located on the south side of Nolensville Pike. Three access points are provided into the development from Nolensville Pike. The southernmost access point, where the reservation area is located, was to be removed upon construction of the Southeast Arterial Roadway. The site has since been developed and the right-of-way reservation designation has been retained as platted.

The Major and Collector Street Plan, Nashville's comprehensive plan and implementation tool for guiding public and private investments in the major streets, has evolved since the PUD was adopted and no longer identifies the Southeast Arterial Roadway as part of Metro's current or future plans. Therefore, the right-of-way reservation area is no longer needed.

The plan maintains the same access points as previously approved, and no changes to the building layout or unit count are proposed.

ANALYSIS

This request is being considered as a modification to the Master Development Plan (amendment) and does require Council approval. Staff finds that the request is consistent with the requirements of Section 17.40.120.F, provided below for review.

F. Changes to a Planned Unit Development.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
 - a. Land area being added or removed from the planned unit development district shall be approved by the council according to the provisions of Article III of this chapter (Amendments);
 - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinance shall be authorized by council ordinance;
 - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
 - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
 - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.



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- f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.

The amended plan does not result in any changes to the basic development concept, the acreage within the PUD, or the underlying zoning. The amended plan simply removes the right-of-way reservation area, as it is no longer needed.

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

WATER SERVICES RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- MPW takes no exception to the removal of ROW for the planned SE Arterial.

TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The right-of-way reservation area shall be removed via plat, per Metro's standard subdivision review procedures.



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2021Z-027PR-001

Map 071-10, Parcel(s) 173

5, East Nashville

05 (Sean Parker)



Project No.	Zone Change 2021Z-027PR-001
Council District	5 – Parker
School District	5 – Buggs
Requested by	Smith Gee Studio, applicant; Affordable Housing Resources Inc., owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to RM20-A-NS.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative-No Short Term Rentals (RM20-A-NS) zoning for property located at 141 Elmhurst Avenue, approximately 280 feet south of Fern Avenue (0.18 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum of 5,000 square foot lot and is intended for single-family dwellings at a density of 8.712 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

Proposed Zoning

Multi-Family Residential-Alternative-No Short Term Rental (RM20-A-NS) District RM20-Alternative-No Short Term Rental is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A-NS would permit a maximum of 4 units.*

EAST NASHVILLE COMMUNITY PLAN

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

Dickerson South Corridor Study

The Dickerson South Corridor Study (Study), was adopted by the Planning Commission on June 13, 2019 and February 27, 2020, after a participatory process with extensive community input. The Study provides supplemental guidance for future development in the Dickerson Pike area by addressing land use, transportation, and community design at the neighborhood scale while also



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supporting high-capacity transit envisioned by NashvilleNext. The Dickerson South Corridor Study also established a supplemental Building Heights Subdistricts policy for the area, which provides guidance on maximum building heights and appropriate zoning districts that achieve close to the maximum height envisioned by the subdistrict. This site is located in a subdistrict which supports maximum heights of up to 4 stories and supports intensity up to the RM20-A zoning district. The pattern of development created by the supported zoning districts is consistent with envisioned height and development intensity supported by the subdistrict.

SITE AND CONTEXT

The 0.18-acre site is located on the western side of Elmhurst Avenue near the existing terminus of Elmhurst Avenue. The Dickerson South Corridor Study plans for Elmhurst to be extended north to Trinity Lane and beyond and Elmhurst Avenue is classified as a Collector Avenue in the Major and Collector Street Plan. The property is currently vacant and is surrounded by single-family, two family, and multi-family residential land uses with some vacant land uses.

ANALYSIS

The proposed zoning district is consistent within the intent of the Urban Neighborhood Evolving policy to provide a diversity of housing with an urban form. The form, potential massing, and intensity of development permitted by the RM20-A-NS zoning district is also consistent with guidance provided in the Dickerson South Corridor Study for this portion of Elmhurst Avenue.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.18	8.712 D	1 U	10	1	1

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)	0.18	20 D	4 U	29	3	3

Traffic changes between maximum: **RS5 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
-	-	-	+3 U	+19	+2	+2



Metro Planning Commission Meeting of 03/25/21

METRO SCHOOL BOARD REPORT

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

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

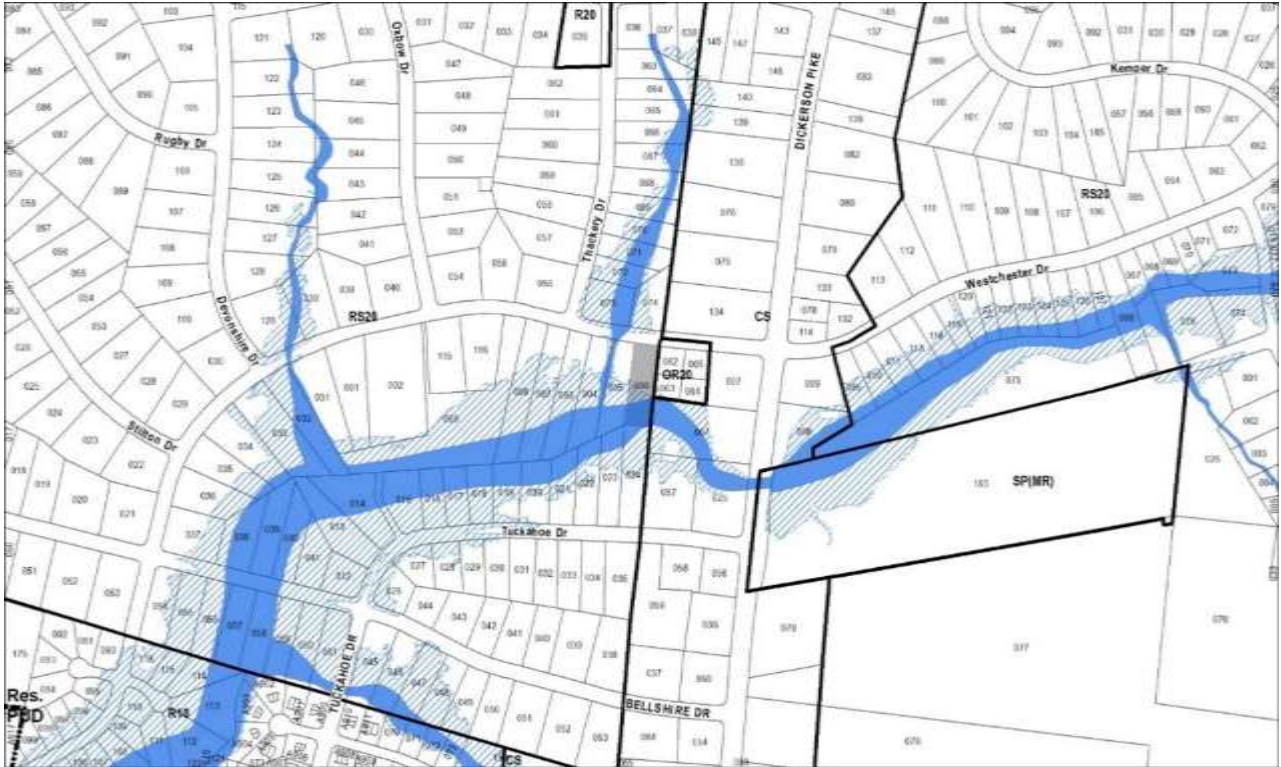
The proposed RM20-A-NS zoning is expected to generate 3 more students than the existing RS5 zoning. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 03/25/21



2021Z-025PR-001

Map 041-16, Parcel(s) 006
02, Parkwood - Union Hill
03 (Jennifer Gamble)



Project No.	Zone Change 2021-025PR-001
Council District	3 - Gamble
School District	1 - Gentry
Requested by	Jauckque U. Buford, applicant and owner.
Staff Reviewer	Napier
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from RS20 to R20.

Zone Change

A request to rezone from Single-Family Residential (RS20) to One and Two-Family Residential (R20) zoning for property located at 1111 Westchester Drive, approximately 415 feet west of Dickerson Pike (0.73 acres), requested by Jauckque U. Buford, applicant and owner.

Existing Zoning

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. RS20 would permit a maximum of 1.85 lots, based solely on a minimum lot size of 20,000 square feet as required by the zoning. This calculation does not account for infrastructure, road layout, functional lot configuration, or meeting all requirements of the Metro Subdivision Regulations.

Proposed Zoning

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 1 lot with 1 duplex lot for a total of 2 units.*

PARKWOOD I UNION HILL COMMUNITY PLAN

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

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



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ANALYSIS

The site is located at 1111 Westchester Drive, approximately 415 feet west of Dickerson Pike. The site contains a single-family residence at the front of the lot and some mature vegetation at the rear of the lot. The surrounding land uses contain single family, two-family and multi-family residential structures. Numerous commercial uses are located along Dickerson Pike to the east of this site.

The intent of the T3 NM policy is to maintain the general character of developed suburban residential neighborhoods. When these areas experience change over time, primarily when buildings are expanded or replaced, efforts should be made to retain the existing character of the neighborhood. The proposed R20 zone district will provide appropriate transition between the multi-family structures to the east of this site and the established single-family neighborhood to the west. Additionally, the R20 zone district represents a modest increase in density while respecting the established suburban character of the neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approved

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.73	2.178 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.73	6 D	2 U	19	2	2

*Based on two-family lots

Traffic changes between maximum: **RS20 and R20**

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



Metro Planning Commission Meeting of 03/25/21

METRO SCHOOL BOARD REPORT

Projected student generation existing RS20 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed R20 district: 0 Elementary 0 Middle 0 High

The proposed R20 zoning is not anticipated to generate any more students than the existing RS20 zoning district. Students would attend Bellshire Elementary School, Madison Middle School, and Hunters Lane High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 03/25/21



2021DTC-007-001
VOORHEES RESIDENTIAL DEVELOPMENT – TOWER 2
Map 093-01, Parcel(s) 230, 607
11, Downtown
19 (O’Connell)



Project No.	DTC Overall Height Modification 2021DTC-007-001
Project Name	Voorhees Residential Development – Tower 2
Council District	19 – O’Connell
School District	05– Buggs
Requested by	Ryan Terrell, ESa, applicant; MTP Dev. 620 8 th Ave. South, owner
Staff Reviewer	Islas
Staff Recommendation	<i>Approve with conditions or defer without all conditions.</i>

APPLICANT REQUEST

Modification of overall height standards of the DTC, Gulch South Subdistrict, to allow twenty stories of building height where ten is permitted by right.

DTC Overall Height Modification

A request for a modification of overall building height on property located at 0 8th Avenue South and 701 7th Avenue South, within the Gulch South Subdistrict of the Downtown Code (DTC).

Existing Zoning

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

PROJECT OVERVIEW

The Voorhees Master Plan proposes a 20-story residential building consisting of approximately 328 apartment units, ground-level retail space, office space, and both underground and structured parking for a total of 395 vehicular parking spaces. This building is referred to as Tower 2.

The proposals for Voorhees Tower 2 and Tower 1, along with the renovations of the Historic Antiques Mall and Historic Voorhees Building, are intended to create a unique master plan site that addresses the historic fabric of the area while introducing appropriately scaled new construction. Retail and outdoor dining at the base of each building, along with a covered walkway through Tower 1, allow for an engaging pedestrian experience.



Metro Planning Commission Meeting of 03/25/21



Figure 1: View from near the intersection of 8th Avenue South and Division Street



Figure 2: South Elevation



Metro Planning Commission Meeting of 03/25/21



Figure 3: North Elevation

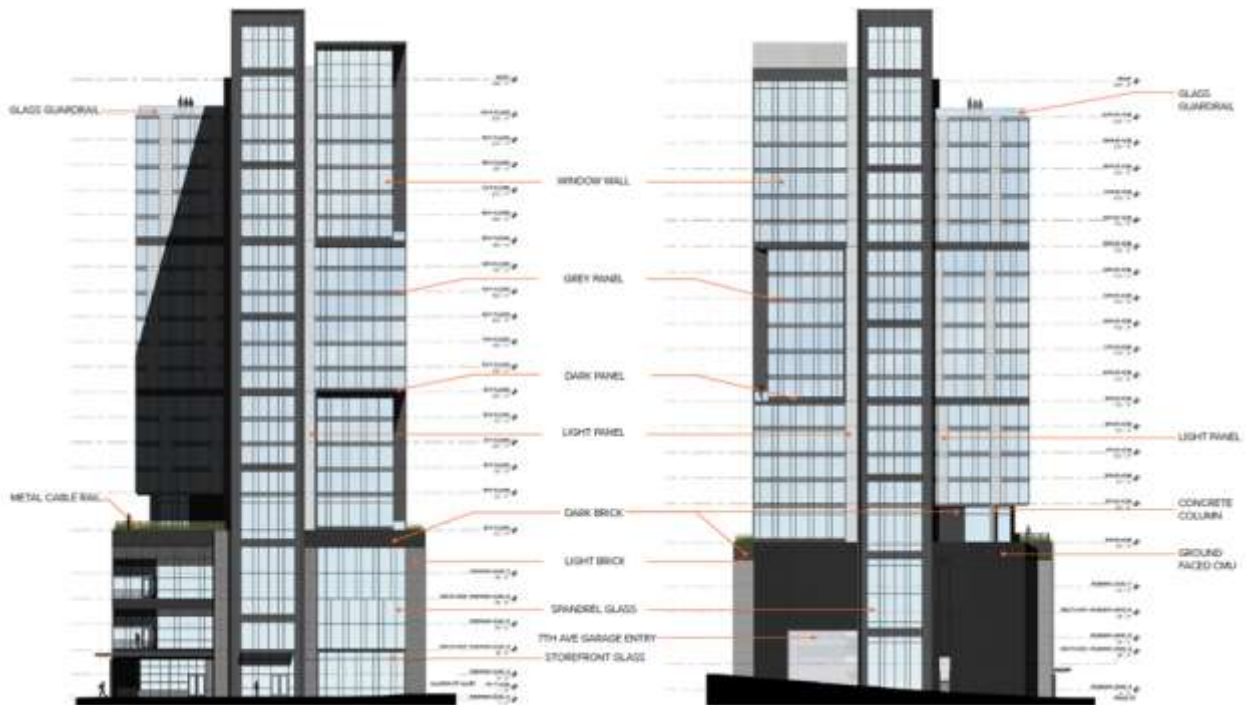


Figure 4: West Elevation (left) and 7th Avenue South Elevation / East Elevation (right)



Metro Planning Commission Meeting of 03/25/21

VOORHEES MASTER PLAN

1. ACTIVATED ALLEY WITH OUTDOOR DINING
2. ELEVATED PLAZA
3. ELEVATOR FOR ACCESS TO PLAZA AND ALLEY
4. COVERED PROMENADE WITH RETAIL ACTIVATION
5. SIGNAGE ELEMENT TO ESTABLISH DISTRICT
6. RIDE SHARE DROP OFF
7. INWARD BACK OF HOUSE AREA
8. LOBBY ENTRY
9. RETAIL ENTRY
10. TENANT ENTRY



MANUEL
BEUTLIN
ARCHITECTS
Hankin Partners, Inc.



Figure 5: Voorhees Master Plan

PLAN DETAILS

Voorhees Tower 2 is located north of the intersection of 8th Avenue South and Division Street. Tower 2's only frontage is on a portion of 7th Avenue South, a tertiary street per the DTC, that terminates at the CSX railroad lines adjacent to the property. Due to this unusual condition, the eastern façade is generally thought of as the back of the building. Tower 2's primary vehicular entrance is off Fogg Street, which was abandoned in 2019. There is another vehicular entrance off 7th Avenue South. The building's primary pedestrian entrances are on Fogg Street and the pedestrian space between the Historic Voorhees Building and Tower 2. The southern façade fronts Allison Street – which is categorized as an alley by the DTC. Service and loading occur from Fogg Street. Pick-up and drop-off will occur within an internal circulation pattern.

OVERALL HEIGHT MODIFICATION PROCESS

The process for an Overall Height Modification is outlined in the DTC as follows:

1. The Executive Director of the Planning Department shall determine whether the development has made reasonable efforts to use all appropriate bonuses available in the Bonus Height Program.
2. The applicant shall hold a community meeting providing notices to all property owners within 300 feet.
3. The Planning Commission shall review the modification request and may grant additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project's relationship to surrounding properties.



Metro Planning Commission Meeting of 03/25/21

OVERALL HEIGHT MODIFICATION ANALYSIS

Bonus Height Program

The Gulch South subdistrict general height maximum is 10 stories. Through the use of the Bonus Height Program, an additional six stories may be earned, up to a maximum of sixteen stories. A Determination Letter, signed by the Executive Director of the Planning Department, is attached to this staff report, and states the development has made reasonable efforts to use all appropriate bonuses available in the Bonus Height Program. The Historic Building Preservation bonus is being used to transfer unused entitlements from the Historic Antiques Mall and the Historic Voorhees Building to Voorhees Tower 2. Additional bonuses being utilized include Public Parking, Pervious Surfaces, and Upper Level Garage Liner and Underground Parking.

Community Meeting

The applicant held a virtual community meeting on Friday, February 26, 2021 at 4:30 P.M. and sent notices to properties within 300 feet. With no community members present at the start of the meeting, the applicant recorded the planned presentation and shared a copy with Planning staff. This recording was posted online (<https://youtu.be/mKRqXqGBRe8>) and is accessible to the community at large.

Downtown Code Design Review Committee Meeting

The Downtown Code Design Review Committee (DTC DRC) convened on March 4, 2021, and voted (with none opposed, and one abstaining) to conceptually approve the project and approve modifications to the required step-back, maximum floor-to-floor height, and MCSP standards. The committee also voted (with none opposed, and one abstaining) to recommend approval to modify the overall height to 20 stories.

Input from Metro Departments

Metro Public Works has worked with this applicant to assess a proposed 8th Avenue South mid-block crosswalk positioned between the Historic Antiques Mall and Tower 1.

Exceptional Design

The architecture of Tower 2 provides a contemporary interpretation of the industrial character established by the Historic Voorhees Building through materials, and façade articulation and division. The strategic shifting of the massing creates a unique yet controlled architectural language that terminates with a dynamic roofline. Additionally, Tower 2's podium relates to the overall massing of the Historic Voorhees Building to create a common scale.

The Voorhees Master Plan provides pedestrian-only walkways between Tower 2 and the Historic Voorhees Building, between Tower 1 and the Historic Antiques Mall and through the middle of Tower 1. Together, with the sidewalks along Fogg Street and 8th Avenue South, a unified pedestrian atmosphere has been designed. Pedestrians will be able to use these walkways to access various retail and lobby entries for each of the four buildings. Ground-level and upper-level garage liners, space for outdoor dining, and street trees and landscaping throughout the Master Plan site contribute to a vibrant and active streetscape.

The applicant has also proposed an 8th Avenue South mid-block crosswalk that will connect pedestrians to and from the Voorhees site. This connection is currently being discussed with Metro Public Works to determine the final configuration.



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The applicant is committed to historic preservation and has filed applications to apply Historic Landmark Zoning Overlays to both the Voorhees Building and the Antiques Mall. These overlays are not merely honorific; they ensure the preservation of these structures for the use and enjoyment of future generations.

The applicant has shown great sensitivity to historic structures, urban context, streetscape design, quality architecture, and emerging character, and has created an exceptional master plan that fulfills the intent of the height modification process, and the planning policies for this area.



Figure 6 (Left): Common scale between podiums and Historic Voorhees Building
Figure 7 (Right): View from intersection of 8th Avenue South and Fogg Street showing an active streetscape with Tower 2 in background

STAFF RECOMMENDATION

The project offers unique qualities and architectural expression in its site design, building massing, and overall aesthetic and staff is recommending approval of the overall height modification with conditions and deferral without all conditions.

CONDITIONS

1. All bonus height actions identified in this application, including those that require a deed or restrictive covenant, must be approved prior to building permit approval.
2. The applicant shall coordinate with Metro Public Works on the proposed 8th Avenue South mid-block crosswalk.
3. All overhead lines along the master plan site's 8th Avenue South frontage shall be buried.
4. Both the Historic Antiques Mall and the Historic Voorhees Building must be designated as Historic Landmark Zoning Overlays prior to building permit approval.
5. Approval of this Overall Height Modification shall be reconsidered by the Planning Commission if either the Historic Antiques Mall or the Historic Voorhees Building are not able to achieve or maintain Historic Landmark Overlay status, with a recommendation from the Downtown Code Design Review Committee.



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**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department
800 Second Avenue South
P.O. Box 196300
Nashville, Tennessee 37219-6300

December 10, 2020

Attn: Kim Hartley Hawkins, ASLA
Hawkins Partners, Inc.
1900 Church St, Suite 403
Nashville, TN 37203

**Re: Determination on DTC Bonus Height Program Efforts
Voorhees Residences Tower 2, Overall Height Modification Case**

Mrs. Hawkins:

This letter serves as a determination to proceed with the Overall Height Modification process and does not indicate a project approval. The Overall Height Modification request is tentatively scheduled to be heard by the Planning Commission on February 25, 2021.

The proposed 20 story building requires an Overall Height Modification as the project is within the Gulch South Subdistrict, where only 10 stories are permitted by-right and up to 6 additional stories are permitted through use of available bonus programs. Submitted exhibits demonstrate the use of pervious surfaces, public parking, underground parking and upper level garage liners, and historic building preservation.

The applicant has made reasonable efforts to accomplish the intent of the Bonus Height Program and may proceed with next steps, as outlined in the Overall Height Modification process. Deviations from commitments made as outlined herein may result in a reconsideration of these efforts and project.

Sincerely,

Lucy Kempf
Executive Director
Metro Nashville Planning Department

CC: Eric Klotz
Ryan Terrell



Metro Planning Commission Meeting of 03/25/21



2021CP-009-001

DOWNTOWN COMMUNITY PLAN AMENDMENT

Map 93-11, Parcel(s) 28, 29, 32, 36-41

9, Downtown

19 (Freddie O’Connell)



Project No.	Major Plan Amendment 2021CP-009-001
Project Name	Downtown Community Plan Amendment
Associated Cases	2021DTC-008-001
Council District	19 – O’Connell
School District	5 – Buggs
Requested by	Gresham Smith, applicant; 2 nd Avenue Properties, owner.
Staff Reviewer	Yoo
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Amend Downtown Community Plan to change the policy.

Major Plan Amendment

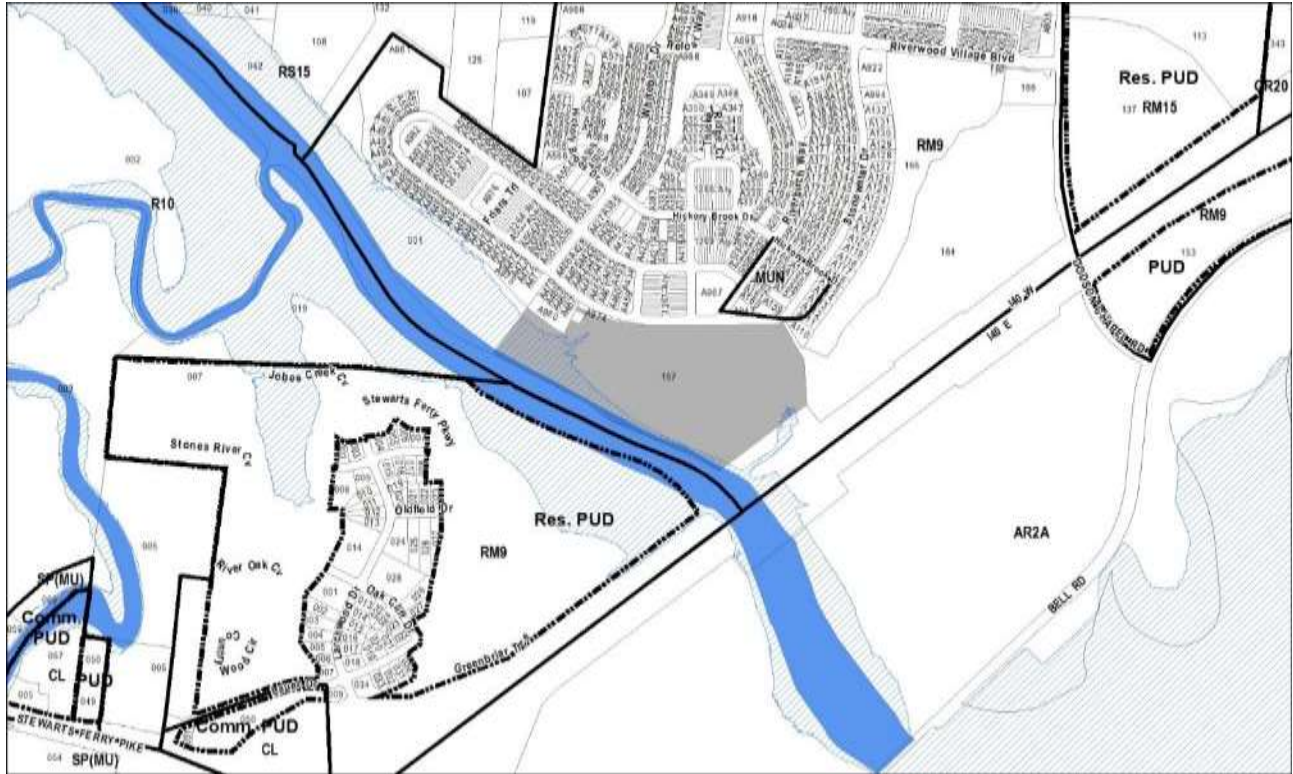
A request to amend the Downtown Community Plan by changing from T6 Downtown Neighborhood (T6 DN) Policy to T6 Downtown Core (T6 DC) Policy for properties located at 203 Peabody Street, 507, 509, 511, 515, 517, 518, 519 and 521 2nd Avenue South, at the northwest corner of Lea Avenue and 2nd Avenue South, zoned Downtown Code (DTC) and located within the Rutledge Hill Redevelopment District (2.12 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



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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, 2021, February 25, 2021, 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 *Approve with conditions.*

APPLICANT REQUEST

Modify the Villages of Riverwood Urban Design Overlay District.

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.

Existing Zoning

Multi-family Residential (RM9) is intended for single-family, duplex, and multi-family dwellings at a density of nine dwelling units per acre.

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

DONELSON - HERMITAGE - OLD HICKORY COMMUNITY PLAN

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



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Proposed Site Plan – Section M is subject area



Metro Planning Commission Meeting of 03/25/21

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.

T3 Suburban Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals. The open space policy here recognizes open space that was reserved with the 2004 UDO Master 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. The Conservation Policy here recognizes streams and significant slopes.

SITE CONTEXT AND PLAN DETAILS

The site is in the Villages of Riverwood development off Hoggett Ford road in Hermitage. The subject site is at the rear of the development, being the most southern point of the UDO. The site is bounded by I-40 to the south-east and the Stones River to the south-west. The subject site is approximately 23.35 acres, is currently vacant, and there are two streams that traverse the property from north to south into the Stones River. The majority of the Master Plan has been built out with one section of the plan under construction now. The subject property is the last section of the Master Plan to begin construction.

Existing entitlements

The Urban Design Overlay (UDO) was approved to allow for the development of 1,978 residential units, 45,000 square feet of mixed-use commercial, and two type 'B' billboards on 219.8 acres. The subject site, designated as Section M, was approved for 776 units (2,328 beds) of assisted living facility.

Site Plan

The plan would modify the standards of the UDO by replacing the 776 units of assisted living approved for this portion of the UDO with 210 multi-family residential units. Multi-family residential is a use already permitted by the UDO and consistent with the underlying RM9 zoning. The proposed plan establishes an additional building typology in the Master Plan that would be built in this last remaining section. The request modifies the UDO to establish design guidelines that would regulate future development of this site.

The proposed building typology, Building Type 10, is an attached townhouse style of unit. Standards are included indicating that the parking will either be in individual garages or surface parked to the rear of the units. The standards would require the proposed 210 townhouse units to be



Metro Planning Commission Meeting of 03/25/21

served by private drives with sidewalks. The plan includes a standard that units near Stonewater Drive are to be oriented towards Stonewater Drive and shall be limited to a maximum building height of two stores. The remainder of the units, not oriented to Stonewater Drive, are limited to a maximum building height of three stories. A standard is included requiring the internal units to be oriented towards common courtyards or open space. The plans also require that an internal sidewalk network be provided with the development of the subject site. Compliance with all regulatory standards must be demonstrated at the time of final site plan application.

The Master Plan for this UDO includes a condition that the applicant would provide a Dedicated Conservation Greenway Public Access Trail Easement Area as approved by Metro Greenways prior to the UDO final site plan approval by the Planning Commission. Additionally, the original UDO Master Plan required the applicant to build the portion of the Stones Greenway that is planned for this property. The proposed UDO modification does not alter this requirement and this requirement will be reviewed for with the final site plan application.

ANALYSIS

The proposed development is consistent with the intent of Suburban Neighborhood Evolving to provide a diversity of housing options in a suburban form. The use of private drives and orienting units towards open space or common courtyards is consistent with T3 NE policy. The proposed multi-family units would generate less daily vehicle trips than the currently approved assisted living facility. Staff is recommending an additional regulating standard be included that requires the final site plan to avoid the environmentally sensitive areas that are recognized with the conservation policy.

The Planning Commission heard this item at its October 22, 2020, meeting and deferred the item to the December 10, 2020, Planning Commission meeting to allow time for the applicant to hold a community meeting. The applicant has requested deferrals beyond the December 10, 2020 meeting to allow additional time for community outreach. Since the October 22, 2020, Planning Commission meeting, the applicant has held several virtual community meetings.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire department access roads shall comply with the current adopted fire code at the time of construction. Fire Department access roads shall have an unobstructed clear width of 20'. Where a fire hydrant is located on a fire apparatus access road the minimum width shall be 26' exclusive of shoulders. Aerial Fire Apparatus access shall be provided for any structure 30 feet or greater in height. Fire lane signage shall be provided in accordance with the adopted fire codes.

STORMWATER RECOMMENDATION

Approve with conditions

- Must comply with regulations set at the time of final submittal.

WATER SERVICES RECOMMENDATION

Approve



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PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TIS may be required at time of development.

Maximum Uses in Existing Zoning District: RM9 (UDO)

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Assisted Living (254)	23.35	-	776 Units (2328 Beds)	6053	443	606

Maximum Uses in Proposed Zoning District: RM9 (UDO)

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)	23.35	-	210 U	1547	97	115

Traffic changes between maximum: RM9 (UDO) and RM9 (UDO)

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-4506	-346	-491

METRO SCHOOL BOARD REPORT

Projected student generation existing RM9 (UDO) district: 0 Elementary 0 Middle 0 High

Projected student generation proposed RM9 (UDO) district: 15 Elementary 13 Middle 8 High

The proposed RM9 (UDO) zoning is expected to generate 36 additional students than the existing RM9 (UDO) zoning. Students would attend Tulip Grove Elementary School, Dupont Tyler Middle School, and McGavock High School. All three schools have been identified as having additional capacity. This information is based upon the 2020-2021 MNPS School Enrollment and Utilization report provided by Metro Schools.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

- Permitted uses for this portion of the UDO shall be limited to 210 multi-family residential units.
- Comply with all conditions and requirements of Metro reviewing agencies.
- The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.



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2020SP-051-001
1411 DICKERSON SP
Map 071-11, Parcel(s) 037-038, 068, 070-071
5, East Nashville
05 (Sean Parker)



Project No. Specific Plan 2020SP-051-001
Project Name 1411 Dickerson SP
Council District 5 – Parker
School District 5 – Buggs
Requested by Smith Gee Studio, applicant; Donald E. & Michael E. Wall and Tony Ray Clouse, owner(s).

Deferrals This item was heard and deferred at the February 25, 2021, Planning Commission meeting. The public hearing was held and closed.

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

APPLICANT REQUEST

Preliminary SP to permit a mixed-use development.

Zone Change

A request to rezone from Commercial Limited (CL) and Single-Family Residential (RS5) to Specific Plan – Mixed Use (SP-MU) zoning for properties located at 1411 and 1413 Dickerson Pike and 198, 200, and 204 Gatewood Avenue, approximately 260 feet east of Dickerson Pike, (6.77 acres), to permit a mixed-use development.

Existing Zoning

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

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *Approximately 2.5 acres of the site is zoned RS5. This would permit a maximum of 21 lots, based solely on a minimum lot size of 15,000 square feet as required by the zoning. This calculation does not account for infrastructure, road layout, functional lot configuration, or meeting all requirements of the Metro Subdivision Regulations.*

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

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



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Proposed site plan (updated from 2/25/2021 staff report)



Metro Planning Commission Meeting of 03/25/21

implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses.

EAST NASHVILLE COMMUNITY PLAN

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

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

Supplemental Policy

The site is located within the Highland Heights Small Area Plan. The Highland Heights Plan was completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as establishment of a supplementary Building Regulating Plan and Mobility Plan for the area. The Building Regulating Plan established subdistricts to provide specific guidance on the type of development for each subdistrict.

The site is within two different subdistricts. The properties along Dickerson Pike are within the M2 Subdistrict. The M2 Subdistrict lists plex house, manor house, low-rise townhomes, courtyard flats, low and mid-rise flats, low-rise mixed-used and, or mid-rise mixed-use structures as appropriate building types. The area along Dickerson Pike should “evolve toward a balanced mixture of residential and commercial land uses along the corridor that provides an opportunity for a varied development pattern in regard to the size, scale, and density.”

The second subdistrict applies to the parcels along Gatewood. This subdistrict, R5, is intended “to create and enhance neighborhoods — to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques that form a transition from Dickerson Pk.'s higher density mixed-use. The policy anticipates that an additional means of access, increased connectivity, and a more specific and certain built environment can improve the quality of life of neighborhood residents.” Appropriate building types in this subdistrict range from duplexes to low and mid-rise flats.

A Mobility Plan was also a component of the Highland Heights Plan, to enhance and improve connectivity within this area of East Nashville. The mobility plan shows a proposed local street



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north-south through the site, to create a road connection between Gatewood Avenue and Marie Street.

SITE CONTEXT AND PLAN DETAILS

The 6.77 acre site is located near the southeast corner of Dickerson Pike and Gatewood Avenue. The site has frontage along the east side of Dickerson Pike and along the south side of Gatewood Avenue, as it wraps around the properties immediately at the intersection.

The properties to the north and south along Dickerson Pike are zoned CL. The properties to the east of the site along Gatewood Avenue and southeast of the site are zoned RS5. On the north side of Gatewood Avenue across from the site are zoned Specific Plan – Residential (SP-R) and RS5. The SP permits multi-family residential.

Site Plan

The plan proposes a maximum of 270 multi-family units and 10,000 square feet of commercial space in five buildings across the 6.77 acre site.

Along the northern portion of the site, there are two multi-family buildings fronting Gatewood Avenue, identified on the site plan as Buildings A and B. The height of these buildings is a three-four split. Given the slope of the site, these buildings appear three stories from Gatewood Avenue. Buildings A and B wrap the frontages of Gatewood Avenue and the proposed street through the site. On the southeastern portion of the site, the road continues through the site to the southern property line. On the east side of the proposed road is Building E and on the west side is Building D. Both of these buildings are limited to four stories in height.

The proposed plan shows a five-story, mixed-use building along Dickerson Pike. Building C, as shown on the plan contains commercial space in the portion of the building along Dickerson Pike. The commercial space is limited to the first floor, with the four stories above proposed as residential.

There is a proposed collector street north-south through the site. This proposed road is aligned with Luton Street on the north side of Gatewood Avenue. There are currently two vehicular access points proposed with the plan. The vehicular entrance along Gatewood Avenue is proposed between buildings A and B. Along Dickerson Pike, an entrance is located south of building C. This access point will have a shared access easement in place for the adjacent property to the south to use in the future.

In accordance with the zoning code, landscape buffers are provided along the eastern property line and along the eastern portion of the southern property line, where the adjacent property is zoned RS5. Architectural standards for glazing, raised foundations, entrances, windows, and material standards are included with the proposed SP. At the time of Final SP, architectural elevations showing compliance with these standards will be required.

The item was heard at the February 25, 2021, Planning Commission meeting. The item was deferred after the public hearing was held in order to allow for the applicant to meet with the community to address certain concerns about the project. These concerns included providing for active uses along Dickerson Pike, the unit counts, the provision of parking, and landscaping. Since



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the February 25th meeting, the applicant has met with the president of the Highland Heights Neighborhood Association and the District 5 Councilmember. Additional language has been added to the plan to address the community's concerns, including a dedicated "active use zone" for the portion of building C fronting Dickerson Pike. This standard would require a minimum of 2,000 square feet of active non-residential uses to be located along the corridor. An additional landscaping standard was added to the plan as well requiring street trees of 3" caliper to be provided every 40 feet of street frontage as well as the use of native plants interior to the site. The applicant has indicated two development scenarios which envision either a commercial heavy (10,000 square feet of restaurant use) and commercial light (2,000 square feet of general retail use) to provide additional clarity on how it would shift the unit and parking counts while meeting the Metro Code for parking standards. While the final uses in the proposed plan will be determined with the final, it demonstrates the applicant's understanding of the regulations they will be required to comply with at the Final SP and building permit stages.

ANALYSIS

The proposed plan has been designed to address the existing context surrounding the site, as well as addressing the goals of the CCM Policy and the Highland Heights Small Area Plan. The proposed mixed-use structure meets the intent of the policy to provide high density residential and mixed-uses along the Dickerson Pike Corridor. The northern portion of the site along Gatewood Avenue and the southeast portion of the site, is limited to residential uses. This pattern of uses is consistent with the surrounding land use patterns with commercial uses along the corridor stepping down in intensity to the single-family residential uses along Meridian Street. The proposed development standards in the SP including building height, setbacks, and architectural standards meet the building regulating plan for the Highland Heights Plan.

The proposed road through the site meets the goals of the Mobility Plan of the Highland Heights Plan to increase connectivity through the site. It sets up a valuable connection for any future development to the south, enhancing north-south connectivity in this area. In addition to vehicular connections, it also provides pedestrian connections along Gatewood Avenue, Dickerson Pike, and along the proposed road.

As previously mentioned, the site is located in the Highland Heights Small Area Plan, which provides additional development guidance, as supported by the community throughout the creation and adoption of the small area plan. The proposed preliminary SP plan is in line with the goals of the Highland Heights Plan. At the time of Final SP submittal, a site plan demonstrating consistency with the proposed preliminary SP plan will be required. This includes no more than 270 units, a minimum of 2,000 square feet of non-residential use and a maximum of 10,000 square feet of non-residential use located in building C, and parking that meets the Metro Code based on the number of units and the proposed uses within the non-residential space.

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.



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STORMWATER RECOMMENDATION

Approve with conditions

- Additional water quality/detention area might be required. To be determined during Final SP submission.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

Final construction plans and road grades shall comply with the design regulations established by the Department of Public Works. The roadway construction drawings shall comply with the MPW Subdivision Street Design Standards. Review standards to ensure the plans comply. Add MPW standard construction notes to the cover sheet:

- All work within the Public right-of-way requires an Excavation Permit from the Department of Public Works.
- Proof-rolling of ALL street sub-grades is required in the presence of the Public Works Inspector, request to be made 24 hours in advance.
- Stop signs to be 30-inch by 30-inch.
- Street signs to have six-inch white letters on a nine-inch green aluminum blade.
- All signs to have 3M reflective coating.
- Luton St. (North of Gatewood site access) appears to have 50 ft. existing ROW. Show local street connector through site as a ST-252 to match Luton St.
- Coordinate with Metro planning on sidewalk requirements along Dickerson and Gatewood frontages.
- Call out/Show sidewalks, ramps, etc. per MPW standard sections and details.
- Dickerson Pike access will require a shared agreement with South parcel (3900).
- Indicate installation of "Now Entering Private Property" signage at all driveway connections to the proposed public roadways.
- Indicate solid waste and recycling plan for this development.
- Indicate ADA compliant ramps at the intersection of all public roads with the sidewalks.
- Comply w/MPW traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Luton Street shall be extended south of Gatewood Avenue to edge of property line and dedicate as a new public road.
- The proposed access on Dickerson Pike shall be constructed on the southern property line to provide shared access to the property to the south. An access easement shall be recorded.
- An enhanced pedestrian crossing across Dickerson Pike near Gatewood Avenue shall be installed. Continue to coordinate with Public Works prior to Final SP submittal on type of



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crossing (beacons, HAWK, raised median, traffic signal, etc.).

- Coordinate with WeGo on bus stop upgrades within the vicinity of the development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	2.62	0.6 F	68,476 SF	4347	218	469

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	4.15	2.178 D	30 U	344	27	32

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	-	-	270 U	2001	123	143

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

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

Traffic changes between maximum: **CL, RS5 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2055	-90	-289

METRO SCHOOL BOARD REPORT

Projected student generation existing CL and RS5 districts: 9 Elementary 7 Middle 6 High
Projected student generation proposed SP-MU district: 48 Elementary 40 Middle 35 High

The proposed SP-R zone district is anticipated to generate 101 additional students than what could be generated under the existing CL and RS5 zoning. Students would attend Schwab Elementary, 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 with conditions and disapproval without all conditions.



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CONDITIONS

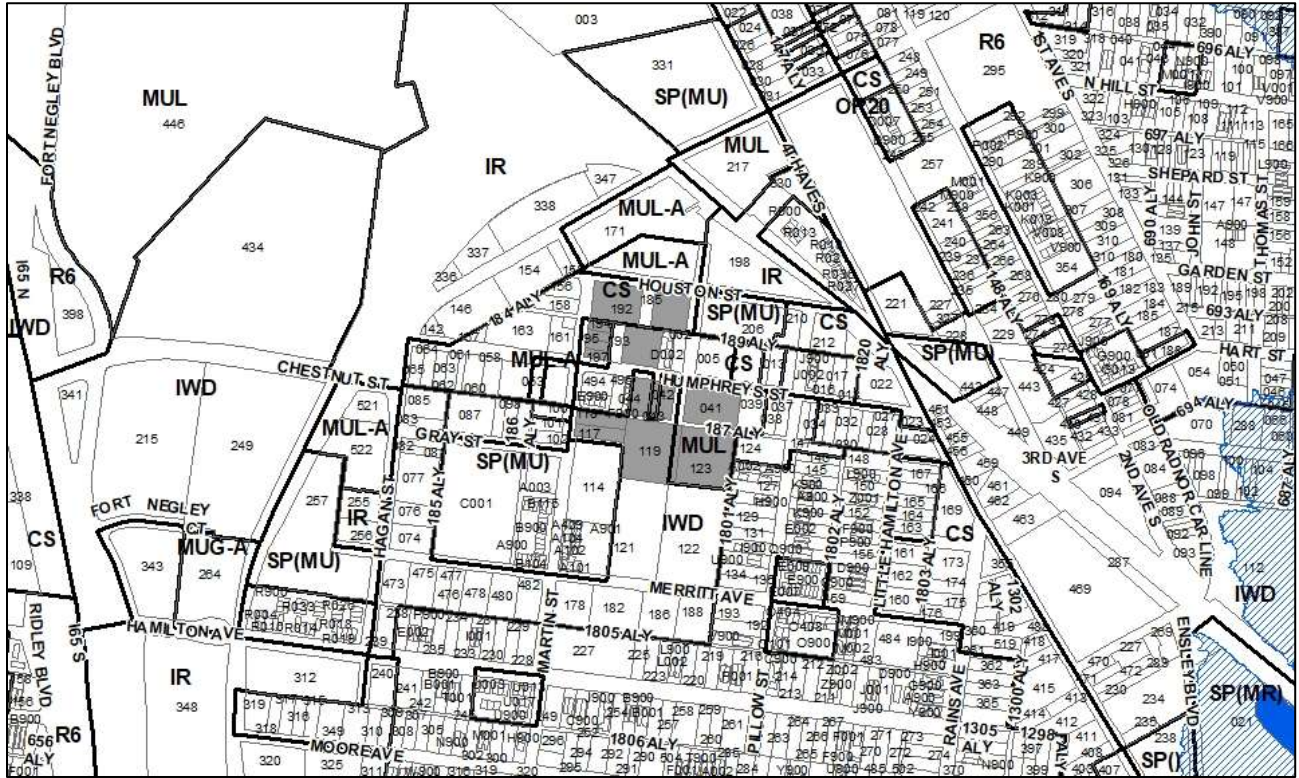
1. Permitted uses shall be limited to 270 multi-family units and a maximum of 10,000 square feet of non-residential uses in Building C. Building C shall include a minimum of 2,000 square feet on non-residential uses along Dickerson Pike. Short Term Rental Property (STRP) not owner-occupied shall be prohibited and Short Term Rental Property (STRP) owner occupied shall be prohibited.
2. If the development is phased, the proposed public road shall be completed with the first phase of development and prior to final U&O for the 1st phase.
3. The shared access point south of building C shall be in place prior to final U&O for building C.
4. The final site plan shall show sidewalks along all public rights-of-way consistent with the Major and Collector Street Plan (MCSP) and Public Works design standards.
5. Parking shall comply with requirements of the Metro Zoning Code.
6. With the submittal of the final site plan, the applicant shall provide architectural elevations complying with the elevations submitted with the Preliminary SP for review and approval.
7. Comply with all conditions and requirements of Metro reviewing agencies.
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 shown within District 1 of the submitted site plan and RM40-A within District 2 shown on the plan, 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.
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. 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.
13. 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.



SEE NEXT PAGE



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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)



Project No. **Specific Plan 2021SP-010-001**
Project Name **Wedgewood Houston Mixed-Use Development**
Council District 13 – Sledge
School District 5 – Buggs
Requested by 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.

Deferrals This item was deferred at the March 11, 2021, Planning Commission meeting. No public hearing was held.

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

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.

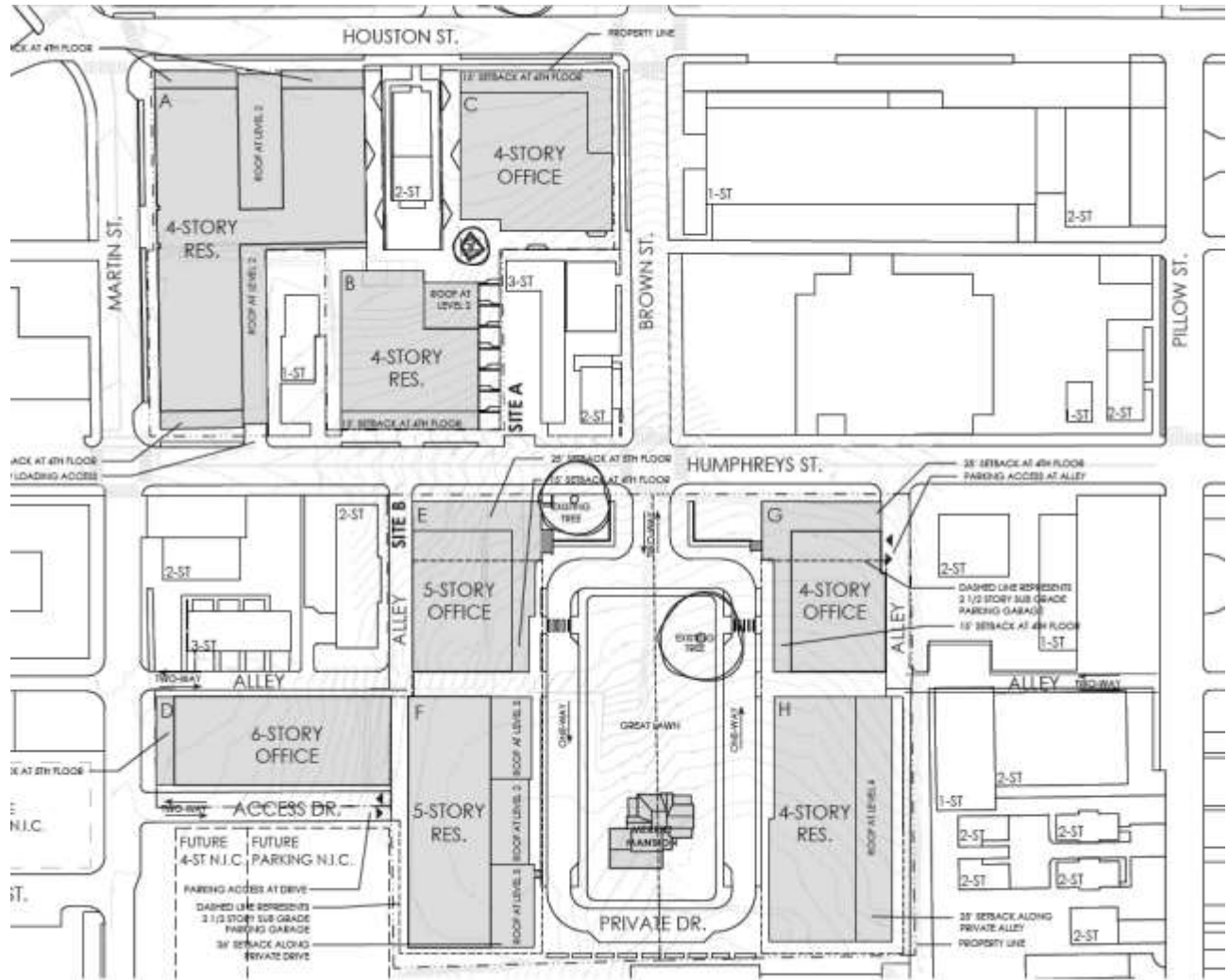
Mixed Use Limited (MUL) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

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.



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Proposed Preliminary SP



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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. Buildings 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



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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



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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. However, the plan does little for re-imagining and re-establishing a street grid or breaking-up the parcels into smaller and more urban development blocks. The proposed structures have large massing, consistent with older industrial structures that could be found in the Wedgewood Houston area. Given that adaptive reuse is not an option on this site, as it may be for some other properties in this area, the development is proposing large blocks of new structures. Architectural standards have been included on the plan to provide interest and massing differentiations to address the size of the proposed structures.

HISTORIC COMMISSION STAFF RECOMMENDATION

Approve with conditions

- Consult with historic commission staff regarding relocation of the historic mansion from the current site to the proposed site, including on the method of moving the structure.
- Following relocation of the historic mansion, developer shall apply for a Historic Landmark

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.



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PUBLIC WORKS RECOMMENDATION

Approve with conditions

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



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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

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



Metro Planning Commission Meeting of 03/25/21

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 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 all uses shown in the plan and a maximum of 429 multi-family units and a maximum FAR of 2.5 across the total site. 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. A reduction may be permitted based on the review and approval of Public Works of a shared parking study.
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. Consult with historic commission staff regarding relocation of the historic mansion from the current site to the proposed site, including on the method of moving the structure.
7. Following relocation of the historic mansion, developer shall apply for a Historic Landmark Overlay District to be applied to the mansion property.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. 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.
10. 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.
11. 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,



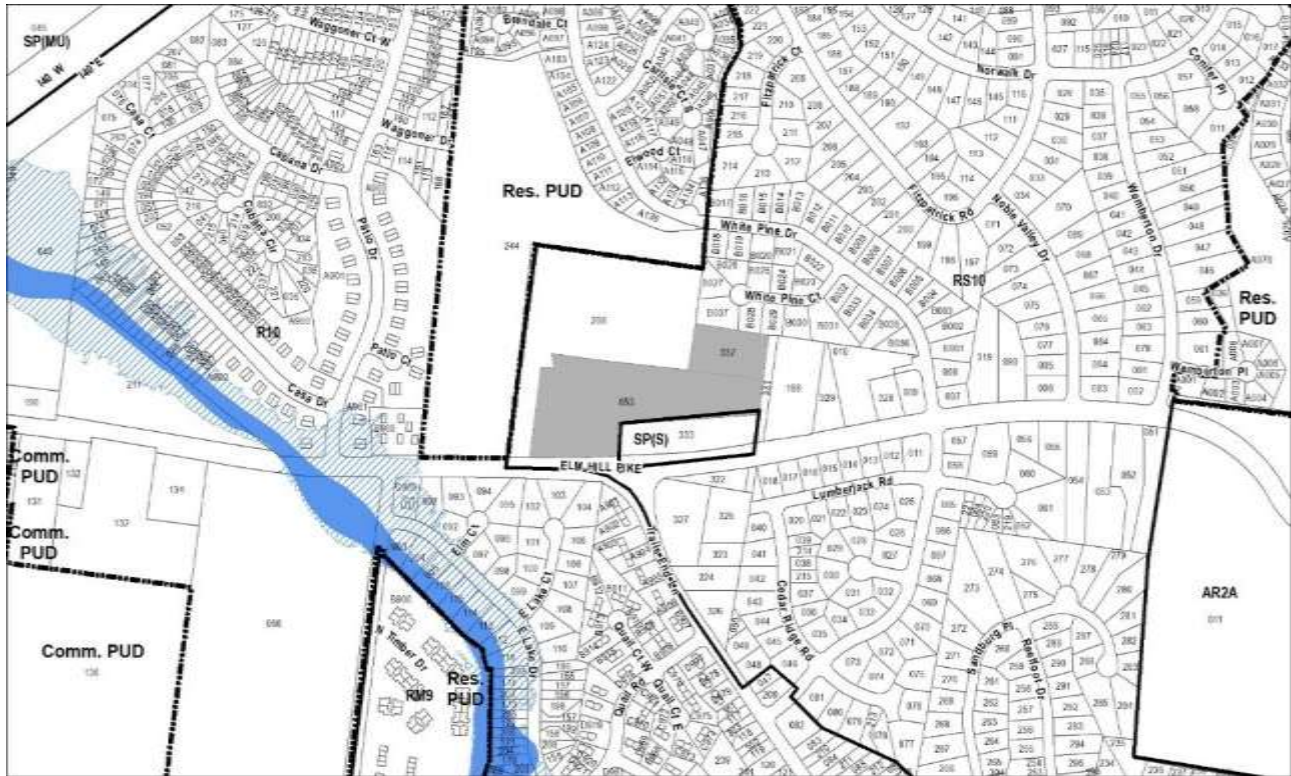
Metro Planning Commission Meeting of 03/25/21

existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

12. 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.
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 building permits.



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2021SP-011-001

THE PRESERVE AT PRIEST LAKE

Map 108, Parcel(s) 053,337

14, Donelson - Hermitage - Old Hickory

13 (Russ Bradford)



Project No. Specific Plan 2021SP-011-001
Project Name The Preserve at Priest Lake
Council District 13 – Bradford
School District 07 – Player-Peters
Requested by Dale & Associates, applicant; Gregg H. and Susan Lyn Eatherly, owners.

Deferrals This item was deferred at the March 11, 2021, Planning Commission meeting. No public hearing was held.

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

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.

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 23 units based on acreage alone.*

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 attached and detached housing types.

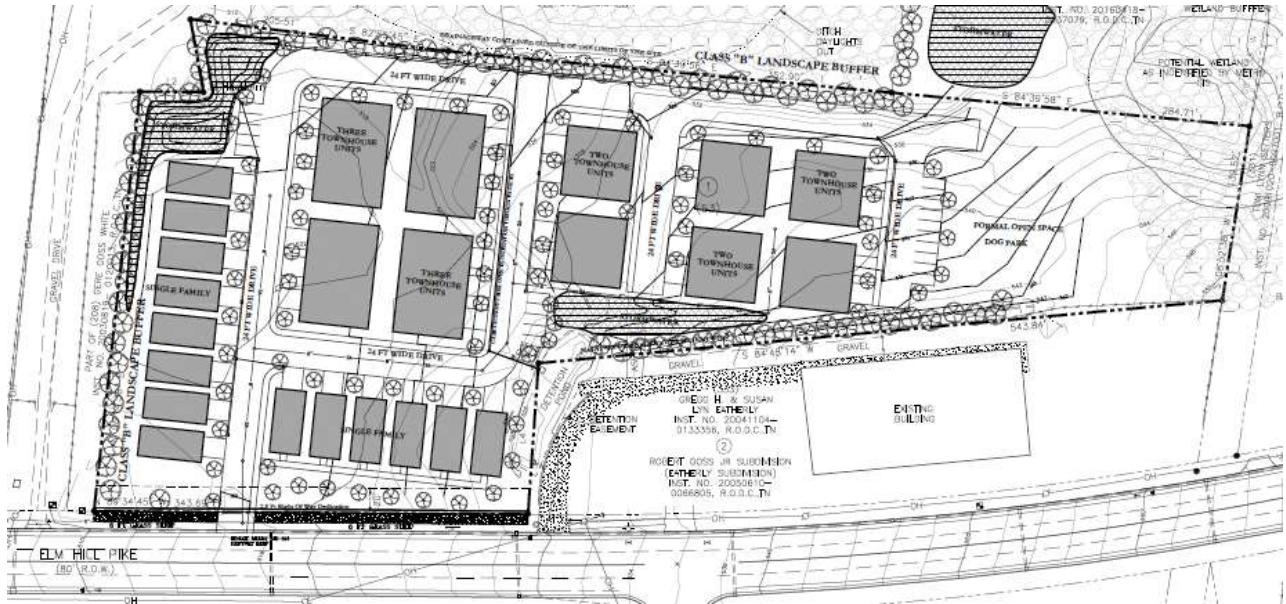
DONELSON - HERMITAGE - OLD HICKORY COMMUNITY PLAN

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal



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Proposed Site Plan





Metro Planning Commission Meeting of 03/25/21

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 wetland features.

SITE CONTEXT AND PLAN DETAILS

The site is approximately 6.21 acres and is located north of Elm Hill Pike, adjacent to the Child Care USA Learning Center. The site currently contains several residential units and is surrounded by a mixture of different residential use types, an institutional use, and vacant land uses. Elm Hill Pike is classified as an Arterial Boulevard in the Major and Collector Street Plan. The north-eastern corner of the site has a portion of a wetland feature and there are limited areas of significant slope.

Site Plan

The site plan proposes a mixture of detached multi-family residential structures and attached multi-family residential structures for a total of 38 units. The plan proposes a single access point from Elm Hill Pike and the units are served by internal private drives. The plan proposes to improve Elm Hill Pike consistent with the requirements of the Major and Collector Street Plan. The plan proposes units that front Elm Hill Pike and otherwise the units front private streets. The site is served by a private sidewalk network that connects back to the proposed Elm Hill Pike sidewalk. The plan proposes open space between units and to the rear of the site. Also, the plan provides the perimeter landscape buffers that are required per the Zoning Code.

ANALYSIS

The proposed Specific Plan is appropriate for the Suburban Neighborhood Maintenance land use policy given the context of the surrounding development pattern and the sites frontage on an Arterial Boulevard. The proposed building setbacks, height, unit orientation, and density are consistent with the policy and surrounding context. The applicant has also undergone a substantial community engagement process to work with the surrounding neighborhood to propose a plan that is sensitive to the neighborhoods' concerns and interests.

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.

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/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.

STORMWATER RECOMMENDATION

Approved



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PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Stripe Elm Hill Pike at Timber Valley Drive to include one westbound left-turn lane and one westbound through lane per MUTCD guidance.

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)	6.21	4.356 D	23 U	269	22	25

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)	6.21	-	38 U	279	18	22

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+10	-4	-3

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 2 Elementary 1 Middle 2 High

Projected student generation proposed SP-MR district: 4 Elementary 3 Middle 2 High

The proposed SP-MR zoning is expected to generate 4 more students than the existing RS10 zoning. 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

- Permitted uses shall be limited to a maximum of 38 multi-family residential units. Short term rental properties – owner occupied and short term rental properties – not owner occupied are prohibited.
- Comply with all conditions and requirements of Metro reviewing agencies.

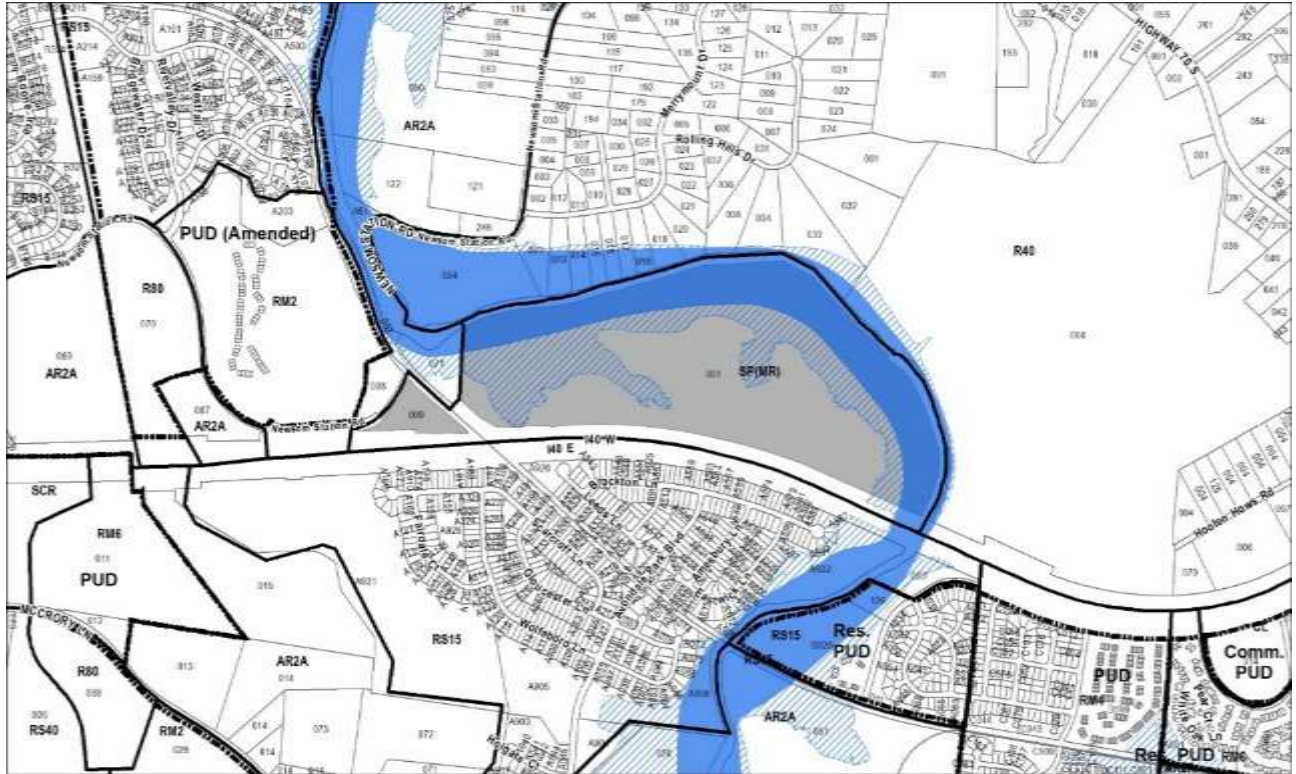


Metro Planning Commission Meeting of 03/25/21

3. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
4. The proposed right-of-way dedication shall be dedicated by Final Plat prior to the approval of the first building permit, or as determined by the Executive Director of Planning.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6-NS zoning district as of the date of the applicable request or application.
6. 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.
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. 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 03/25/21



2006SP-093-002

Olde Mill SP (PERIODIC REVIEW)

Map 140, Parcel(s) 009

Map 141, Parcel(s) 001

06, Bellevue

22 (Gloria Hausser)

35 (Dave Rosenberg)



Project No.	Specific Plan 2006SP-093-002
Project Name	Olde Mill SP (Periodic Review)
Council District	22 - Hausser; 35 - Rosenberg
School District	9 – Tylor
Requested by	Councilmember Dave Rosenberg, applicant; Old Mill Partnership, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Find the SP to be inactive and advise Council to rezone.</i>

APPLICANT REQUEST
Periodic review of a Specific Plan.

Periodic SP Review

A request for a periodic review of the Olde Mill Specific Plan located at 8811 Newsom Station Road and 8873 Newsom Station Road, approximately 1700 feet northwest of Coley Davis Road (131.06 acres).

Existing 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.

SP DETAILS

Metro Council originally approved the Olde Mill Specific Plan in 2007 for a mixed-residential development including 16 two-family units, 35 townhomes, and 197 single-family lots on 131.06 acres. The single-family lots are broken into four different lot sizes: 86 lots are 31 feet wide, 67 lots are 41 feet wide, 11 lots are 51 feet wide, and 33 lots are 65 feet wide. A community pool is also included in the plan.

The plan proposes two access points. One access point is located along Newsom Station Road. The second access point includes a bridge over the CSX railroad, providing a connection to the west side of Newsom Station Road.

PERIODIC SP REVIEW

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



Metro Planning Commission Meeting of 03/25/21



Approved Preliminary SP



Metro Planning Commission Meeting of 03/25/21

Planning Commission determines the SP to be inactive, the Commission is required to recommend legislation to the Council to re-approve, amend, or rezone the property.

Timeline for Planning Commission Action

The Zoning Code requires that within 90 days from the initiation of its review, the Planning Commission must hold a public hearing to make a determination of activity, and if necessary, make a recommendation to the Council. The review was requested by Councilmember Rosenberg on January 11, 2021. The 90-day period extends to April 12, 2021. If the Planning Commission does not make a determination within 90 days from the initiation of a review, it is considered to be a recommendation to re-approve by ordinance the existing SP district without alteration.

Classification of the SP (Active or Inactive)

Under 17.40.106.I, the Commission is first required to determine whether the Olde Mill SP requested for periodic review is active or inactive.

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

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

The initial enacting ordinance for the SP became effective in 2007. A periodic review by the Planning Commission was completed in 2011. At that time, the Planning Commission recommended to continue implementation of the SP as adopted. More than four years have elapsed since the initial date of the enacting ordinance and no further approvals have taken place.

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

No construction has taken place in the SP under review.

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

No right-of-way has been acquired and no off-site improvements have been constructed.



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

Representatives of the owner have indicated that the development team has been meeting with various agencies and Metro Departments over the last several months to prepare for development of the site. The development team have also completed some preliminary environmental and engineering work. See attached letter.

Staff Finding - Classification of the SP (Active or Inactive)

Staff finds the Specific Plan to be inactive as the requirements of Section 17.40.106.I have not been satisfied.

Planning Commission Recommendation to Metro Council

If the Planning Commission determines the SP to be active, then no further action is required. If the Commission determines the SP to be inactive, as in this case, then the Commission is required to recommend legislation to the Council to re-approve, amend the SP, or rezone the property, or portion thereof that is determined to be inactive.

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

1. First, the Commission is to determine whether the “existing SP is consistent with the goals, policies, and objectives of the General Plan and any applicable specific redevelopment, historic, neighborhood, or community plans.”
2. Second, the Commission is to recommend the legislation, and include, as required:
 - (a) The appropriateness of the continued implementation of the development plan or phase(s) as adopted, based on current conditions and circumstances; and
 - (b) Any recommendation to amend the development plan or individual phase(s) to properly reflect existing conditions and circumstances, and the appropriate base zoning classification(s) should the SP district be removed, in whole or in part, from the property.

BELLEVUE COMMUNITY PLAN

Conservation (CO) is intended to preserve and enhance environmentally sensitive land within all Transect Categories except T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils.

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



Metro Planning Commission Meeting of 03/25/21

Consistent with Policy?

The Specific Plan under review is not consistent with the land use policies for this location. The Bellevue Community Plan was updated in 2015 as part of NashvilleNext. At that time, the property's land use policy was changed from Residential Low Medium to Conservation and T3 Suburban Neighborhood Maintenance. Large portions of the SP property lie in areas designated as floodplain, while stormwater regulation buffers extend along the entire northern and eastern boundaries of the site. Any proposed development should take the site's environmentally sensitive features into consideration and should limit disturbance of conservation areas. Further, the site is constrained from an access perspective. Today, the site is accessed by Newsom Station Road from the north of the property. A second point of access is taken from Newsom Station Road from the west using an existing underpass to cross the CSX railroad right-of-way. Previous analysis of the site determined that the underpass is too narrow to be utilized by emergency vehicles and the northern point of access to be susceptible to flooding due to its proximity to the Harpeth River. While the Specific Plan under review proposes a new overpass to cross the CSX right-of-way, access to the site is inadequate and inconsistent with the circulation and safety goals of the property's land use policies.

STAFF RECOMMENDATION

In accordance with the requirements of 17.40.106 I, staff recommends that the Planning Commission find the SP under review to be inactive. No development has taken place within this SP and there has not been an aggregate of action that constitutes activity by the owner over the last 12 months to develop the SP under review.

If the Planning Commission finds the PUD inactive, then staff recommends that the property be rezoned through a separate action at a future meeting. There are various zoning districts that may be appropriate including RS80 or an SP with an associated site plan with a maximum density equivalent to a RS40 zoning district.



Metro Planning Commission Meeting of 03/25/21

TUNE, ENTREKIN & WHITE, P.C.

ATTORNEYS AT LAW

JOHN C. TUNE
1931-1983

SUITE 1700
315 DEADERICK STREET
NASHVILLE, TENNESSEE 37238

ERVIN M. ENTREKIN
1927-1990

TEL (615) 244-2770 FAX (615) 244-2778

**Rule 31 listed General Civil Mediator*

THOMAS V. WHITE
JOHN W. NELLEY, JR.
THOMAS C. SCOTT
PETER J. STRIANSE
HUGH W. ENTREKIN
JOHN P. WILLIAMS *
ROBERT L. DELANEY
GEORGE A. DEAN
LESA HARTLEY SKONEY
JOSEPH P. RUSNAK
SHAWN R. HENRY
T. CHAD WHITE
BRANDT M. MCMILLAN *
TIMOTHY N. O'CONNOR
SAMUEL J. BLANTON

March 8, 2021

Greg Atkins, Chair
Metro Planning Commission
800 Second Avenue South, PO Box 196300
Nashville, TN 37219-6300

Re: Olde Mill
8811 Newsom Station Road

Dear Mr. Chairman:

This letter is submitted in order to demonstrate that the above referenced property has continued to be active under the guidelines provided by MetZo § 17.40.106 (I). Those guidelines provide the authority for the Planning Commission to review a specific plan development to determine whether development activity has continued and state:

17.40.106 I (3)(A)

- i. Four or more years have elapsed since the latter of
 - (1) the effective date of the initial enacting ordinance of the SP
 - (2) the effective date of any ordinance approving an amendment to the SP
 - (3) the effective date of any ordinance re-approving or amending a SP after it has been reviewed and decided in accordance with subsection 5a or b of this section, or
 - (4) the deadline for action by the Metropolitan Council in accordance with subsection 5D of this section, and
- ii. Construction has not begun on the portion of the SP under review; construction shall mean physical improvement such as, but not limited to, water and sewer lines, footings, and/or foundations developed on the portion of the SP under review; clearing, grading, the storage of building materials, or the placement of temporary structures shall not constitute the beginning of construction, and
- iii. Neither right-of-way acquisition from a third party nor construction begun on



Metro Planning Commission Meeting of 03/25/21

TUNE, ENTREKIN & WHITE, P.C.

Letter to Greg Atkins, Chair
March 8, 2021
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off-site improvements required to be constructed by the Metropolitan Council as a condition of the SP approval.

The planning commission may also take into consideration the aggregate of actions taken by the owner of the SP within the 12 prior months to seeking to develop the portion of the SP under review.

Over the last 12 months, diligent efforts have been made to get this project up and running. First, there have been numerous conversations and meetings with various departments at both the state and local level. Obviously, consultation with the Army Corps of Engineers and the Tennessee Department of Environment and Conservation are both vital to the course of the development; the project requires the construction of a bridge which has required consultation with the CSX Railroad. In addition, to develop the project the construction of a conduit under the interstate is required and consultation with the Tennessee Department of Transportation mandated as well.

The developers have met with the representatives of the Tennessee State Department of Parks. The plan requires the construction of a road through Newsom Mill Park. In addition, there have been extensive conversations with virtually all of Metro departments including the planning staff, stormwater management, Public Works and others.

Obviously this has necessitated extensive expenditures on engineering work as well as additional expenditures on the required environmental consultations and engineering. Core drilling onsite both for environmental issues as well as for the required bridge have been accomplished and analyzed. Various other onsite surveys have been completed.

The project is under contract with Meritage Homes. While there has not been much work on site, the amount of pulmonary meetings and consultations, as well as extensive engineering has been quite significant in all auger in favor of concluding that this project is ongoing and active.

In short, there has been a tremendous amount of activity related to the development of this SP over the last 12 months or so. There is no basis to declare this SP inactive, and the owner requests that the Planning Commission determine that the SP is still actively under development.



Metro Planning Commission Meeting of 03/25/21

TUNE, ENTREKIN & WHITE, P.C.

Letter to Greg Atkins, Chair
March 8, 2021
Page 3

Sincerely,

TUNE, ENTREKIN, & WHITE, PC

Thomas V. White
Thomas V. White (by (u) Dean)

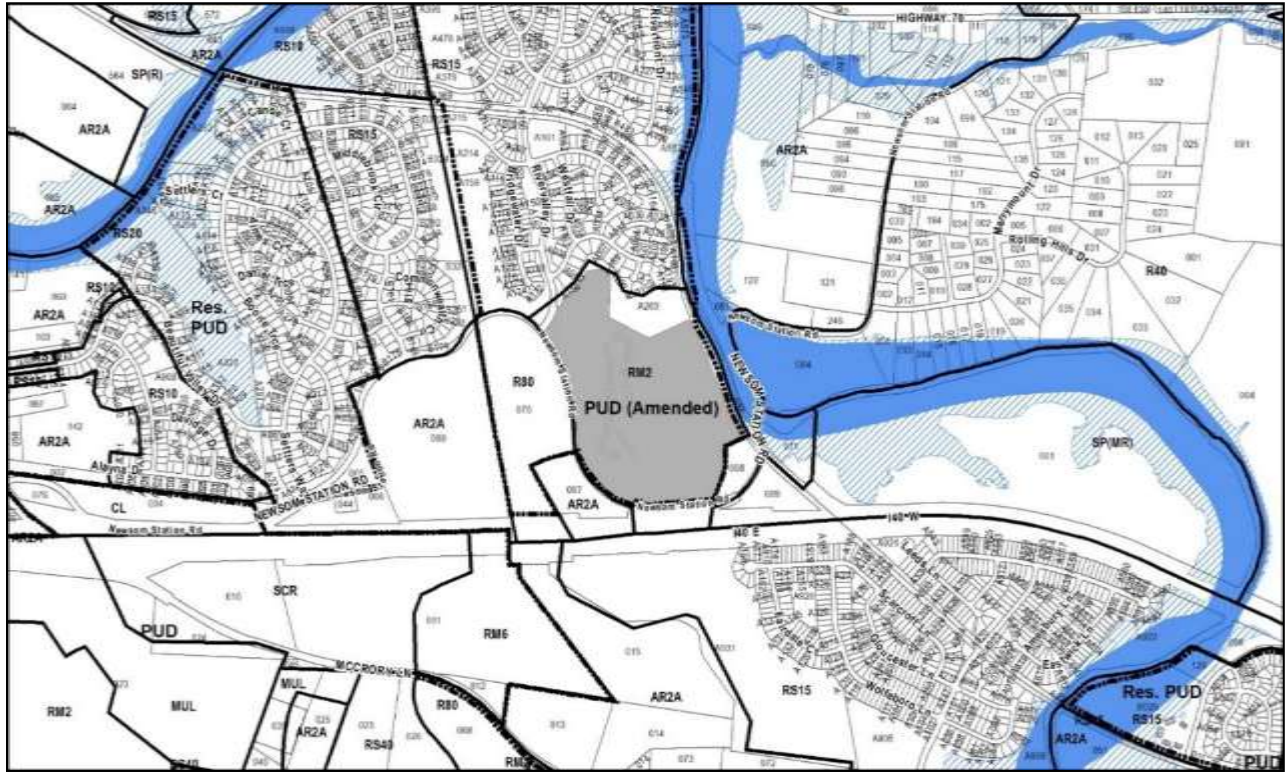
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SEE NEXT PAGE



Metro Planning Commission Meeting of 03/25/21



2000P-003-003

RIVERWALK PUD (CANCELLATION)

Map 126-16-0-B, Parcel(s) 001-062

06, Bellevue

35 (Dave Rosenberg)



Project No.	Planned Unit Development 2000P-003-003
Project Name	Riverwalk PUD (Cancellation)
Council Bill	BL2021-655
Associated Case	2021Z-026PR-001
Council District	35 – Rosenberg
School District	9 – Tylor
Requested by	Councilmember Dave Rosenberg, applicant; W. Brian Reames and O.I.C Ridgecrest at Riverwalk, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

PUD Cancellation

A request to cancel a portion of a Planned Unit Development on properties located at 6000 Rivervalley Drive and Newsom Station Road, (unnumbered), at the corner of Rivervalley Drive and Newsom Station Road, zoned Multi-Family Residential (RM2) (approximately 58.62 acres)(see associated case 2021Z-026PR-001).

Existing Zoning

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

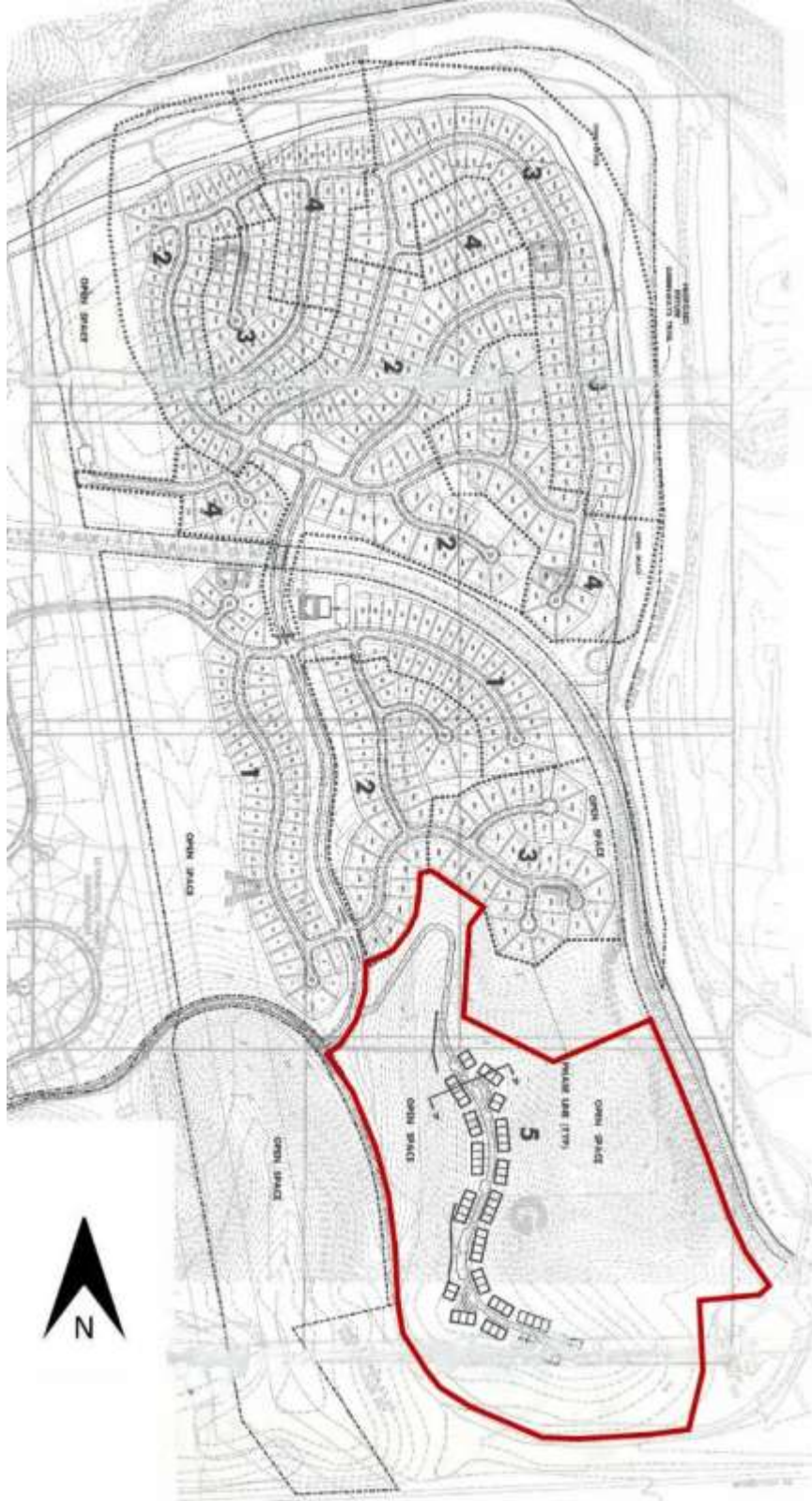
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

HISTORY

At the January 21, 2021, Metro Planning Commission meeting, the MPC considered a request for periodic review for a portion of the Riverwalk PUD (Case 2000P-003-002) that included this site and additional property located on the west side of Newsom Station Road. The MPC found this portion of the PUD to be active based on the criteria of Sec. 17.40.120.H. of the Metro Zoning Ordinance. No further action was required after the PUD was determined to be active.



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Approved PUD Site Plan (Portion of PUD proposed for cancellation outlined in red)



Metro Planning Commission Meeting of 03/25/21

BELLEVUE COMMUNITY PLAN

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

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

PLAN DETAILS

The site is approximately 58.62 acres and is located on the east side of Newsom Station Road, north of I-40 and south of Rivervalley Drive. The original PUD was approved by Metro Council in 2000 to permit 552 residential units, comprised of 491 single-family lots, 61 townhome units, a pool, clubhouse and playground with access from Newsom Station Road and a one mile long greenway trail along the Harpeth River, on approximately 320.64 acres (BL2000-231 as amended). In 2003, the PUD was amended to add 7 additional single-family lots, resulting in 498 single-family lots and 61 townhome units for 559 total units (BL2003-1327). All of the single-family lots have since developed in previous Phases 1-4. The preliminary PUD permitted 61 townhome units and open space in the subject section of the PUD, in an area designated as Phase 5, located at the southern boundary. A final site plan and grading plan for 61 townhome units was approved in 2004. The master permit was approved in 2006 and has since expired.

An application for a final site plan to develop 61 townhome units in Phase 5 was filed with the Planning Department on September 30, 2020 (case # 2000P-003-001). The final site plan review was placed on hold until after the PUD periodic review process was complete. Once the MPC determined the PUD to be active on January 21, 2021, review of the final site plan continued. The final site plan is currently under review.

ANALYSIS

The portion of the PUD proposed for cancellation was previously considered by the MPC during the periodic review process. The MPC determined this portion of the PUD to be active, with no further action required. The portion of the PUD under consideration allows 61 townhome units to be developed in the Phase 5 area, per the permitted uses of the PUD.

Staff finds the PUD to be consistent with the land use policies. The T3 NM policy supports various types of residential development, including single-family, two-family and multi-family. The Council-approved master plan for the overall PUD includes single-family lots to the north, and multi-family units at the subject site under review. Although the site includes areas of CO policy, identifying potentially sensitive environmental features, these areas are generally located outside of the Phase 5 development footprint, where land disturbance has already occurred. The layout of the Council-approved master plan clusters the townhome development footprint to the T3 NM policy



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area, limiting additional disturbance in the CO policy areas. It is also important to note that the final site plan that is under review maintains the general layout of the Council-adopted plan, and it is also consistent with the T3NM and CO policies. No changes to the PUD are proposed with the final site plan that is currently under review.

The MPC previously determined this portion of the PUD to be active on January 21, 2021, consistent with staff's recommendation to find the PUD active. The appropriateness of the PUD was also evaluated during the PUD periodic review process. Since the existing PUD is consistent with the T3 NM policy at this location, staff recommends disapproval of the PUD cancellation request.

STAFF RECOMMENDATION

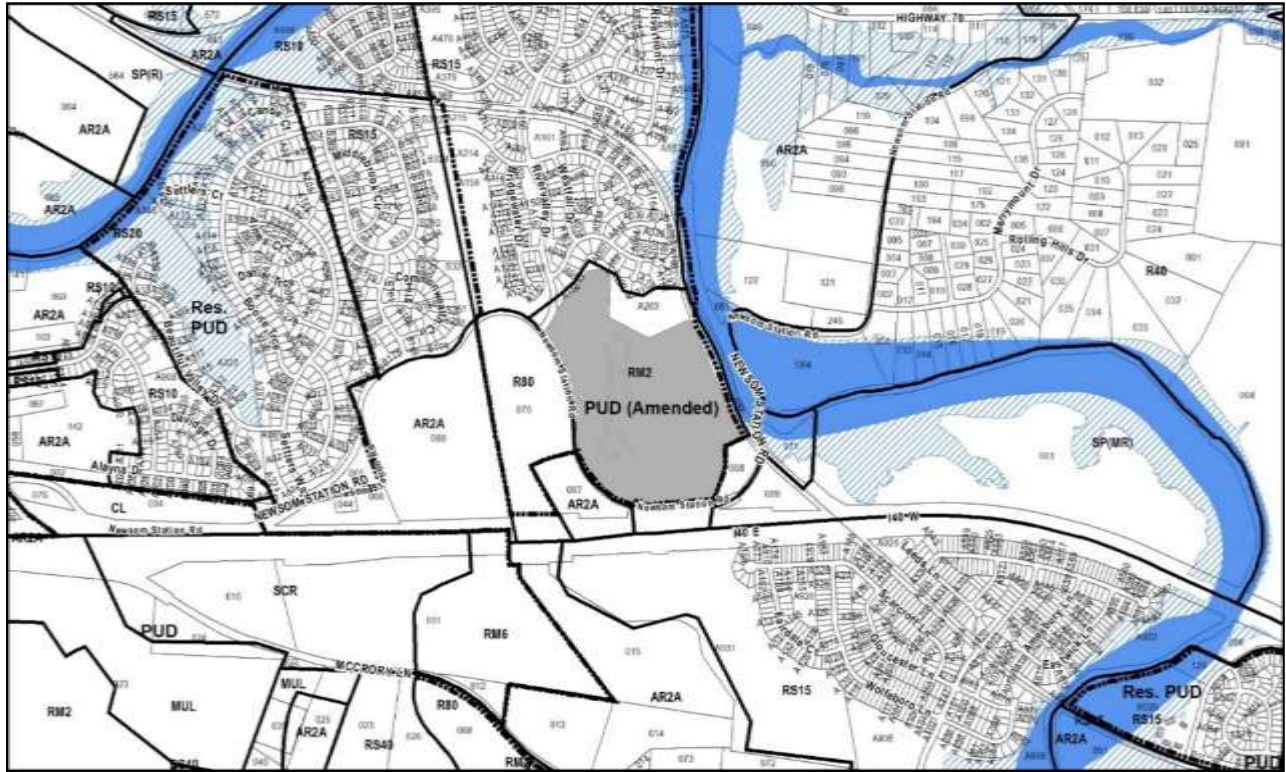
Staff recommends disapproval.



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2021Z-026PR-001

Map 126-16-0-B, Parcel(s) 001-062

06, Bellevue

35 (Dave Rosenberg)



Project No.	Zone Change 2021Z-026PR-001
Council Bill	BL2021-654
Associated Case	2000P-003-003
Council District	35 – Rosenberg
School District	9 – Tylor
Requested by	Councilmember Dave Rosenberg, applicant; W. Brian Reames and O.I.C Ridgecrest at Riverwalk, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from RM2 to RS40.

Zone Change

A request to rezone from Multi-Family Residential (RM2) to Single-Family Residential (RS40) for properties located at 6000 Rivervalley Drive and Newsom Station Road (unnumbered), at the corner of Rivervalley Drive and Newsom Station Road and within a Planned Unit Development Overlay District (approximately 58.62 acres) (see associated case 2000P-003-003).

Existing Zoning

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

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

Proposed Zoning

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of 63 units, based on the total acreage only. Application of the Subdivision Regulations may result in fewer units at this site.*

HISTORY

At the January 21, 2021, Metro Planning Commission meeting, the MPC considered a request for periodic review for a portion of the Riverwalk PUD (Case 2000P-003-002) that included this site and additional property located on the west side of Newsom Station Road. The MPC found this



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portion of the PUD to be active based on the criteria of Sec. 17.40.120.H. of the Metro Zoning Ordinance. No further action was required after the PUD was determined to be active.

BELLEVUE COMMUNITY PLAN

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

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

PLAN DETAILS

The site is approximately 58.62 acres and is located on the east side of Newsom Station Road, north of I-40 and south of Rivervalley Drive. The site is located within the Riverwalk PUD, which was approved to permit 61 townhome units on the portion proposed to be rezoned. The general layout approved by Council clusters the townhome development along a central spine at the top of a ridge, located away from Newsom Station Road. The final site plan, which is currently under review, maintains the same general development footprint, setting aside approximately 54 acres as open space, consistent with the adopted PUD.

ANALYSIS

The T3 NM policy supports various types of residential development, including single-family, two-family, and multi-family. In some instances, multi-family zoning is appropriate in the T3 NM policy area, particularly when the overall density is consistent with the surrounding area and a multi-family product could provide for a more sensitive design. The site's existing RM2 zoning and PUD Overlay allow for multi-family development in a concentrated area, clustered away from the steep slopes, consistent with the goals of the CO policy. An RM2-level density is similar to the density permitted at adjacent sites, including the remainder of the PUD, located in the RS15 zoning district. The proposed RS40 zoning yields a similar maximum number of units as permitted by the existing PUD, but traditional subdivision development under RS40 would very likely result in additional disturbance to areas that would've remained undisturbed.

The portion of the PUD proposed for rezoning was previously considered by the MPC during the periodic review process. The MPC determined this portion of the PUD to be active, with no further action required, indicating the current zoning is appropriate at this site. Staff recommends disapproval of the rezone request, as the current zoning is consistent with the T3 NM policy at this location.

STAFF RECOMMENDATION

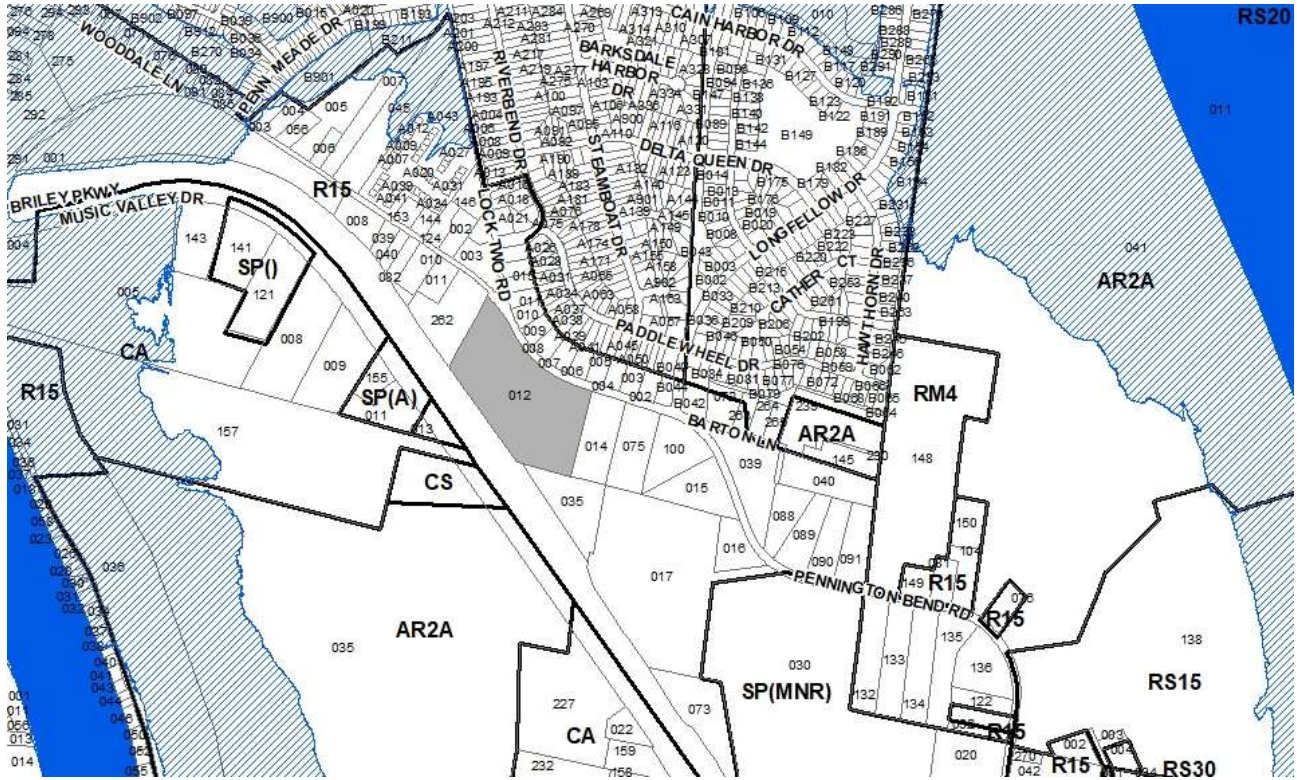
Staff recommends disapproval.



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2020Z-143PR-001

Map 062, Parcel(s) 012

14, Donelson - Hermitage - Old Hickory

15 (Jeff Syracuse)



Project No.
Council District
School District
Requested by

Zone Change 2020Z-143PR-001
15 – Syracuse
4 – Little
CSDG, applicant; St. Mina Coptic Orthodox Church of Tennessee, owner.

Staff Reviewer
Staff Recommendation

Elliott
Defer to the April 8, 2021, Planning Commission meeting.

APPLICANT REQUEST

Zone change from R15 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R15) to Single-Family Residential (RS10) zoning for property located at 2600 Pennington Bend Road, approximately 530 feet west of Longfellow Drive (11.64 acres).

STAFF RECOMMENDATION

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