

Metropolitan Planning Commission



Staff Reports

February 13, 2020



Metro Planning Commission Meeting of 02/13/2020

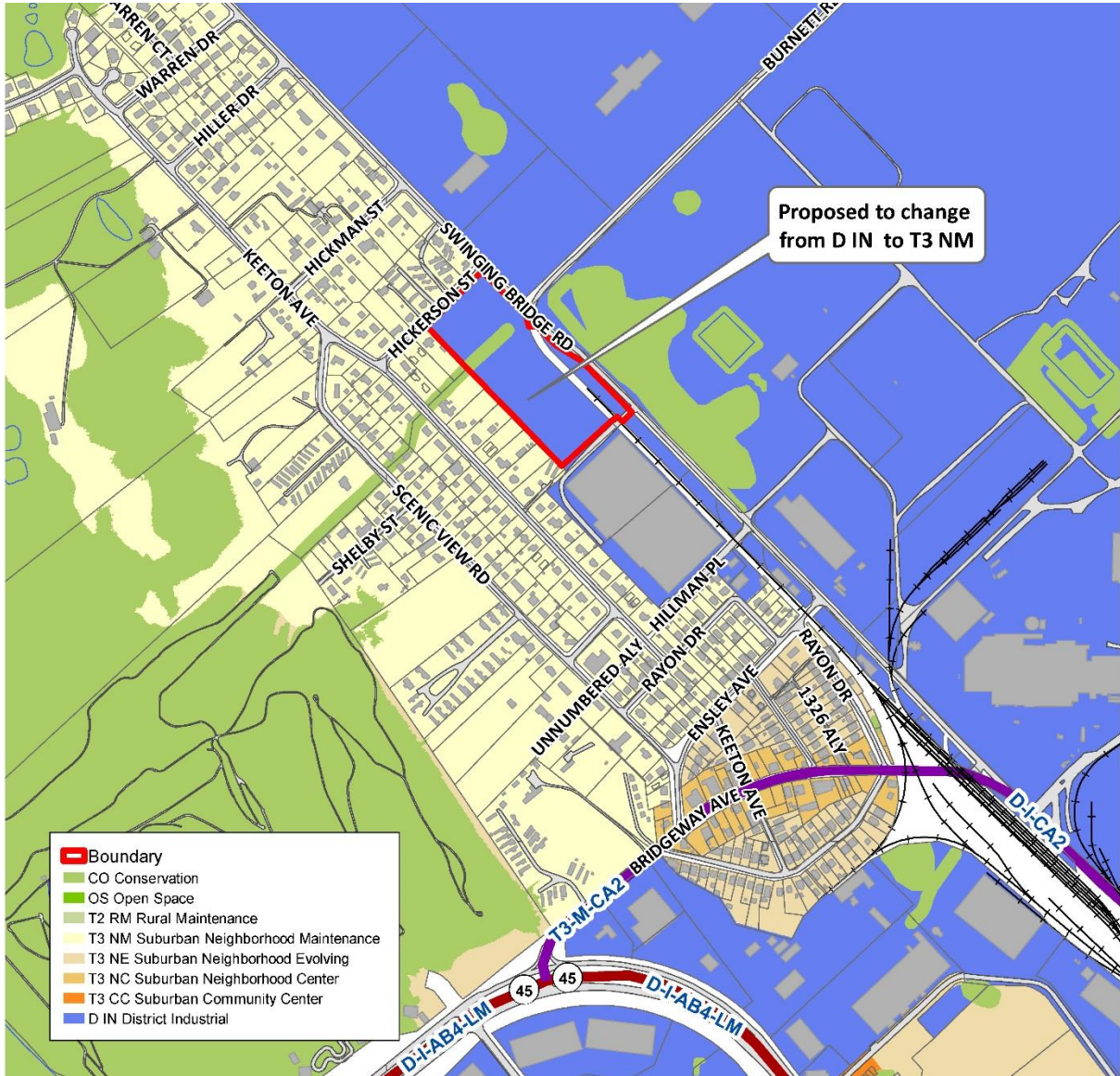
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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



Project No. **Minor Plan Amendment 2019CP-014-001**
Project Name **Donelson-Hermitage-Old Hickory**
Community Plan Amendment
Associated Case 2019Z-158PR-001
Council District 11 – Hagar
School District 4 – Shepherd
Requested by CESP, Inc., applicant; Charron & Williams, LLC, owner.

Deferrals This item was deferred at the November 14, 2019, December 12, 2019, and January 16, 2020 Planning Commission meetings. No public hearing was held.

Staff Reviewer Sewell
Staff Recommendation *Defer to the February 27, 2020, Planning Commission meeting.*

APPLICANT REQUEST

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

Minor Plan Amendment

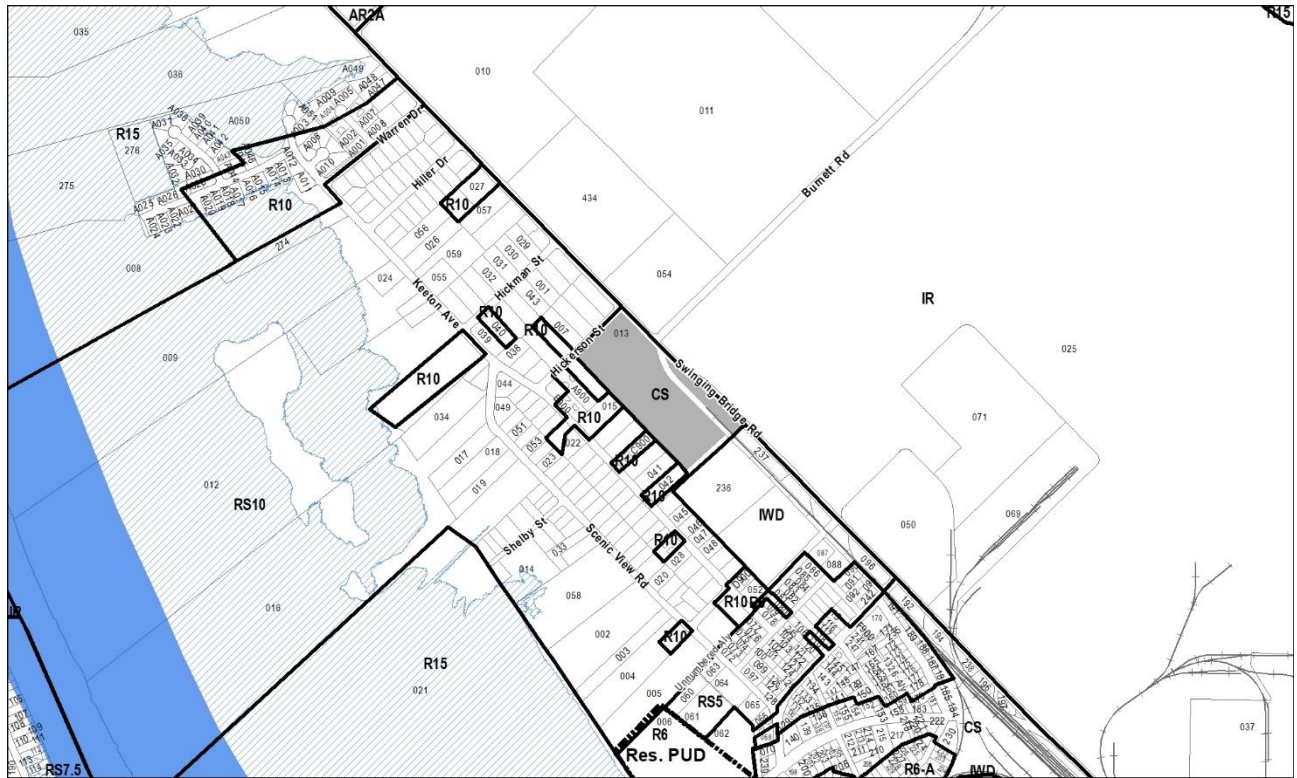
A request to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the Community Character Policy to change from District Industrial (D IN) to T3 Suburban Neighborhood Maintenance (T3 NM) on properties located at Swinging Bridge Road (unnumbered), at southern corner of Swinging Bridge Road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

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2020, Planning Commission meeting at the request of the applicant.



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2019Z-158PR-001

Map 044-01, Parcel(s) 013, 014

14, Donelson - Hermitage - Old Hickory

11 (Larry Hagar)



Project No. 2019Z-158PR-001
Associated Case 2019CP-014-001
Council District 11 - Hagar
School District 04 – Shepherd
Requested by CESO, Inc., applicant; Charron & Williams, LLC, owner.

Deferrals This request was deferred at the November 14, 2019, December 12, 2019, and January 16, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the February 27, 2020, Planning Commission meeting.*

APPLICANT REQUEST
Rezone from CS to R10.

Zone Change

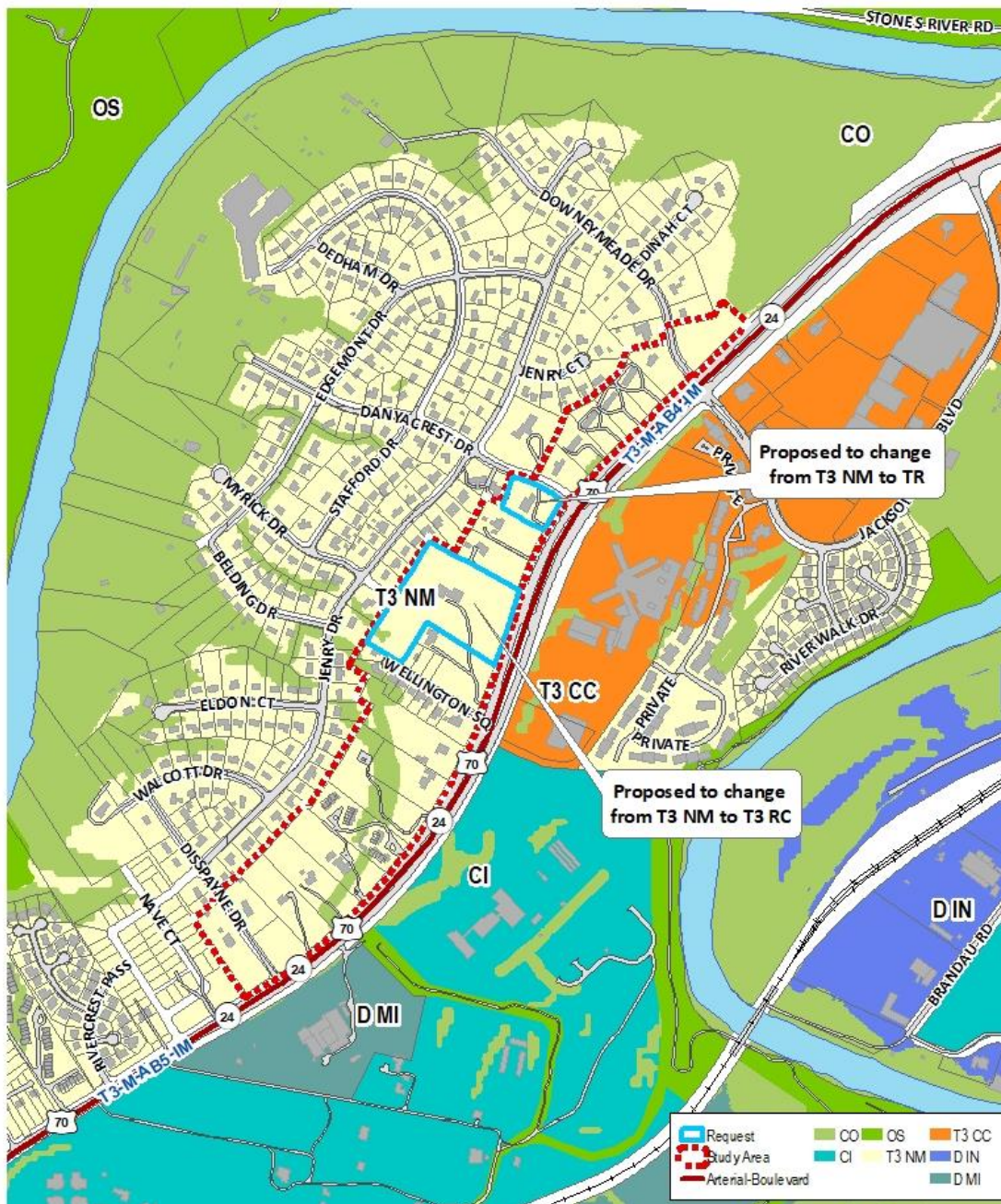
A request to rezone from Commercial Service (CS) to One and Two Family Residential (R10) zoning for property located at Swinging Bridge Road (unnumbered), at the corner of Swinging Bridge Road and Hickerson Street (9.97 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2020, Planning Commission meeting at the request of the applicant.



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2019CP-014-002
DONELSON-HERMITAGE-OLD HICKORY
COMMUNITY PLAN AMENDMENT
Various Maps, Various Parcels
14, Donelson-Hermitage-Old Hickory
14 (Kevin Rhoten)



Project No. Major Plan Amendment 2019CP-014-002
Project Name Donelson-Hermitage-Old Hickory
Community Plan Amendment
Associated Cases 2020Z-019PR-001
Council District 14 – Rhoten
School District 4 – Shepherd
Requested by Stratos Development, applicant; various property owners.

Deferrals This item was deferred at the January 16, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer McCaig
Staff Recommendation *Defer indefinitely.*

APPLICANT REQUEST

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

Major Plan Amendment

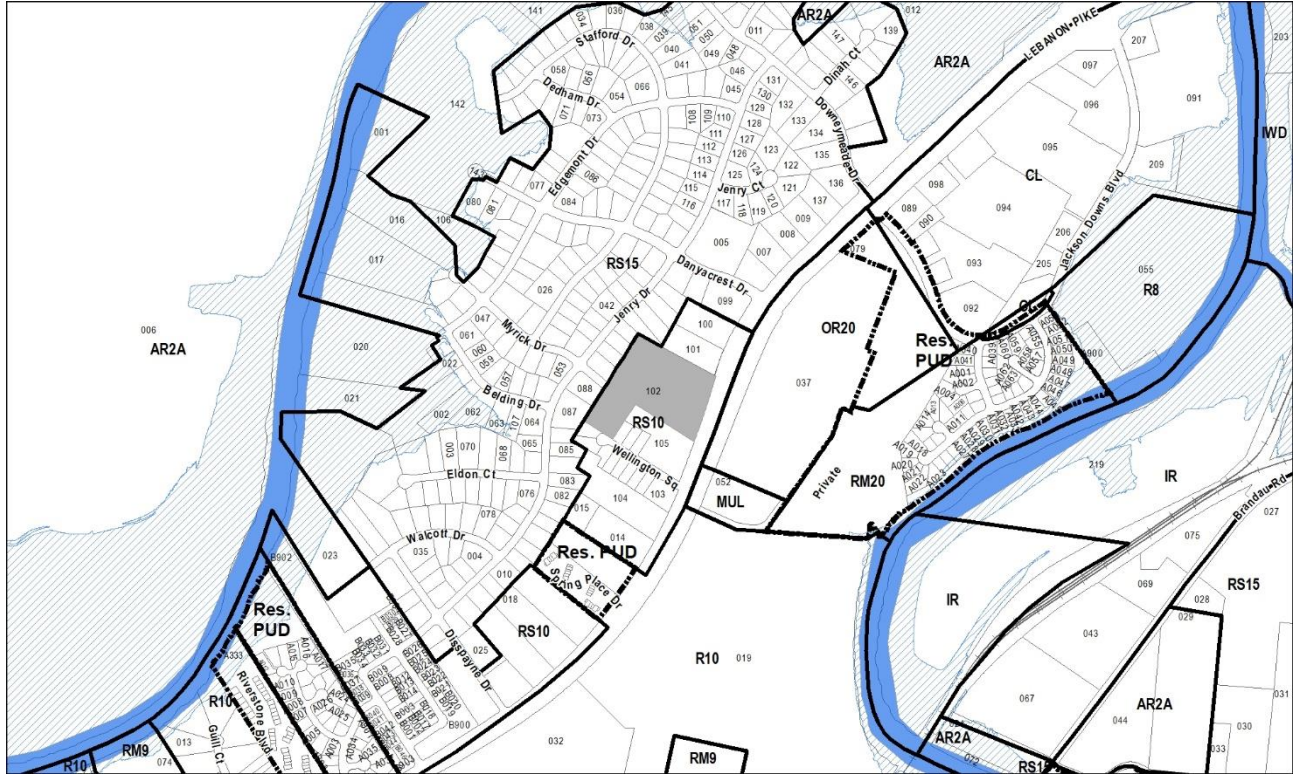
A request to amend the Donelson–Hermitage–Old Hickory Community Plan from T3 Suburban Neighborhood Maintenance policy to T3 Suburban Residential Corridor and Transition policies on various properties located along Lebanon Pike, from Disspayne Drive to Downeymeade Drive, zoned Agricultural/Residential (AR2a) and Single-Family Residential (RS10 and RS15) and partially located within a Planned Unit Development Overlay District (49.32 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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2020Z-019PR-001

Map 085-11, Parcel(s) 102

14, Donelson - Hermitage - Old Hickory

14 (Kevin Rhoten)



Project No.	Zone Change 2020Z-019PR-001
Associated Case	2019CP-014-002
Council District	14 – Rhoten
School District	4 – Shepherd
Requested by	Stratos Development LLC, applicant; Charlie R. Smith and Marlene J. Smith Revocable Trust, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Zone change from RS10 to RM9-A.

Zone Change

A request to rezone from Residential Single-Family (RS10) to Multi-Family Residential (RM9-A) zoning for property located at 3048 Lebanon Pike, approximately 575 feet south of Danyacrest Drive (7.23 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



NO SKETCH



Project Nos.	Text Amendment 2020Z-001TX-001
Project Name	STRP Distance Requirement
Council Bill No.	BL2019-78
Council District	Countywide
School District	Countywide
Requested by	Councilmember Colby Sledge

Deferrals This item was deferred at the January 16, 2020, Planning Commission meeting. The public hearing was held and remains open.

Staff Reviewer Milligan
Staff Recommendation *Defer to the February 27, 2020, Planning Commission meeting.*

APPLICANT REQUEST

Amend Section 17.16.070 of the Zoning Code pertaining to short term rental properties, not owner-occupied.

PROPOSED AMENDMENTS TO TITLE 17

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

Amend Section 17.16.070 as follows by adding the following new subsection U.1.d:

d. Minimum distance requirements

- i. No new STRP permit shall be issued to an applicant whose location is less than one hundred feet from a religious institution, a school or its playground, a park, or a licensed day care center or its playground. Distances shall be measured in a straight line from the closest point of the applicant's dwelling unit for which a STRP is sought to the closest point of the building of the religious institution; from the closest point of the applicant's unit to the closest boundary of a park; from the closest point of the applicant's unit to the closest point of the building of a school or licensed day care center, or to the closest boundary of the playground of the school or day care center, whichever is closest to the applicant's unit.
- ii. Notwithstanding subsection U.1.d.i of this section, a STRP permit applicant may be exempt from the minimum distance requirements set forth herein upon the adoption of a resolution, after a public hearing, by the metropolitan council receiving 21 affirmative votes approving the exemption of the STRP unit from said minimum distance requirements. The department of codes administration shall notify the councilmember for the district in which the applicant unit is located in writing within five business days from the date the application is filed requesting the waiver of distance requirements. The public hearing required by this subsection shall be conducted by the council at a regular meeting of the council. Public notification of the hearing shall be conducted pursuant to the public notification requirements for amendments to the official zoning map in accordance with Article XV of Chapter 17.40 of the metropolitan code, provided



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that notice by mail shall be sent to all property owners within 600 feet of the unit seeking the exemption from the minimum distance requirements not later than 14 days prior to the scheduled public hearing on the resolution. Further, a public notice sign meeting the general requirements of Section 17.40.730 of the metropolitan code shall be posted on the property of the applicant seeking the exemption from the minimum distance requirements at least 14 days prior to the scheduled public hearing. The costs for the public notification requirements shall be paid by the applicant. The applicant shall coordinate the scheduling of the public hearing with the metropolitan clerk's office prior to the filing of the resolution for purposes of including the date and time of the public hearing in the public notice to be mailed

STATUS OF REVIEW

At the January 16, 2020, Planning Commission meeting, the Planning Commission asked staff for additional research regarding the proposal. The Commission specifically asked for the following:

- analysis of how many eligible properties would be affected
- where STR's are currently allowed in relation to the uses outlined
- locations of sensitive uses
- current infractions with their relationship to those distances and focus on future eligible properties

Planning staff has been compiling data since the January 16, 2020, meeting. As of publication, we have not received all requested data and analysis is ongoing. Staff recommends deferral to the February 27, 2020, meeting to allow staff to complete the requested analysis.



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NO SKETCH



Project Nos.	Text Amendment 2020Z-002TX-001
Project Name	Owner Occupied Short Term Rentals
Council Bill No.	BL2019-79
Council District	Countywide
School District	Countywide
Requested by	Councilmember Freddie O’Connell

Deferrals This item was deferred at the January 16, 2020, Planning Commission meeting. The public hearing was held and remains open.

Staff Reviewer Milligan
Staff Recommendation *Approve with a substitute.*

APPLICANT REQUEST

Amend Section 17.16.250 related to owner-occupied short term rental properties.

PROPOSED AMENDMENTS TO TITLE 17

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

Amend Section 17.16.250 by amending subsection E.1.b as follows:

- b. Any advertising or description of a STRP on any internet website must: (a) prominently display the permit number for the STRP unit; or (b) include an image of the permit, or a link to an image of the permit, in which the permit number is legible. Further, other than for a two-family residential unit under common ownership with a two-family unit on the same lot permitted in accordance with subsection E.1.f of this section, advertisements for an owner-occupied STRP shall not advertise availability of all of the bedrooms within the unit for STRP use.

Amend Section 17.16.250 by amending subsection E.1.d as follows:

- d. To qualify for an STRP—Owner-occupied permit, the owner of the property shall permanently reside in the STRP or, for conforming uses in single-family and one and two-family zoning districts, the owner shall permanently reside in a residential unit on the same lot. The owner of the property: (1) must be a natural person or persons; (2) may not be a limited liability entity, including without limitation a corporation or limited liability company; and (3) may not be an unincorporated entity, including without limitation a partnership, joint venture, or trust. Further, the owner shall reside onsite at all times the property is being used as an STRP. The owner shall not be permitted to be temporarily absent from the dwelling unit for longer than 15 consecutive hours within any 24 hour period while the property is being used as an owner-occupied STRP.



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HISTORY

In January of 2018, the Metro Council adopted BL2017-608, which established a countywide framework for the regulation of short term rental properties. BL2017-608 created two separate uses in the zoning code: Short term rental property (STRP) – owner-occupied and short term rental property (STRP) – not owner-occupied. The ordinance also established operational and regulatory criteria for the operation of short term rental properties, both owner and not owner-occupied.

With the adoption, the Council specified which zoning districts would permit each type of short term rental property. Short term rental property – owner-occupied is classified as a Residential use by the Zoning Code and is permitted as an accessory use to the principal use of a structure as an owner-occupied dwelling unit. Short term rental property – not owner-occupied is classified as a Commercial use and is permitted with conditions in multi-family, mixed use, commercial, office, and shopping center districts, as well as within the DTC. With the adoption of BL2017-608, not-owner occupied were not allowed within most residential districts, with the exception of multi-family districts.

Following adoption of BL2017-608, the State of Tennessee adopted the Short Term Rental Unit Act (The Act). The Act established parameters under which municipalities must operate in regulating short term rental properties. Additionally, The Act established that any properties permitted to operate as a short term rental prior to the adoption of municipal regulations that would otherwise restrict the use, may continue to operate so long as ownership remains constant.

In August 2019, the Metro Council continued to refine the regulations pertaining to short term rental properties through the adoption of BL2019-1633 which removed not-owner occupied short term rental property from the permitted use list within the RM (multi-family) zoning districts. BL2019-1633 further added operational criteria and brought the regulations into compliance with the state adopted Short Term Rental Act.

ANALYSIS

Metro Nashville has long debated the impact of and appropriate method of regulation in regards to short term rental properties. The regulations have evolved as the industry has changed from primarily a home-sharing model to a model that includes many properties where the principal use of a structure is as a short term rental property, as opposed to a full-time residence. In many instances, owner-occupied permitted units are being rented as whole-home rentals with no owner on site during occupancy by guests. Because owner-occupied units are permitted within residential zoning districts, this whole home rental can come with unintended effects on surrounding properties.

The proposed amendment would prohibit the leasing of all bedrooms within an owner-occupied unit. Additionally, the amendment prohibits an owner from being away from the home for more than 15 consecutive hours while guests are present.

In reviewing the amendment with the Department of Codes Administration, both departments have concerns in regards to enforcement of the homeowner absence prohibition. Staff recommends a substitute which would remove this regulation and that would further refine the



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leasing requirements. Host Compliance, the monitoring system used by Metro, has the ability to return data on if a unit is being advertised as a whole home rental. By prohibiting whole home rentals, it simplifies the enforcement. Following the January 16, 2020, Planning Commission hearing, staff has further refined the proposed substitute to exempt legally permitted detached accessory dwelling units and legally permitted accessory apartments. Staff recommends approval of a substitute.

Zoning Administrator Recommendation

No exception taken.

Fiscal Impact Recommendation

The Metro Codes Department will issue permits consistent with the current process and enforce the standards on a complaint driven basis as is their current enforcement practice. Host Compliance has the ability to track whole home advertisements under their existing services provided to Metro Government. The Codes Department anticipates the proposed amendment to be revenue neutral.

Substitute Bill BL2019-79

An Ordinance to amend Section 17.16.250 of the Metropolitan Code regarding advertisement and occupancy of a Short Term Rental Property – Owner-Occupied (Proposal No. 2020Z-002TX-001).

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

Section 1. That Section 17.16.250 of the Metropolitan Code, the Zoning Ordinance for the Metropolitan Government of Nashville and Davidson County, is hereby amended by adding the following provision at the end of subsection E.1.b:

“Further, other than for a legally permitted detached accessory dwelling unit; for a legally permitted accessory apartment; or for a two-family residential unit under common ownership with a two-family unit on the same lot permitted in accordance with subsection E.1.f of this section, advertisements for an owner-occupied STRP shall not advertise availability of entire/whole home all of the bedrooms within the unit for STRP use.”

~~Section 2. That Section 17.16.250 of the Metropolitan Code, the Zoning Ordinance for the Metropolitan Government of Nashville and Davidson County, is hereby amended by adding the following provision at the end of subsection E.1.d:~~

~~“Further, the owner shall reside onsite at all times the property is being used as an STRP. The owner shall not be permitted to be temporarily absent from the dwelling unit for longer than 15 consecutive hours within any 24 hour period while the property is being used as an owner-occupied STRP.”~~



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Section 32. This Ordinance shall take effect from and after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

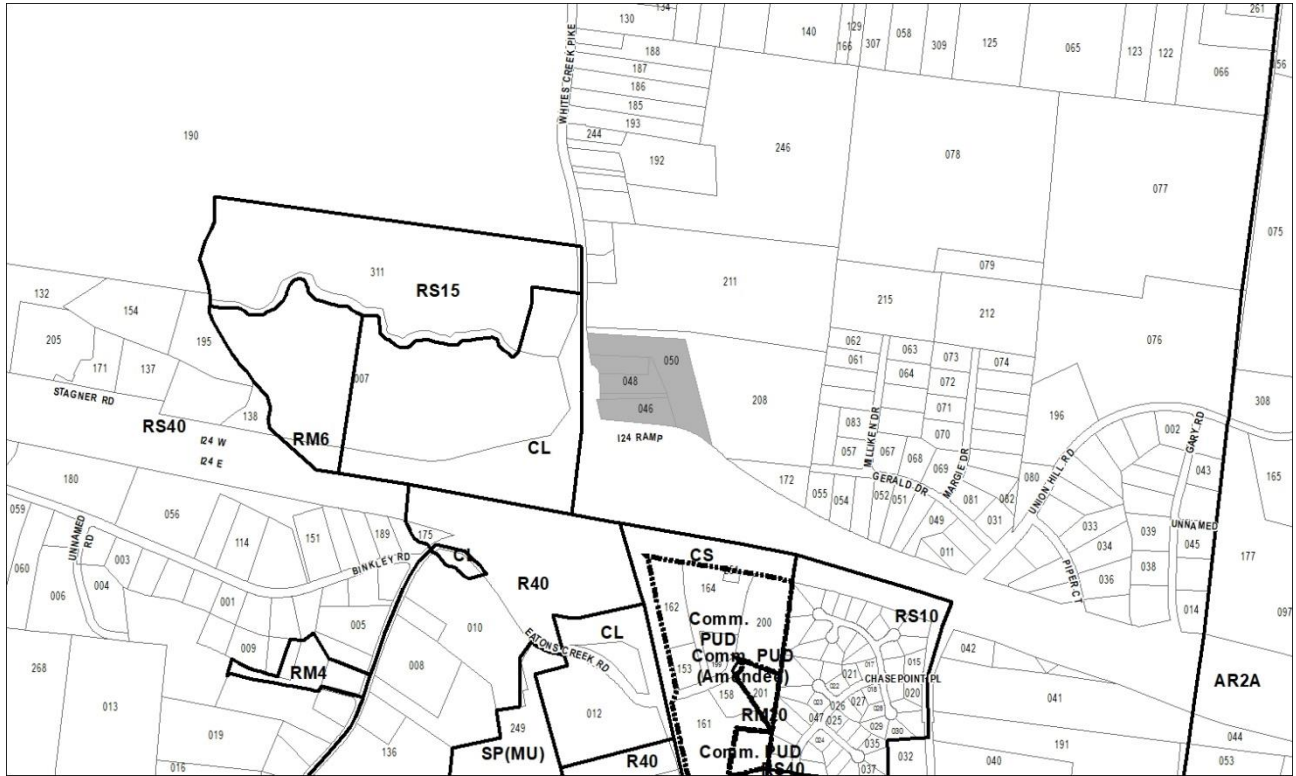
Sponsor(s) Freddie O'Connell



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2019SP-047-001

KNIPFER CORNER SP

Map 015, Parcel(s) 046-049

01, Joelton

01 (Jonathan Hall)



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

Deferrals This request was deferred at the November 14, 2019, December 12, 2019, and January 16, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the February 27, 2020, Planning Commission meeting.*

APPLICANT REQUEST

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

Preliminary SP

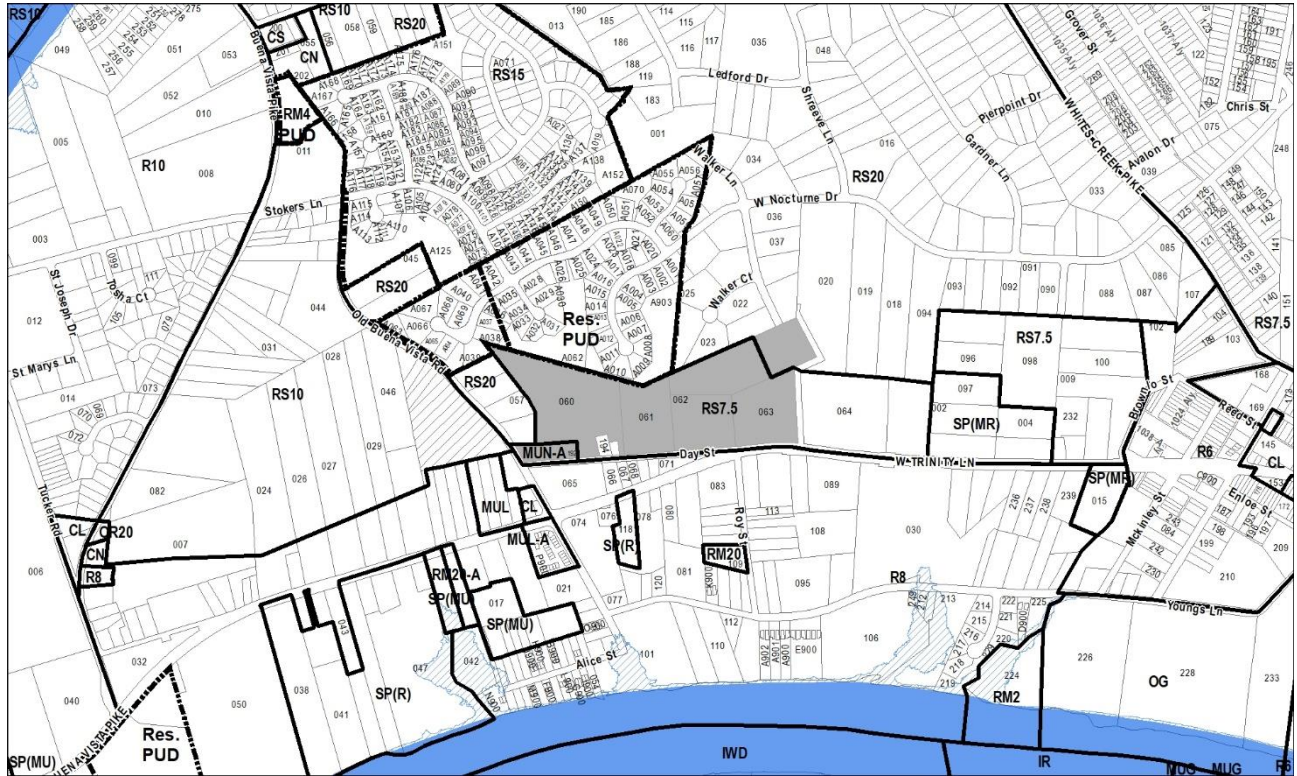
A request to rezone from Single-Family Residential (RS40) to Specific Plan – Mixed Use (SP – MU) zoning for properties located at 7330, 7340, 7350, 7360 and 7368 White Creek Pike, approximately 1860 feet northeast of Eatons Creek Road (8.82 acres), to permit a mixed use development.

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2020, Planning Commission meeting at the request of the applicant.



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2019SP-072-001

TRINITY 24 SP

Various Maps, Various Parcels

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Project No.	Specific Plan 2019SP-072-001
Project Name	Trinity 24 SP
Council District	02 - Toombs
School District	1 – Gentry
Requested by	Dale and Associates, applicant; TTF Investments & REI615 LLC, owners
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone from MUN-A, RS7.5, and RS20 to Specific Plan to permit a mixed-use development.

Preliminary SP

A request to rezone from RS7.5, RS20, and MUN-A, to SP for properties located at 869 West Trinity Lane, 2608 Old Buena Vista Road, Walker Lane (unnumbered), Day Street (unnumbered), Overall Street (unnumbered), and West Trinity Lane (unnumbered), approximately 370 feet east of Old Buena Vista Road (26.43 acres), to permit 427 multi-family residential units and to retain the uses and bulk regulations of MUN-A zoning on Parcel 192.

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *The RS7.5 portion of the site would permit approximately 115 lots based on acreage alone; application of the subdivision regulations may result in fewer lots.*

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. *The existing RS20 parcel would permit a maximum of four lots based on acreage alone.*

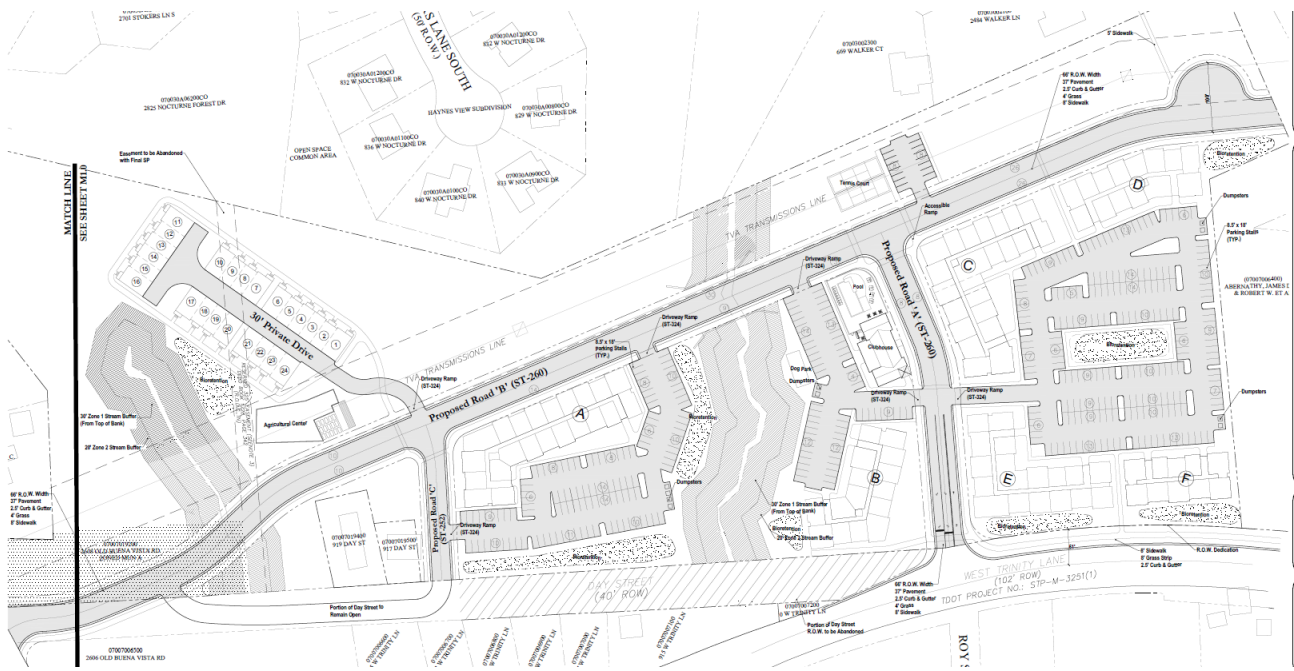
Mixed-Use Neighborhood-Alternative (MUN-A) is intended for a low intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

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 Site Plan



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BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

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.

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.

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.

PLAN DETAILS

The 26 acre site is located on the north side of W. Trinity Lane, north of the intersection of Roy Street and W. Trinity Lane. The southern property line of the site abuts Day Street, an unimproved right-of-way that connects W. Trinity Lane to Old Buena Vista Road to the west. The western side of the property has frontage along Old Buena Vista Road. A majority of the site is currently zoned RS7.5 and RS20. Approximately one acre of the site located adjacent to Old Buena Vista Road is currently zoned MUN-A. The site is currently undeveloped.

Site Plan

The proposed site plan would permit 427 multi-family units and an approximately one-acre portion of the site along Old Buena Vista would retain the existing MUN-A uses. The plan consists of 6 stacked flat buildings and 24 attached townhomes. The multi-family buildings are located along W. Trinity Lane and along the proposed collector road, Proposed Road B as shown in the plans. The multi-family structures will have maximum heights of 4 stories in 55 feet and 5 stories within 65 feet. The attached townhomes are located at the northwest portion of the site.



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These townhomes have a maximum height of 3 stories in 45 feet. The townhomes will contain rear loaded garages, which are accessed via a drive connecting to the proposed Road B. Located to the south of the townhomes is an amenity area which provides space for community gardening and community gatherings for residents. Additional amenities for residents, including a clubhouse, pool, and tennis courts, are located throughout the site.

The site would be accessed by a proposed collector road, shown on the site plan as Road A. This would be the only access point on W. Trinity Lane. The Haynes-Trinity Small Area Plan calls for an east/west collector road through the site. The proposed Road B terminates at the northeast corner of the property and extends west to Old Buena Vista Road. Roads A and B contain 59 feet of right of way with 8 foot wide sidewalks and 4 foot wide planting strips. Proposed Road C, designed to local street standards, extends south from Road B providing access to the parking area behind building A.

Day Street is an existing right-of-way that runs east/west connecting W. Trinity Lane to Old Buena Vista Road. The plan proposes to abandon the eastern portion of the existing right-of-way, approximately 670 feet in length. The western portion will be retained to provide access to the existing houses at 917 and 919 Day Street.

The site has several features that limit the overall layout and design. There is a 20-foot-wide TVA easement that runs along the northern property line. There are also two streams that run north/south through the site, located west of the proposed Road A and west of the proposed Road C.

Parking is provided by surface parking lots for the stacked flat buildings and rear loaded garages for the townhome units. Parking shall be per the requirements of the Metro Code. Sidewalks meeting or exceeding the Major and Collector street plan and Public Works standards are provided throughout the site.

ANALYSIS

The site has four policy areas on it. The northwest portion of the site is within the T3 NM policy. This area is for the proposed 24 townhomes. The intent of this policy area is to provide low to medium density housing. The surrounding area directly north of this site is zoned single family residential. The proposed townhomes are in keeping with the density called for by the policy and provide a transition from the single family uses and the proposed multi-family uses in the southern portion of the SP.

The majority of the site is within the T4 RC policy area. The T4 RC policy is intended to enhance and create urban residential corridors. The road connections as shown in proposed site plan improve the access within the site and to the existing corridors, Old Buena Vista and W. Trinity Lane. The proposed buildings front along W. Trinity Lane as well as the collector roads proposed within the site. This enhances existing corridors as well as creating new urban residential corridors. The proposed roads also increase the sidewalks within the area. The proposed SP meets the intent of this policy area to create areas that provide high access management and are served by connected street network and sidewalks.



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The Conservation (CO) policy on site primarily focuses on the two streams located on site. All proposed buildings are located outside of the stream buffers. Road B crosses the two streams in order to meet connection goals.

The T4 NC policy is the smallest policy on site, located at the southwest corner at the intersection of Day Street and Old Buena Vista Road. Based on the proposed plan, a majority of this parcel will be used for the proposed road connection. The remainder of the parcel will retain the MUN-A uses. However, the SP as a whole aligns with the intent behind the policy. These policy areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. The SP with frontage at this intersection would allow for mixed use on site as well as enhancing the pedestrian amenities in the area.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.



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STORMWATER

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. 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.
- Indicate 'portion of day road to remain open' as an MPW ST-252 (w/o curb & gutter).

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Prior to Final SP approval, show roadway improvements as recommended in TIS such as RTL on W Trinity at access road. Submit additional analysis as requested for adequate storage length on Road A. Comply with the following traffic conditions.
- In accordance with TIS findings, developer shall construct the following roadway improvements:
 - The project access should be constructed to include one entering lane and two exiting lanes, striped as separate left and right turn lanes with adequate turn lane storage. Two exiting turn lanes from site to W. Trinity lane shall be shown on sp plan. Additional traffic analysis is required to determine storage lengths of exiting turns lanes on Road A. Exiting traffic queue shall not block driveways on Road A. Bulb ins on Road A for short term deliveries shall be required north of the driveways.
 - In order to facilitate safe and efficient traffic operations at the intersection of W. Trinity Lane and the project access, a westbound right turn lane should be provided on W. Trinity Lane at this location. This turn lane should include at least 100 feet of storage and should be designed and constructed according to AASHTO standards. Site plan shall identify travel lanes on W Trinity lane.
 - Sight triangle exhibit in plan and profile should be provided for the intersection of W. Trinity Lane and the project access in conjunction with final sp plans for the proposed project. These sight triangles should be developed based on guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book. Specifically, The Green Book indicates that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on W. Trinity Lane will need to come to a stop if a vehicle turning from the project creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 445 feet. This is the



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- distance that a motorist on the project access will need to safely complete a turn onto W. Trinity Lane.
- The analyses conducted for the purposes of this study indicate that a traffic signal will be warranted at the intersection of W. Trinity Lane and the project access at the completion of the proposed project and the connection to Walker Lane. Site plan shall be studied to ensure appropriate area is reserved for signal construction. Therefore, updated traffic counts should be collected and updated traffic signal warrant analyses should be conducted when the connection to Walker Lane is completed and, if traffic signal is warranted, traffic signal design plans should be prepared and submitted to Metro Public Works prior to approval of construction of the last apartment building .
 - The right-of-way on the eastern boundary of the project site should be abandoned. Also, the existing right-of-way for Day Street on the southern boundary of the project site should be abandoned, and access to the existing properties between Old Buena Vista Road and the project site should be provided by connectivity to the roadways planned within the project site. Site plans need to adequately address the closure of Day street and modification of connection to W Trinity lane. Site plan shall identify roadway connection from the rear of West Trinity parcels to proposed road B on site plan. Design of intersection shall accommodate future signal plan.
 - Currently, no Metro bus service or bicycle facilities are provided on W. Trinity Lane. However, sidewalks are provided on both sides of W. Trinity Lane.
 - No on-street parking should be provided on the main north-south roadway in order to provide adequate sight distance at driveways.
 - Developer shall construct Road B with bulb in for short term deliveries and parking or at a minimum Road B shall be signed with no parking, standing, loading signs to prevent vehicles stopping in the travel lane.

Maximum Uses in Existing Zoning District: RS7.5

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	23.3	5.808 D	135 U	1371	101	136

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)	2.13	2.178 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
Multi-Family Residential (220)	26.43	-	427 U	3188	190	215



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Traffic changes between maximum: **RS7.5, RS20, and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+1779	+86	+75

*The SP retains the uses of MUN-A on approximately one acre that is currently zoned MUN-A, so no change in traffic impacts is anticipated to result from that portion of the proposed SP. The traffic tables analyze only the portion of the SP that proposes an increase in entitlements.

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: **14** Elementary **14** Middle **14** High
 Projected student generation existing RS20 district: **0** Elementary **0** Middle **0** High
 Projected student generation existing MUN-A district: **3** Elementary **2** Middle **1** High
 Projected student generation existing SP-R district: **90** Elementary **77** Middle **47** High

The proposed SP-R zoning is expected to generate 166 more students than the existing zoning districts. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses across the whole site shall be limited to a maximum of 427 multi-family residential units, and all uses permitted by MUN-A zoning within the one-acre area identified on the site plan. Short term rental property – owner-occupied and short term rental property – not owner-occupied shall be prohibited.
2. Height for the townhomes is limited to 3 stories in 45 feet as measured by Metro Zoning Code. The multi-family buildings are limited in height to 4 stories in 55 feet and 5 stories in 65 feet, as measured by Metro Zoning Code.
3. Comply with all conditions and recommendations of Metro agencies.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district except for Parcel 192 which is subject to the MUN-A zoning district.
5. 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.
6. 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.

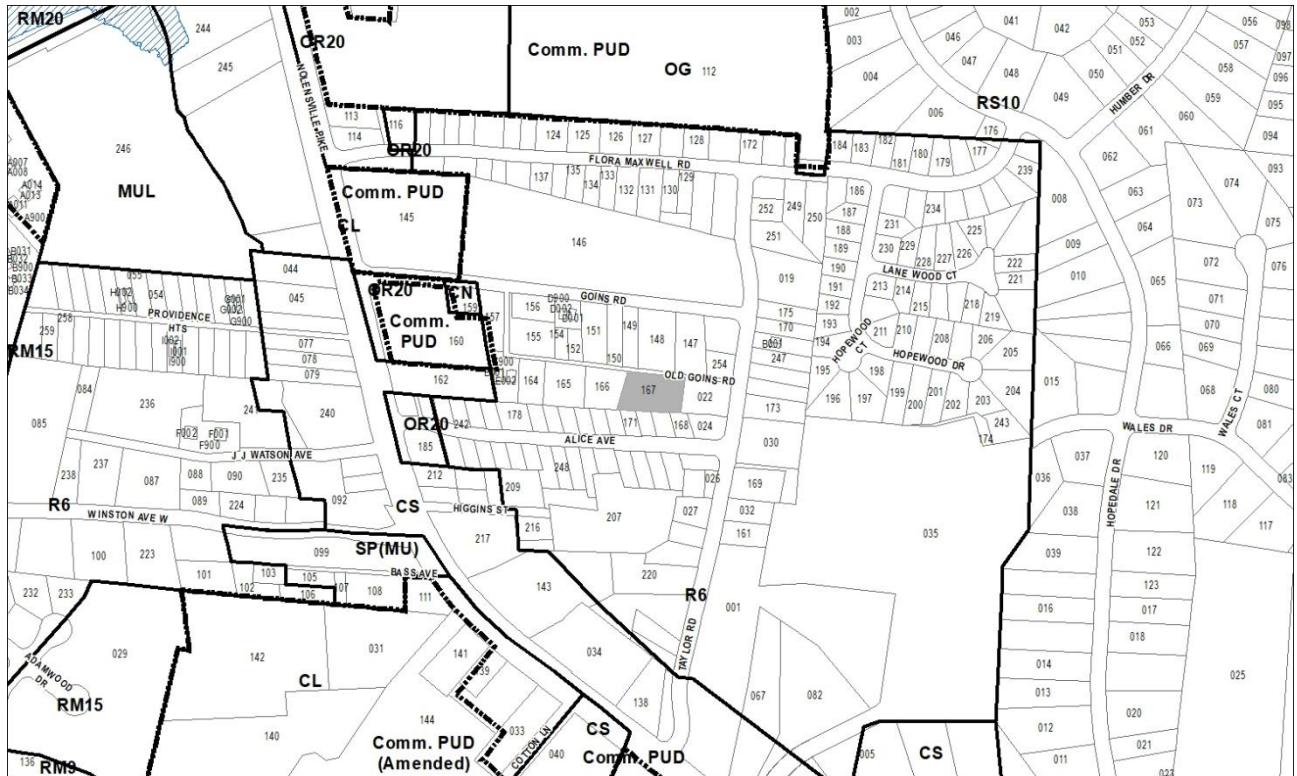


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7. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building.



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2019S-080-001

RESUB MAXIM HOLDINGS, LLC PROPERTY

Map 147-07, Parcel(s) 167

12, Southeast

30, (Sandra Supelveda)



Project No. Final Plat 2019S-080-001
Project Name Resub Maxim Holdings, LLC Property
Council District 30 – Supelveda
School District 2 – Elrod
Requested by DBS & Associates Engineering, applicant; Maxim Holdings, LLC., owner.

Deferrals This request was deferred from the December 12, 2019, and January 16, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Final plat to create three residential lots.

Final Plat

A request for final plat approval to create three lots on property located at 4341 Old Goins Road, approximately 150 feet west of Taylor Road, zoned One and Two-Family Residential (R6) (0.59 acres).

Existing Zoning

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

Community Character Manual Policy

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

Special Policy

The special policy that applies to this property also includes surrounding properties located along Goins Road and Old Goins Road. The special policy recognizes the current substandard condition of Goins Road and Old Goins Road. The policy provides guidance for the implementation of incremental improvements to both public streets. The policy pertaining to lots that only access Old Goins Road, calls for roadway improvements be provided for any new development. This includes the dedication of right-of-way and roadway construction to the Metro local street standard (ST-251).



Metro Planning Commission Meeting of 02/13/2020

CASE #: 2019S-080-001



Proposed Plat



Metro Planning Commission Meeting of 02/13/2020

PLAN DETAILS

The site is located on the south side of Old Goins Road, approximately 150 feet west of Taylor Road. The site is just over half an acre in size and is currently vacant.

Site Plan

The plat calls for three residential lots. Lots range in size from 6,776 square feet to 9,096 square feet. Each lot will have direct access to Old Goins Road.

ANALYSIS

As proposed, the three-lot subdivision is consistent with the Subdivision Regulations and Metro Zoning Code. Unlike subdivisions in maintenance policy areas, subdivisions in evolving policy areas do not have to meet the compatibility requirements outlined in Section 3-5 of the Subdivision Regulations. As indicated previously in this report, the Subdivision Regulations are drafted in order to achieve harmonious development. These standards consider the various policy goals for each transect. The special policy for this site applies to new development as well as subdivisions. As proposed, the subdivision calls for roadway improvements from Taylor Road to the western property line. These improvements required the approval of construction plans which have been approved by all reviewing agencies. This is consistent with the special policy goals. Since the proposed plat is consistent with the Subdivision Regulations, the Metro Zoning Code and special policy, staff recommends approval with conditions.

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.

STORMWATER RECOMMENDATION

Approve with conditions

- Rain gardens are to be designed to treat the road water in addition to any infill required mitigation practices. This will be done as part of the building permit process as agreed to by the design engineer.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Capacity must be reserved before issuance of building permits. (Permit Nos. T20189016568 and T2019016566.

STAFF RECOMMENDATION

Staff recommends approval with conditions.



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CONDITIONS

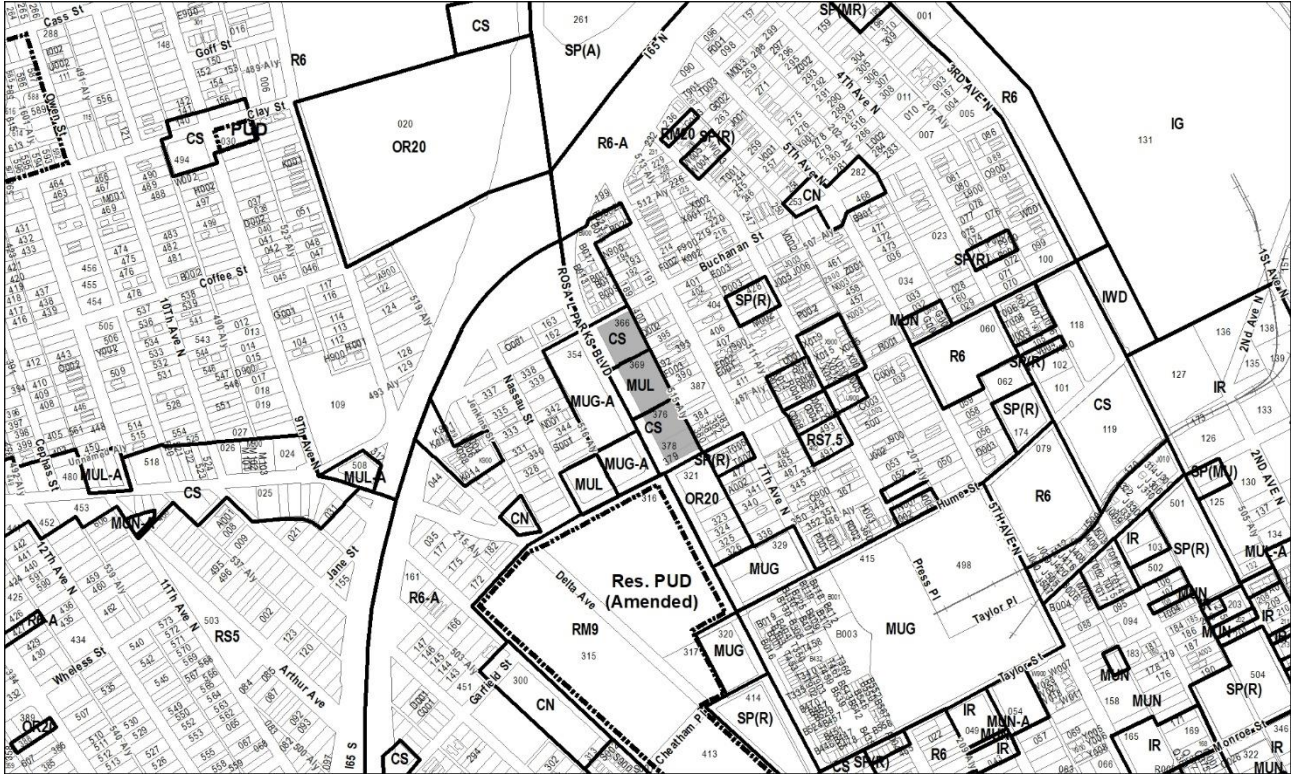
1. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
2. Comply with all conditions and requirements of Metro agencies.
3. Prior to the recordation of the plat, the public infrastructure associated with this plat must be constructed and accepted, or a bond for the required improvements must be approved.



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2020Z-001PR-001

Map 081-08, Parcel(s) 366, 369, 376, 378-379

08, North Nashville

02 (Freddie O'Connell)



Project No. Zone Change 2020Z-001PR-001
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Design Constructors Inc., applicant; NRM Properties LLC, owner.

Deferrals This request was deferred at the January 16, 2020 Planning Commission meetings. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation Approve.

APPLICANT REQUEST
Zone change from CS, MUL to MUG-A.

Zone Change
 A request to rezone from Commercial Service (CS) and Mixed-Use Limited (MUL) to Mixed-Use General-Alternative (MUG-A) zoning for properties located at 1700, 1702, 1704, and 1716 Rosa L. Parks Boulevard, at the northeast corner of Rosa L. Parks Boulevard and Garfield Street (2.59 acres).

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

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

Proposed Zoning
Mixed Use General-Alternative (MUG-A) is intended for a moderately high 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.

NORTH 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.

ANALYSIS



Metro Planning Commission Meeting of 02/13/2020

The site consists of multiple parcels located on Rosa L. Parks Boulevard, south of Buchanan Street. The Nashville Rescue Mission currently operates on site with an existing two-story structure and surface parking. The site is accessed via an alley that connects to Garfield Street and Buchanan Street. Garfield Street is designated as a Collector Avenue and Rosa L. Parks is designated as an Arterial Boulevard by the Major Collector Street Plan. Surrounding properties are primarily a variety of residential use types.

The property immediately across Rosa L. Parks Boulevard is zoned MUG-A and is also within the T4 Mixed-Use Corridor policy. The area to the east of the alley that serves the subject site is R6-A and is within the T4 Neighborhood Evolving policy.

The bulk and building placement standards required by the MUG-A zone district ensure mixed-use development that addresses the pedestrian realm and limits the amount of parking between the building and the street. These standards will also help enhance a pedestrian-friendly, urban streetscape, consistent with the goals of the policy. Prior to development, the applicant may be required to perform a traffic impact study to address the increased vehicle trips which may result from the potential increase in density generated by the future development of this site.

The redevelopment of this site will require the construction of right-of-way improvements which meet the requirements of the Major and Collector Street Plan. This includes an 8-foot sidewalk, a 5-foot planting strip, and a 5-foot bike lane along Rosa L. Parks Boulevard and an 8-foot sidewalk, a 4-foot planting strip, a 5-foot bike lane, and a 2-foot frontage zone along Garfield Street.

The requested rezoning to MUG-A is compatible with surrounding land uses and is consistent with policy, therefore staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.



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- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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)	1.67	0.6 F	43,647 SF	2771	139	299

Maximum Uses in Existing Zoning District: MUL

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)	0.46	1.0 F	20 U	147	10	12

Maximum Uses in Existing Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.23	1.0 F	10,018 SF	636	32	69

Maximum Uses in Existed Zoning District: MUL

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.23	1.0 F	10,018 SF	840	8	79

Maximum Uses in Proposed Zoning District: MUG-A



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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)	1.30	3.0 F	169 U	1237	79	95

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.80	3.0 F	104,544 SF	6699	336	722

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.79	3.0 F	103,237 SF	8656	76	806

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+12198	+302	+1164

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

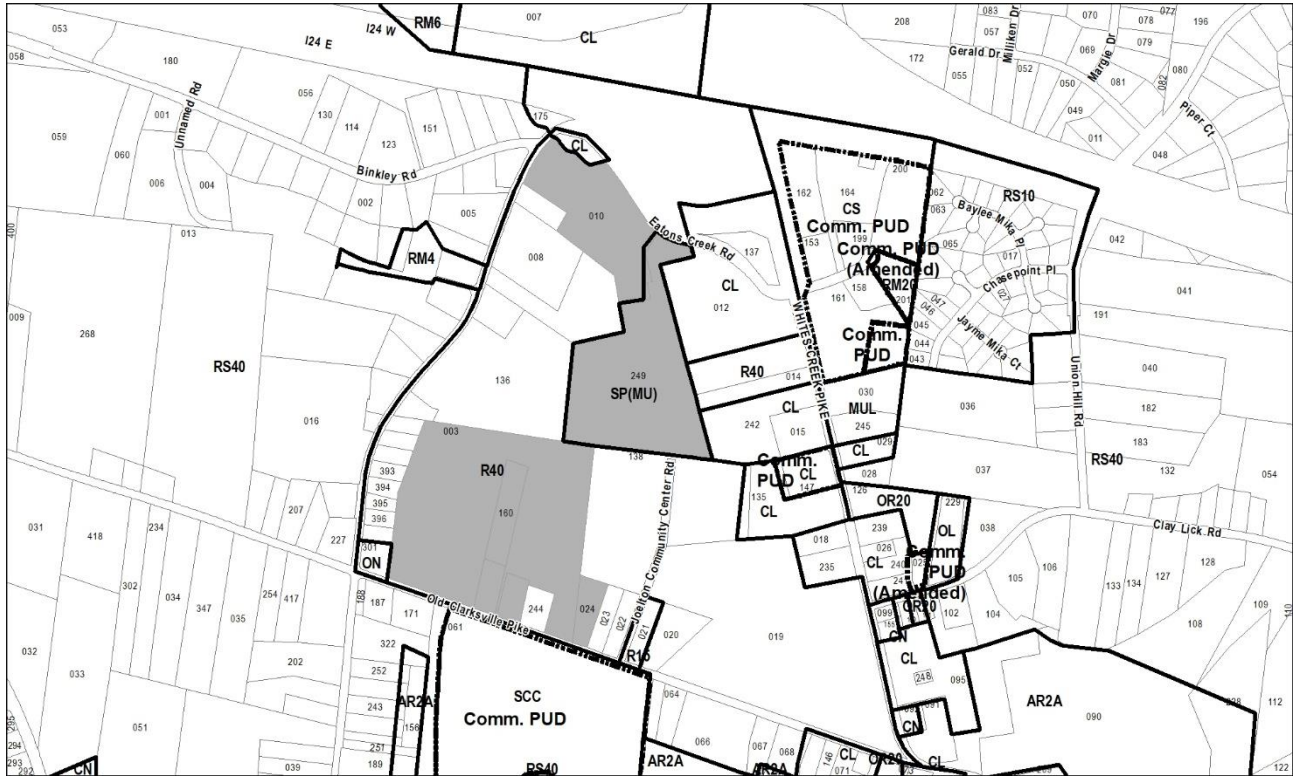
Staff recommends approval.



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Metro Planning Commission Meeting of 02/13/2020



2020Z-007PR-001

Map 022, Various Parcels

01, Joelton

01 (Jonathan Hall)



Project No. Zone Change 2020Z-007PR-001
Council Bill No. BL2020-127
Council District 01 - Hall
School District 1 - Gentry
Requested by Councilmember Jonathan Hall, applicant; various owners.

Deferrals This item was deferred at the January 16, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation Approve.

APPLICANT REQUEST

Zone change from SP and R40 to MUN-A.

Zone Change

A request to rezone from Specific Plan (SP) and One and Two-Family Residential (R40) to Mixed Use Neighborhood – Alternative (MUN-A) zoning for properties located at 6404 Eatons Creek Road, 3580, 3612, 3616 and 3622 Old Clarksville Pike, Eatons Creek Road (unnumbered), and Old Clarksville Pike (unnumbered), approximately 215 feet west of Joelton Community Center Road (53.22 acres).

Existing Zoning

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

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 42 residential lots with ten duplex lots for a total of 52 residential units.*

Proposed Zoning

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

JOELTON 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



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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.

Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

ANALYSIS

The application pertains to six properties totaling approximately 53 acres. The area lies south of the I-24 east bound off ramp and east bound entrance ramp and along a portion of Old Clarksville Pike to the south. Eaton's Creek Road is the closest street to the west and White's Creek Pike is to the east. The Joelton Community Center shares the eastern property line with part of the area requested to be rezoned. The site is mostly vacant but includes two single-family homes along Old Clarksville Pike. Approximately 15 acres is zoned SP. The SP was approved in 2018 for one residential unit, four lodging units and a wedding venue.

The proposed MUN-A zoning district is consistent with the T2 NC policy. T2 NC is intended to maintain, enhance and create rural centers that provide services and a mixture of uses for surrounding rural areas. MUN-A permit a mixture of uses including residential, office and other commercial businesses such as retail and restaurants. MUN-A is the least intense mixed-use district included in the Metro Zoning Code, and MUN-A is specifically called out as an appropriate zoning district in the T2 NC policy. Also, the Major and Collector Street Plan (MCSP) identifies Old Clarksville Pike as a mixed-use collector. Development with the intensity permitted by MUN-A is appropriate along mixed-use collector streets. Given the policy and classification of Old Clarksville Pike, MUN-A is an appropriate zoning district.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.



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- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. full and complete review of building plans is required prior to approval for construction and may require changes to the site.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.16	-	1 U	10	1	1

Maximum Uses in Existing Zoning District: R40

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	38.32	1.089 D	52 U	580	40	50

*Based on two-family lots

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	26.61	0.6 F	695 U	5214	301	332

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	13.31	0.6 F	347,870 SF	22080	1107	2380



Metro Planning Commission Meeting of 02/13/2020

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	13.30	0.6 F	347,608 SF	29144	254	2712

Traffic changes between maximum: **SP, R40 and MUN-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+56182	+1659	+5384

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

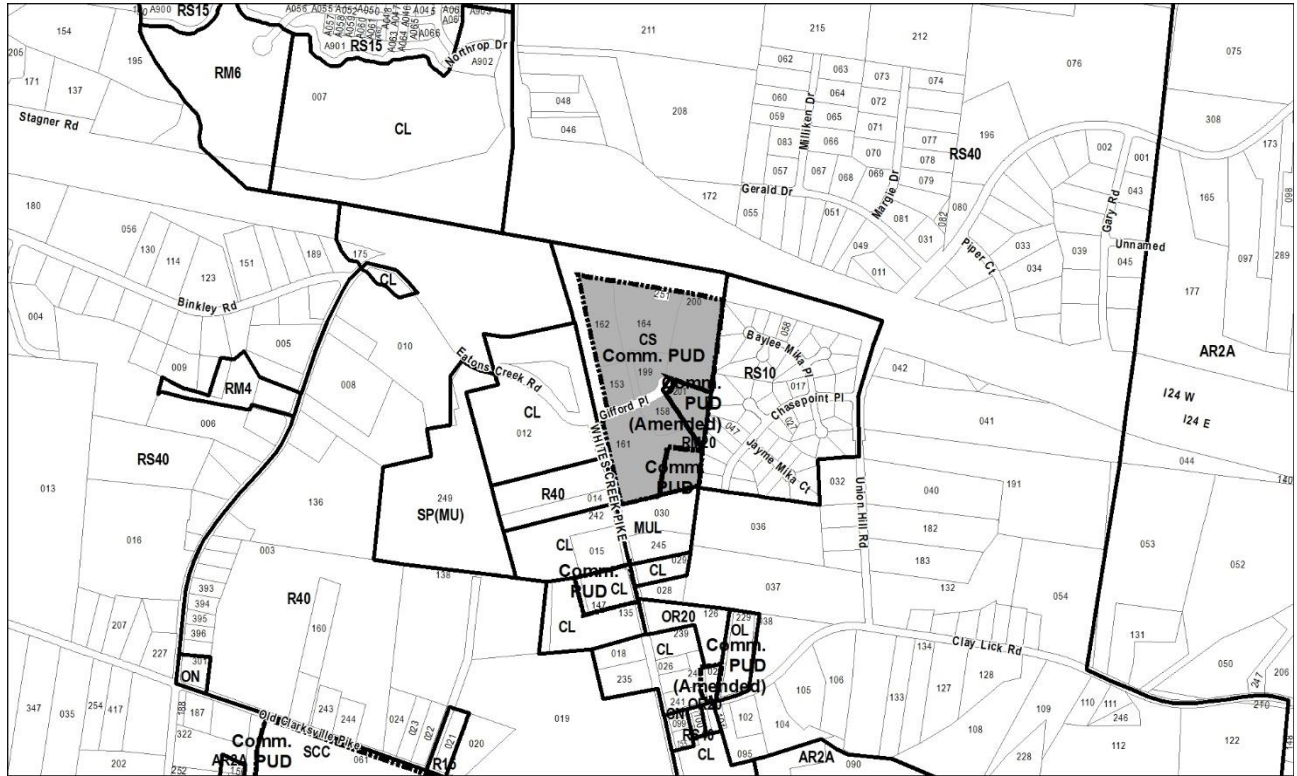
Staff recommends approval.



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Metro Planning Commission Meeting of 02/13/2020



2020Z-008PR-001

Map 022, Various Parcels

01, Joelton

01 (Jonathan Hall)



Project No. Zone Change 2020Z-008PR-001
Associated Case No. 61-77P-004
Council Bill No. BL2020-139
Council District 01 - Hall
School District 1 - Gentry
Requested by Councilmember Jonathan Hall, applicant; The Gifford Partnership, owner.

Deferrals This item was deferred at the January 16, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation Approve.

APPLICANT REQUEST

Zone change from CS and RM20 to MUN-A.

Zone Change

A request to rezone from Commercial Services (CS) and Multi-Family Residential (RM20) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for properties located at 201, 204, 205, 210, 220, 221, 225, and 231 Gifford Place, at the southeast corner of Interstate 24 and Whites Creek Pike and within a Planned Unit Development Overlay District, (22.12 acres).

Existing Zoning

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

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.

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



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Proposed Zoning

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

JOELTON 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.

Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

ANALYSIS

As proposed the MUN-A zoning district is consistent with the CO and T2 NC policies. The properties are within a PUD overlay district and all parcels are currently developed. Uses in the PUD include a campground, motel, strip shopping center, restaurant and boarding house. MUN-A would permit a maximum floor area ratio (FAR) consistent with the current CS zoning district and what is permitted under the PUD overlay. MUN-A is appropriate given the location of the site at the intersection of I-24 and Whites Creek Pike, which is classified by the MCSP as an arterial. MUN-A also includes bulk standards that are will further implement a walkable rural center.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.



Metro Planning Commission Meeting of 02/13/2020

- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. full and complete review of building plans is required prior to approval for construction and may require changes to the site.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	20.82	0.6 F	23,125 SF	34538	1731	3722

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	11.06	0.6 F	289 U	2144	131	152

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	5.53	0.6 F	288,280 SF	18298	917	1972

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	5.53	0.6 F	288,280 SF	24170	211	2249



Metro Planning Commission Meeting of 02/13/2020

Traffic changes between maximum: PUD and MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+9883	-484	+636

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

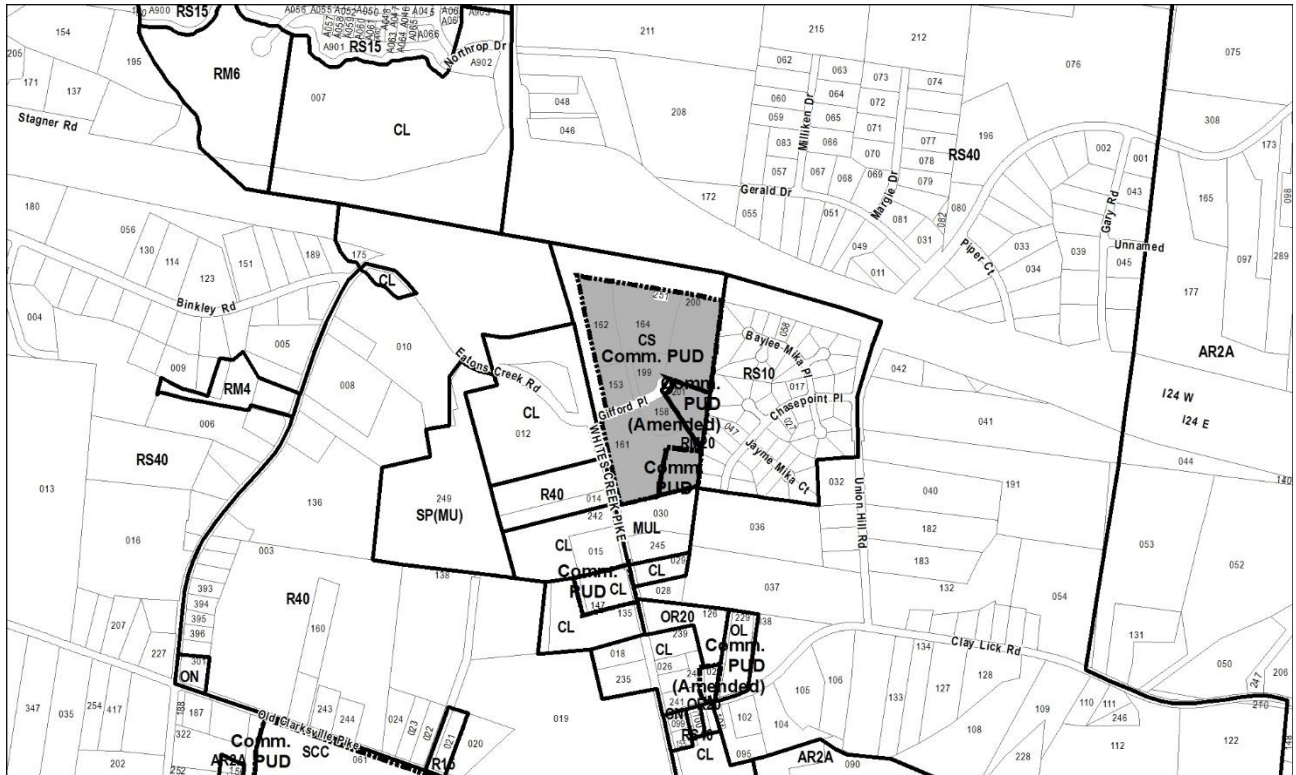
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/13/2020



61-77P-004

GIFFORD COMMERCIAL PUD (CANCELLATION)

Map 022, Various Parcels

01, Joelton

01 (Jonathan Hall)



Project No. **Planned Unit Development 61-77P-004**
Project Name **Gifford Commercial PUD (Cancellation)**
Associated Case No. 2020Z-008PR-001
Council Bill No. BL2020-140
Council District 01 - Hall
School District 1 – Gentry
Requested by Councilmember Jonathan Hall, applicant; The Gifford Partnership, owner.

Deferrals This request was deferred at the January 16, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Approve subject to the approval of the associated zone change and disapprove if the associated zone change is not approved.*

APPLICANT REQUEST
Cancel PUD.

PUD Cancellation

A request to cancel a Planned Unit Development Overlay District (PUD) for properties located at 201, 204, 205, 210, 220, 221, 225, and 231 Gifford Place, at the southeast corner of Interstate 24 and Whites Creek Pike, zoned Commercial Services (CS) and Multi-Family Residential (RM20), (22.12 acres).

Existing Zoning

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

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.

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



Metro Planning Commission Meeting of 02/13/2020

ANALYSIS

The PUD overlay permits a variety of uses that are permitted by the CS and RM20 base zoning districts. Uses in the current PUD include a campground, motel, restaurant and various commercial uses. The PUD was originally approved in 1977 and has been revised several times in the past. In 2016, Council approved an amendment to allow a boarding house on one property in the PUD. The property was also rezoned to RM20, which was required for the boarding house use. The proposed MUN-A zoning district that is associated with this case is consistent with the policy at this location. If the proposed MUN-A zoning district is approved, then staff recommends approval of the PUD cancellation. If the associated zone change to MUN-A is disapproved, then staff recommends disapproval of the PUD cancellation.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

STORMWATER RECOMMENDATION

Approve



Metro Planning Commission Meeting of 02/13/2020

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Comply with MPW traffic engineer comments.

TRAFFIC & PARKING RECOMMENDATION

Approve with conditions

- If Fire department requires a secondary access road, an access study may be required.

WATER SERVICES RECOMMENDATION

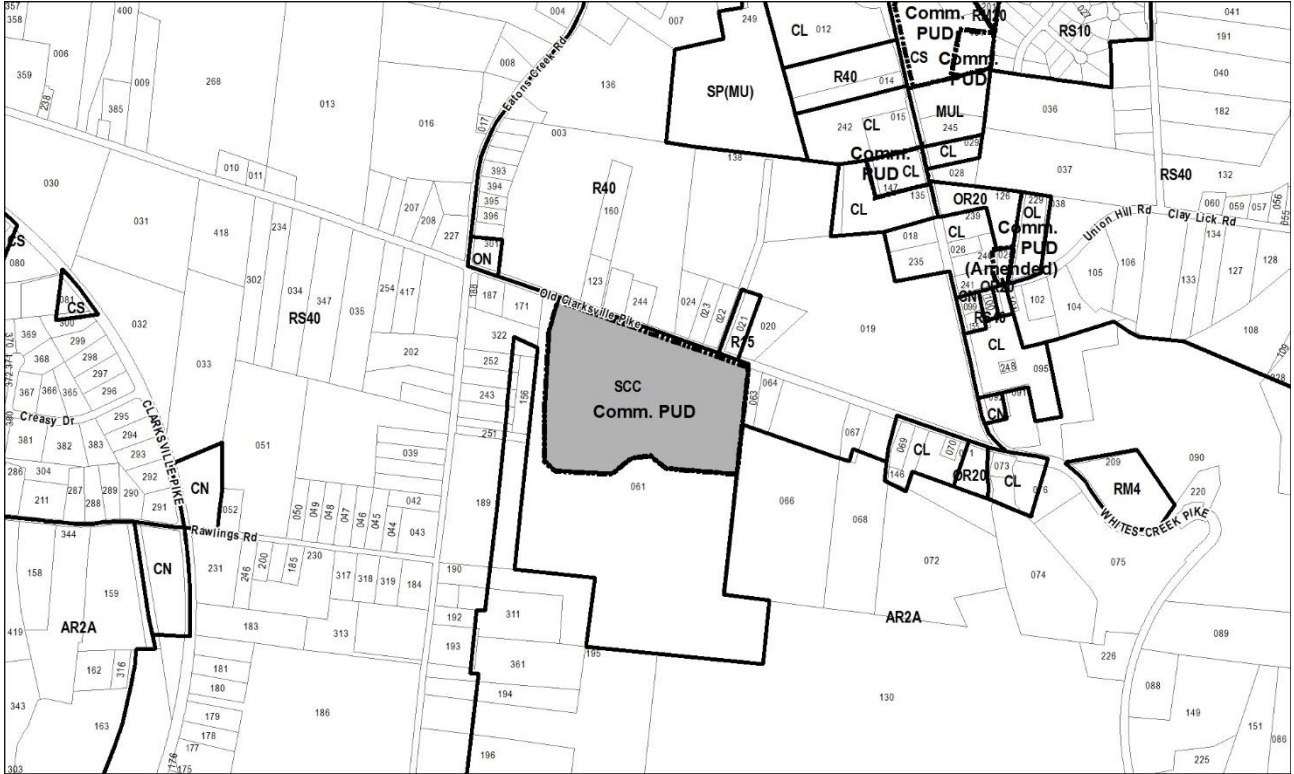
Approve

STAFF RECOMMENDATION

Staff recommends approval if the associated zone change to MUN-A is approved. If the associated zone change is not approved, then staff recommends disapproval.



Metro Planning Commission Meeting of 02/13/2020



2020Z-009PR-001

Map 022, Part of Parcel(s) 061

01, Joelton

01 (Jonathan Hall)



Project No. **Zone Change 2020Z-009PR-001**
Associated Case No. 88P-029-001
Council Bill No. BL2020-132
Council District 01 - Hall
School District 1 - Gentry
Requested by Metro Councilmember Jonathan Hall, applicant; Joe Smith, owner.

Deferrals This request was deferred at the January 16, 2019, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Approve.*

APPLICANT REQUEST
Zone change from SCC to MUN-A.

Zone Change

A request to rezone from Shopping Center Community (SCC) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for a portion of property located at 3565 Old Clarksville Pike, approximately 580 feet east of Eatons Creek Road and within a Commercial Planned Unit Development Overlay District, (25.95 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 Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

Proposed Zoning

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



Metro Planning Commission Meeting of 02/13/2020

JOELTON 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.

Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

ANALYSIS

The existing PUD was originally approved by the Planning Commission in 1998, and subsequently adopted by Metro Council the same year. The approved PUD permits general retail and restaurant uses with a maximum floor area of 204,800 square feet. The PUD applies to only a portion of the property. The portion outside of the PUD boundary is zoned RS40. No development has occurred under the PUD.

The proposed MUN-A zoning district is consistent with the T2 NC policy. T2 NC is intended to maintain, enhance and create rural centers that provide services and a mixture of uses for surrounding rural areas. MUN-A permit a mixture of uses including residential, office and other commercial businesses such as retail and restaurants. MUN-A is the least intense mixed-use district included in the Metro Zoning Code, and MUN-A is specifically called out as an appropriate zoning district in the T2 NC policy. Also, the Major and Collector Street Plan (MCSP) identifies Old Clarksville Pike as a mixed-use collector. Development with the intensity permitted by MUN-A is appropriate along mixed-use collector streets. Given the policy and classification of Old Clarksville Pike, MUN-A is an appropriate zoning district.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.



Metro Planning Commission Meeting of 02/13/2020

- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. full and complete review of building plans is required prior to approval for construction and may require changes to the site.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	25.95	-	204,800 SF	35873	1798	3866

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	12.98	0.6 F	339 U	2522	153	176

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	6.49	0.6 F	169,622 SF	10766	540	1161

Maximum Uses in Proposed Zoning District: MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	6.48	0.6 F	169,361 SF	14200	124	1322



Metro Planning Commission Meeting of 02/13/2020

Traffic changes between maximum: PUD and MUN-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-8385	-981	-1207

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

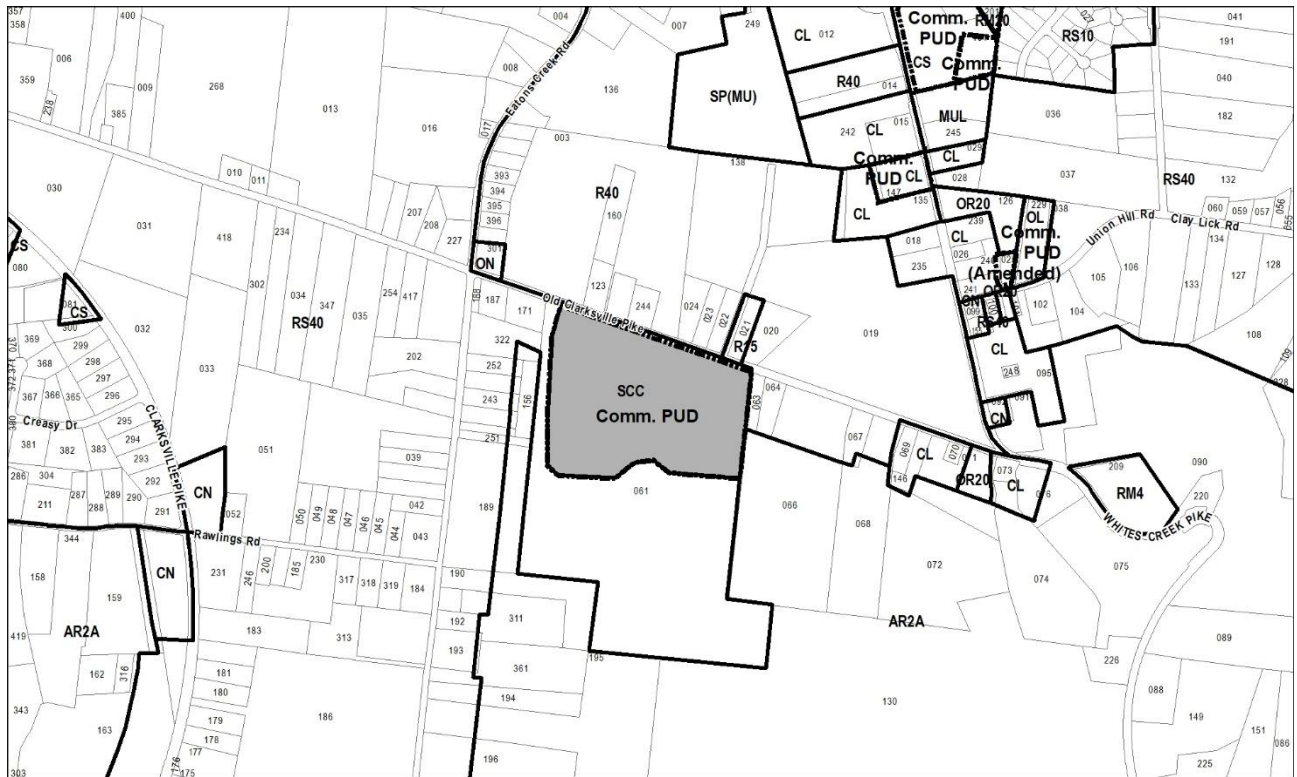
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 02/13/2020



88P-029-001

JOELTON COMMERCIAL PUD (CANCELLATION)

Map 022, Part of parcel(s) 061

01, Joelton

01 (Jonathan Hall)



Project No. **Planned Unit Development 88P-029-001**
Project Name **Joelton Commercial PUD (Cancellation)**
Associated Case No. 2020Z-009PR-001
Council Bill No. BL2020-133
Council District 01 - Hall
School District 1 – Gentry
Requested by Metro Councilmember Jonathan Hall, applicant; Joe Smith, owner.

Deferrals This item was deferred at the January 16, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Approve subject to the approval of the associated zone change and disapprove if the associated zone change is disapproved.*

APPLICANT REQUEST
Cancel PUD.

PUD Cancellation

A request to cancel a Commercial Planned Unit Development Overlay District for a portion of property located at 7174 Whites Creek Pike, approximately 580 feet east of Eatons Creek Road, zoned Shopping Center Community (SCC), (25.95 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 Title 17. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

ANALYSIS

The existing PUD was originally approved by the Planning Commission in 1998, and subsequently adopted by Metro Council the same year. The approved PUD permits general retail and restaurant uses with a maximum floor area of 204,800 square feet.



Metro Planning Commission Meeting of 02/13/2020

The PUD applies to only a portion of the property. The portion outside of the PUD boundary is zoned RS40. No development has occurred under the PUD. This application is associated with Zone Change Application 2020Z-009PR-001. The associated zone change application is to rezone the area within the PUD boundary from SCC to MUN-A. The proposed MUN-A zoning district is consistent with the land use policy that applies to the area and staff is recommending approval. If the associated zone change is approved, then staff recommends that this PUD cancelation be approved. If the associated zone change is disapproved, then staff recommends that the PUD remain in place.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
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- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
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- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

STORMWATER RECOMMENDATION

Approve



Metro Planning Commission Meeting of 02/13/2020

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

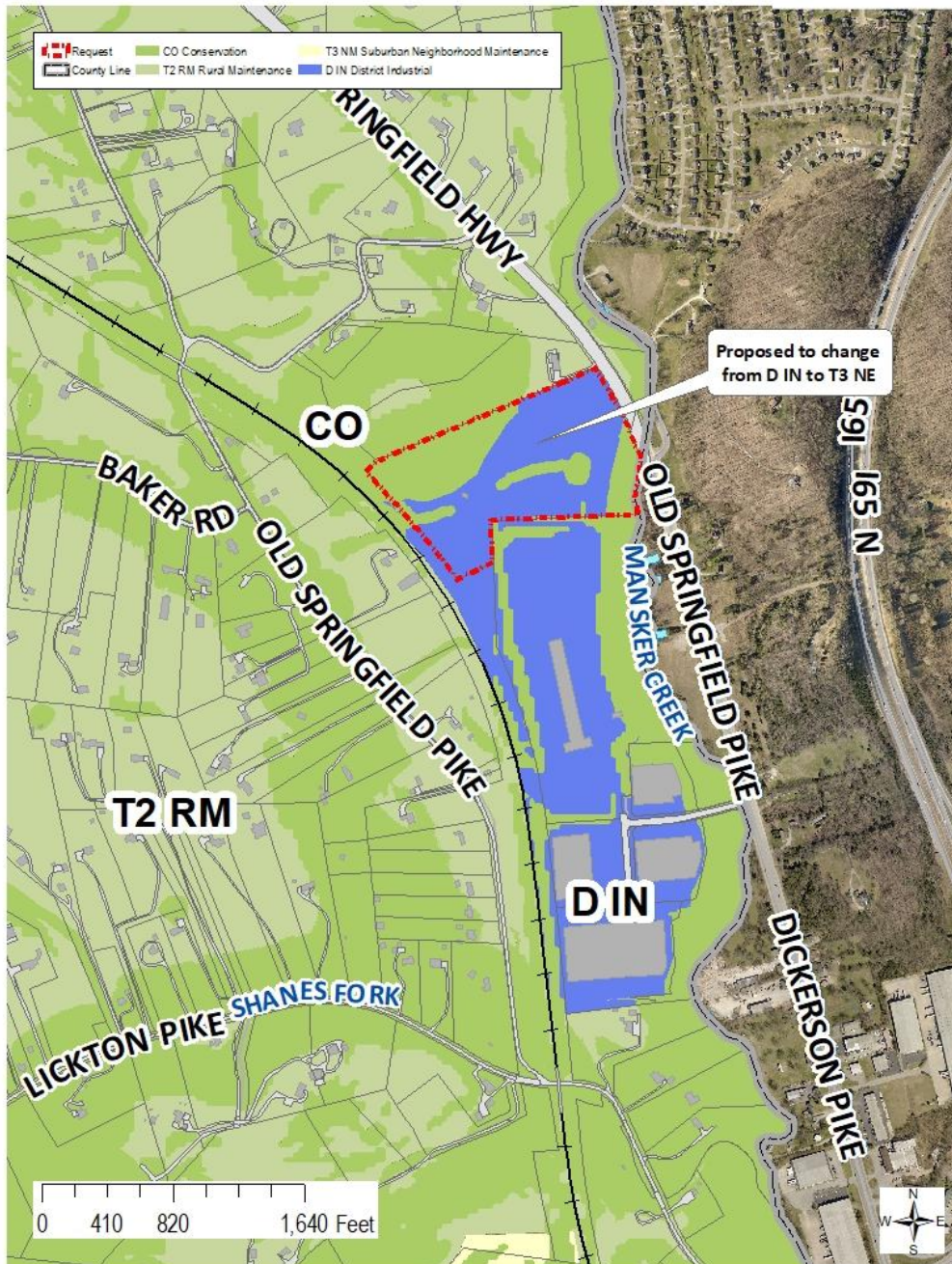
Approve

STAFF RECOMMENDATION

Staff recommends approval if the associated zone change to MUN-A is approved, if the associated zone change is not approved, then staff recommends disapproval.



Metro Planning Commission Meeting of 02/13/2020



2020CP-002-001

PARKWOOD-UNION HILL COMMUNITY PLAN AMENDMENT

Map 012, Parcel(s) 048

02, Parkwood - Union Hill

10 (Zach Young)



Project No.	Major Plan Amendment 2020CP-002-001
Project Name	Parkwood-Union Hill Community Plan Amendment
Associated Case	2020Z-023PR-001
Council District	10 – Young
School District	3 – Speering
Requested by	Dewey Engineering, applicant; Harvey Walter Coombs, owner.
Staff Reviewer	Grider
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

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

Major Plan Amendment

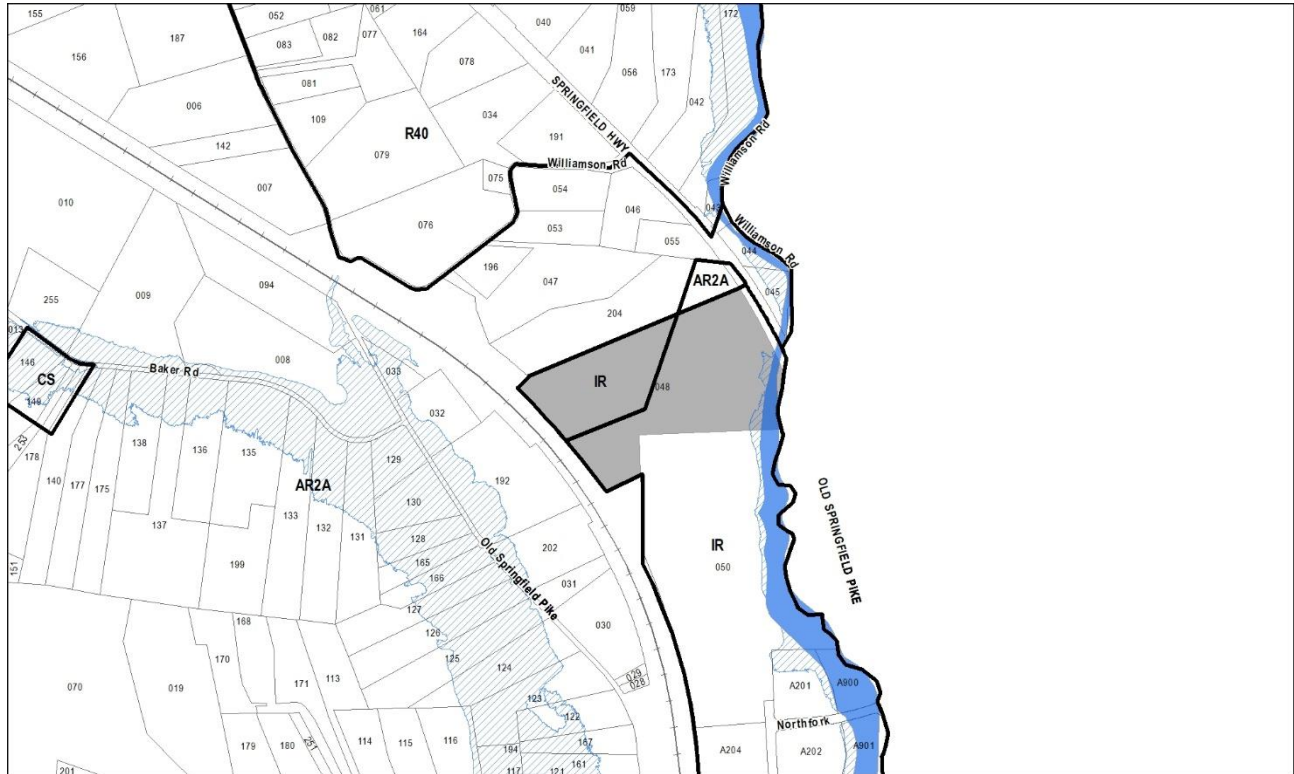
A request to amend the Parkwood-Union Hill Community Plan by changing from District Industrial (D IN) to T3 Suburban Neighborhood Evolving (T3 NE) on property located at Springfield Highway (unnumbered) and Williamson Road, zoned Industrial Restrictive (IR), approximately 28.4 acres.

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 02/13/2020



2020Z-023PR-001

Map 012, Parcel(s) 048

02, Parkwood - Union Hill

10 (Zach Young)



Project No.	Zone Change 2020Z-023PR-001
Associated Case	2020CP-002-001
Council District	10 – Young
School District	3 – Speering
Requested by	Dewey Engineering, applicant; Harvey Walter Coombs, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST
Zone change from IR to RM6.

Zone Change

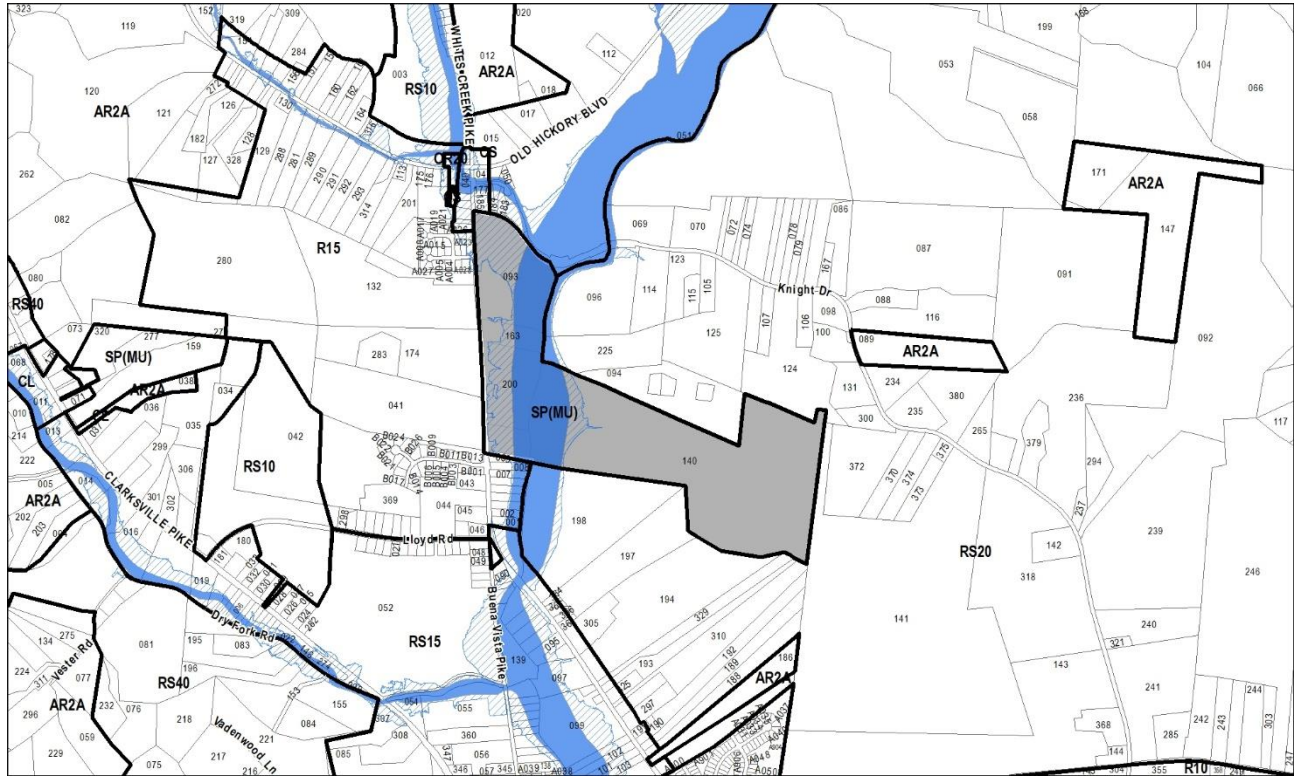
A request to rezone from Industrial Restrictive (IR) to Multi-Family Residential (RM6) zoning for property located at Springfield Highway (unnumbered), approximately 1,030 feet southeast of Williamson Road (28.4 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



Metro Planning Commission Meeting of 02/13/2020



2009SP-022-013

THE MANSION AT FONTANEL (AMENDMENT)

Map 040, Parcels 093, 163

Map 049, Parcels 140, 200.01, 319

03, Bordeaux – Whites Creek – Haynes Trinity

03 (Jennifer Gamble)



Project No. Specific Plan 2009SP-022-013
Project Name The Mansion at Fontanel (Amendment)
Council District 03 – Gamble
School District 1 – Gentry
Requested by Edge Planning Landscape Architecture and Urban Design, applicant; Blueroad Fontanel LLC, owner.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the February 27, 2020, Planning Commission meeting.*

APPLICANT REQUEST

Amend SP to add additional land uses, modify location of rooming units and make changes to the definitions specified in the SP.

Preliminary SP Amendment

A request to amend a Specific Plan on properties located at 4105, 4125, 4225, 4241, and 4301 Whites Creek Pike, at the southeast corner of Knight Drive and Whites Creek Pike, zoned Specific Plan (SP) (169.20 acres), to add additional land uses, modify location of rooming units and make changes to the definitions specified in the SP.

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 02/13/2020



2019SP-022-001

WEST TRINITY VILLAGES

Map 070-08, Parcel(s) 178-184

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



Project No.	Specific Plan 2019SP-022-001
Project Name	West Trinity Villages
Council District	02 - Toombs
School District	1 – Gentry
Requested by	DBS and Associates Engineering, applicant; Forrest T. Henderson, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone from R6 to SP-MU to permit a mixed-use development.

Preliminary SP

A request to rezone from One and Two-Family Residential (R6) to Specific Plan – Mixed Use (SP-MU) zoning for properties located at 701 Enloe Street and Enloe Street (unnumbered), at the northeastern corner of Enloe Street and Free Silver Road (0.46 acres), to permit a mixed-use development.

Existing Zoning

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

Proposed Zoning

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

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

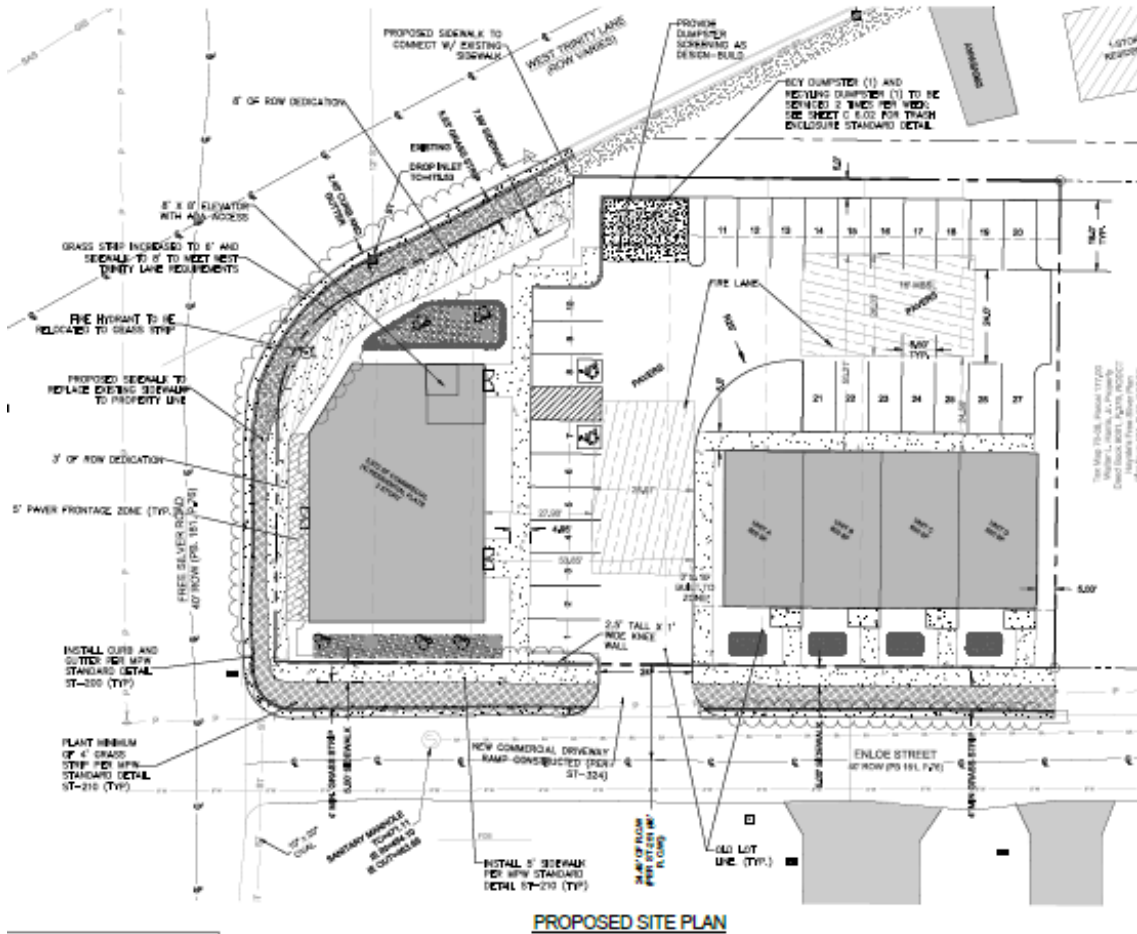
T4 Urban Mixed Use Neighborhood (T4 MU) is intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels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

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.



Metro Planning Commission Meeting of 02/13/2020



PROPOSED SITE PLAN

REVISIONS OF THIS PLAN MEETS THE
Proposed Site Plan



Metro Planning Commission Meeting of 02/13/2020

The policy calls for improvement of the existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development. The supplemental policy does not identify any special criteria to consider for the subject site

PLAN DETAILS

The site has roadway frontage along West Trinity Lane, Free Silver Road and Enloe Street. The site consists of several vacant properties and is approximately three-quarters acres in size. The site is relatively flat and there are no known environmentally sensitive areas.

SP Plan

The plan includes eight residential units and 2,968 square feet of nonresidential floor area. Nonresidential uses include all uses that are permitted by MUL-A zoning with the exception that adult entertainment, pawn shops and alternative financial services are not permitted. The plan consists of four attached units along Enloe Street and a mixed-use building at the corners of Free Silver Road and Enloe Street and Free Silver and West Trinity Lane. Buildings are limited to three stories in 45 feet. The plan does not include architectural drawings, but it does include architectural standards pertaining to building orientation, materials, porches, and access.

Access is provided from Enloe Street by a single private drive. A sidewalk is shown along all street frontages. The sidewalk along Free Silver Road and Enloe Street is five feet wide. There is also a four foot wide planting strip. The sidewalk proposed along West Trinity Lane is eight feet wide and the planting strip along West Trinity Lane is six feet wide. All parking is located behind the mixed-use building and behind the four attached residential units. A short knee wall is provided between the back of the sidewalk on Enloe Street and the parking area.

ANALYSIS

The proposed SP is consistent with the T4 MU policy and the supplemental policy. The plan provides a design that is urban in nature and includes a mixture of uses that will provide additional services for the surrounding area. The plan includes flats and townhomes which will add additional housing options to the area at different price points. The sidewalks will enhance the walkability of the neighborhood. The Nashville Next Concept Map identifies this area as a transition infill area. The site is located along West Trinity Lane which is a major corridor. The scale of the proposed plan provides the appropriate transition from West Trinity Lane and the existing residential area to the south and it is also an appropriate place for infill development. Since the plan is consistent with the Bordeaux – Whites Creek – Haynes Trinity community plan and supplemental policy, staff recommends approval with conditions.

FIRE MARSHAL RECOMMENDATION

Approve with Conditions

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

STORMWATER RECOMMENDATION

Approve



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WATER SERVICES RECOMMENDATION

- Prior to final site plan/SP approval, an update to the capacity study and reservation of capacity must be confirmed.

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 ROW dedications will need to be submitted to MPW for Bldg. permit approval.
- Show sidewalks in public ROW.
- Show curb and gutter east of access drive.
- Indicate in Notes waste/recycle disposal by dumpster to be picked up by private hauler. Hauler agreement will need to be submitted, prior to bldg. permit approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A traffic study may be required at development stage.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.46	7.26 D	6 U	57	5	6

*Based on two-family residential lots

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	-	3,400 SF	216	11	24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+218	+10	+23



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METRO SCHOOL BOARD REPORT

**Projected student generation existing R6 district: 1 Elementary 1 Middle 1 High
Projected student generation proposed SP-MU district: 2 Elementary 1 Middle 1 High**

The proposed SP-MU zoning district would generate one more student than what is typically generated under the existing R6 zoning district. Students would attend Lillard Elementary, Joelton Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

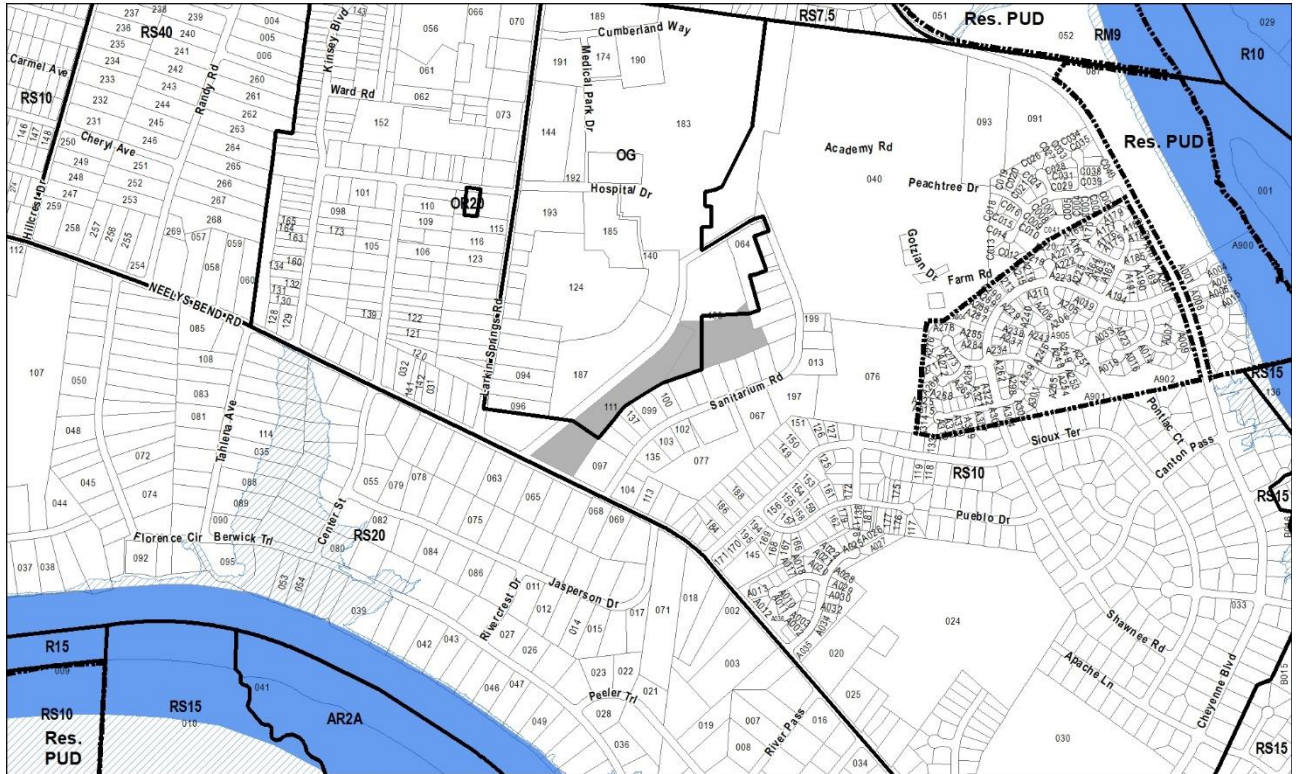
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to eight multi-family residential units and up to 3,400 square feet of nonresidential. Permitted nonresidential uses shall be limited to the uses specified on the SP plan. Short term rental property – not owner-occupied shall be prohibited within the SP including within the mixed use building identified on the plan.
2. 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.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
5. 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.
6. 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.
7. Comply with all conditions and requirements of Stormwater, Water Services, and Public Works.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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2020SP-010-001

NEELYS BEND AND HOSPITAL DRIVE

Map 052-07, Parcel 111

Map 052-08, Parcel 198

4, Madison

09 (Tonya Hancock)



Project No.	Specific Plan 2020SP-010-001
Project Name	Neelys Bend and Hospital Drive
Council District	09 – Hancock
School District	3 - Speering
Requested by	Dale and Associates, applicant; HTI Memorial Hospital Corporation, owners.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone from OG and RS10 to SP-R zoning.

Preliminary SP

A request to rezone from Office General (OG) and Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for property located at 1029 Neelys Bend Road and a portion of property located at Hospital Road (unnumbered), at the southeast corner of Hospital Road and Neelys Bend Road (8.60 acres), to permit 43 multi-family residential units.

Existing Zoning

Office General (OG) is intended for moderately high intensity office uses.

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 16 units based on 4.45 acres. Application of the Subdivision Regulations may result in fewer lots.*

Proposed Zoning

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

MADISON COMMUNITY PLAN

T3 Suburban Residential Corridor (T3 RC) is intended to maintain, enhance, and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

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



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spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods need to consider 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.

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

PLAN DETAILS

The site is in Madison at the corner of Neelys Bend Road and Hospital Drive. Neelys Bend Road is an arterial and Hospital Drive is a collector on the Major and Collector Street Plan. The site is comprised of one parcel and a portion of one parcel totaling 8.6 acres. The site is vacant and surrounding land uses include medical, single-family residential, and vacant properties.

The plan proposes a multi-family residential development of 43 units. The development has two points of access off Hospital drive, one toward the front of the site and one at the rear. Maximum building height is limited to 3 stories in 35 feet, measured to highest point of the roof. The plan includes additional guest parking and bicycle parking. Sidewalks are provided along Neelys Bend Road and Hospital Drive and will be required to meet the standards of the Major and Collector Street Plan (MCSP).

A landscape plan has been included in the plan which addresses the transition between the development and the adjacent arterial and collector streets as well as the adjacent single-family development to the southeast with appropriate screening. The plan includes architectural standards for entrances, minimum glazing, prohibited materials, and raised foundations. Detailed elevations will be required with the final site plan submittal and must be consistent with the architectural standards included in the plan.

ANALYSIS

This site is located within T3RC, T3NE, and CO policy areas. The T3RC policy at the front of the site along the arterial, Neelys Bend Road, addresses the development along the corridor. T3RC areas are intended to be medium density residential land uses that have a relationship with the street and evolve into neighborhoods with complete streets. The portion of this site within the T3RC policy area has residential buildings that are different but compatible with the surrounding housing types and face the arterial with walkways connecting to the sidewalk.



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The T3NE policy area, toward the rear of the site, aims to create neighborhoods that are moderately dense, with smaller lots and a more diverse mix of housing types. This portion of the site is zoned OG, which is intended for moderately high intensity office uses. The OG zoning is not identified as an appropriate zoning within the T3-NE policy and is not consistent with the policy. Additionally, the allowed uses listed within the OG zoning are not compatible with the existing surrounding development. Because the portion of the site which is zoned OG makes up the majority of this site, and it is currently inconsistent with the policy area, a moderately dense residential development, as proposed, brings this area into compliance with the policy. The proposed zoning creates transition between the OG zoned area to the north, and the single-family residential area to the south.

This plan proposes buildings that create diversity in housing types in this area, are moderately dense at 5 units an acre, and with buildings oriented to the street. The CO policy area at the very back of the site acknowledges a stream buffer. This area of the plan includes open space with a mulched walkway and will be largely undisturbed.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- All buildings and/or developments are required to meet the fire-flow requirements listed in the adopted code prior to construction.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- Where two separate and approved fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight



Metro Planning Commission Meeting of 02/13/2020

line between accesses. They may approve variations to this requirement in the event remoteness cannot be accomplished.

- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

PUBLIC WORKS DEPARTMENT 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.
- Prior to bldg. permit approval, submit private hauler agreement to MPW and coordinate with postal service for kiosk;
- Show location for postal service in compliance with USPS Policy. Vehicles should be out of roadway when accessing kiosks and mailbox clusters.

STORMWATER DEPARTMENT RECOMMENDATION

Approve with conditions

- Ensure the easement width for the proposed storm pipe running between Lots 6 & 7 is sized appropriately. If the easement width needs to be increased, a lot may need to be removed.

WATER DEPARTMENT 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 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 prior to Final Site Plan/SP approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Refurbish pavement striping on Larkins Springs Rd at state rt. 45 as needed. include note on plan.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	4.15	1.5 F	271,161 SF	2642	315	312



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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)	4.45	4.356 D	19 U	226	19	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)	8.6	-	43 U	285	22	28

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2583	-312	-305

METRO SCHOOL BOARD REPORT

Projected student generation existing RS10 district: 2 Elementary 2 Middle 2 High
Projected student generation proposed SP-R district: 9 Elementary 7 Middle 7 High

The proposed SP-R zoning will generate 17 more students than the existing RS10 and OG zoning districts. Students would attend Neelys Bend Elementary School, Neelys Bend College Prep and Hunter’s Lane High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 43 multi-family residential units. Short term rental property – owner-occupied and short term rental property –not-owner occupied are prohibited.
2. Maximum height shall be 3 stories maximum in 35 feet (measured to the highest point of the roof).
3. Final elevations consistent with the architectural standards of the plan shall be included with the final site plan submittal.
4. A landscaping plan consistent with the landscape plan included in this preliminary SP shall be submitted with the final site plan.
5. 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.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. 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.
8. Comply with all conditions and requirements of Metro reviewing agencies.

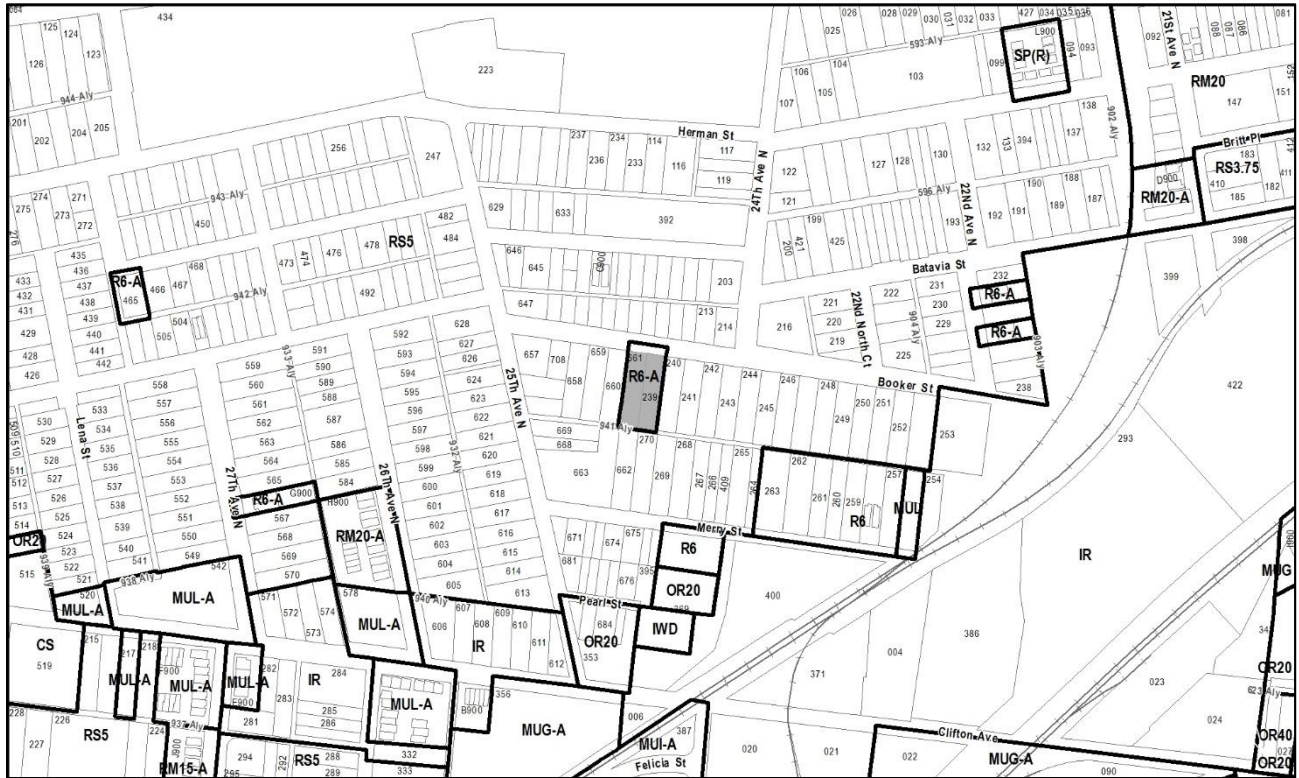


Metro Planning Commission Meeting of 02/13/2020

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 RM20-A zoning district as of the date of the applicable request or application.
10. 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.



Metro Planning Commission Meeting of 02/13/2020



2020S-026-001

RESUBDIVISION PLAT LOT 9 AND LOT 10 OF THE DR. BOYD MCNAIRY

Map 092-06, Parcel 661

08, North Nashville

21 (Brandon Taylor)



Project No.	Concept Plan 2020S-026-001
Project Name	Resubdivision Plat Lot 9 and Lot 10 of the Dr. Boyd McNairy
Council District	21 - Taylor
School District	5 - Buggs
Requested by	WT Smith Land Surveying, applicant; Rhythm Homes and Development, LLC, owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Final plat approval to create 3 lots.

Final Plat

A request for final plat approval to create three lots on properties located at 2411 and 2413 Booker Street, approximately 300 feet east of 25th Avenue North, zoned One and Two-Family Residential Alternative (R6-A) (0.44 acres).

Existing Zoning

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

Community Character Manual Policy

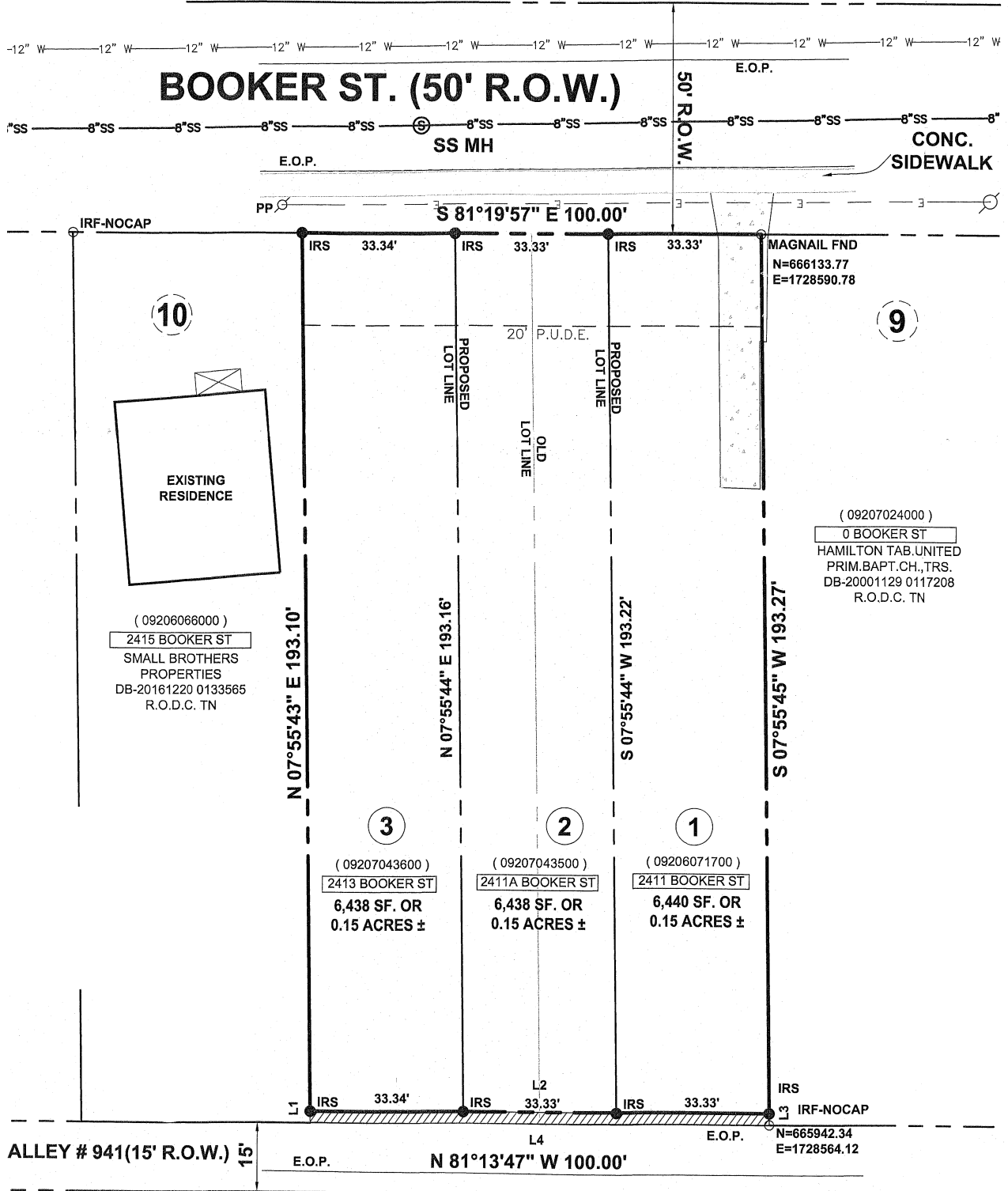
The site is within the Urban Neighborhood Evolving (T4 NE) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T4 NE, the conventional regulations found in Chapter 3 are utilized.

PLAN DETAILS

The 0.44 acre site is located on the south side of Booker Street, east of the intersection of Booker Street and 25th Avenue North. The plan proposes to subdivide two existing lots to create 3 lots. Each lot is approximately 0.15 acres with 33 feet of road frontage. As these properties are in an alternative zoning district with an improved alley, all vehicular access will be from the alley.



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Proposed Final Plat



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ANALYSIS

Section 3-5.3 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Evolving policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

Each proposed lot is greater than 6,000 square feet and meets the minimum standards of the One and Two-Family Residential Alternative (R6-A) zoning district.

Street Frontage

Each proposed lot has frontage on a public street, Booker Street.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building details provided. Additional access or fire code issues will be addressed in the permitting phase.

PUBLIC WORKS RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Provide adequate sight distance for any new driveway per AASHTO. Driveway connections must be permitted through the Public Works Department.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Prior to issuance of building permits the required capacity fees must be paid.

STAFF RECOMMENDATION

Staff recommends approval of the final plat.



Metro Planning Commission Meeting of 02/13/2020



2020HL-001-001

1006 MONROE

Map 081-16, Parcel(s) 175

08, North Nashville

19 (Freddie O'Connell)



Project No.	Historic Landmark 2020HL-001-001
Project Name	1006 Monroe
Council District	19- O’Connell
School District	1 - Gentry
Requested by	Civil Site Design Group, applicant; 1400 Arthur LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply a Historic Landmark Overlay District.

Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District on property located at 1006 Monroe Street, at the northeast corner of Arthur Avenue and Monroe Street, zoned One and Two Family Residential R6-A (0.36 acres).

Existing Zoning

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

Proposed Overlay

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

NORTH NASHVILLE COMMUNITY PLAN

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

REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its January 15, 2020, meeting. Historic Zoning Commission staff recommended approval of this application. Metro Historic Commission staff provided the following background information:



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Lots 115, 116, and 117 were platted in 1856 as part of the Plan of McGavock's Town North Nashville and purchased by Leo D. Wege between 1903 and 1904. Monroe Street was originally Ophelia Ave and Arthur Avenue was originally Wetmore Avenue. (The current property of 1006 Monroe includes parts of lots 115 and 116 and none of lot 117.) Wege purchased the lots in three separate transactions from Alethia Scovel, Spencer G. Scovel, and Demia B. Gormell. It is likely that the lots were vacant at the time. Wege began construction of 1006 Monroe in late June 1904.

The building cost \$6,000 to construct. According to *The Tennessean* in a 1905 article, brick for the home was provided by A.D. & C.H. Lesueur Brick Company. In 1905, the company was 35 years old and located on Union Street with yards in South Nashville, between Lebanon Pike and the Cumberland River.

Leo D. Wege was a founder of Family Service laundry, one of Nashville's oldest commercial laundries. Prior to opening his own shop, he was manager at the New York Collar and Cuff Laundry located on Union Street. An early "influencer" he shows up multiple times in *The Tennessean* around 1913 recommending Lung Vita, an Asthma and Tuberculosis remedy. *The Tennessean* notes him as a "well known liquor dealer." The liquor business may have been tied to a restaurant venture as he placed a classified ad in 1914 to sell used restaurant equipment.

Designation of The Wege Building Metro Historic Zoning Commission, January 15, 2020
In 1919, he was found guilty of killing competitor Samuel Hartman. He entered into a partnership with Mr. Hartman and another man after his own business failed and he consequently lost ownership of this home. He had sued Hartman in 1917 for breach of contract and was concerned that Mr. Hartman was seeking to destroy his son's laundry business. Although he claimed self-defense, a jury found him guilty in the second degree with a sentence of ten to twenty years in the state penitentiary. The Supreme Court upheld the ruling in 1919. Originally, from Louisville, he died at the age of 69 in Nashville, following two years of failing health. In recent years the building was divided into multiple rooms to serve as a boarding house and few of the interior details remain. A mantle remains in the front parlor.

Analysis & Findings:

The property is noted as a contributing building in Buena Vista Historic District which was listed in the National Register of Historic Places in 1979. Therefore, this request meets part B.5 of section 17.36.120 of the ordinance.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

On January 15, 2020, the Metro Historic Zoning Commission reviewed the request and recommended approval of the Historic Landmark designation. In addition, they adopted the existing design guidelines for Historic Landmarks to guide changes on the property.



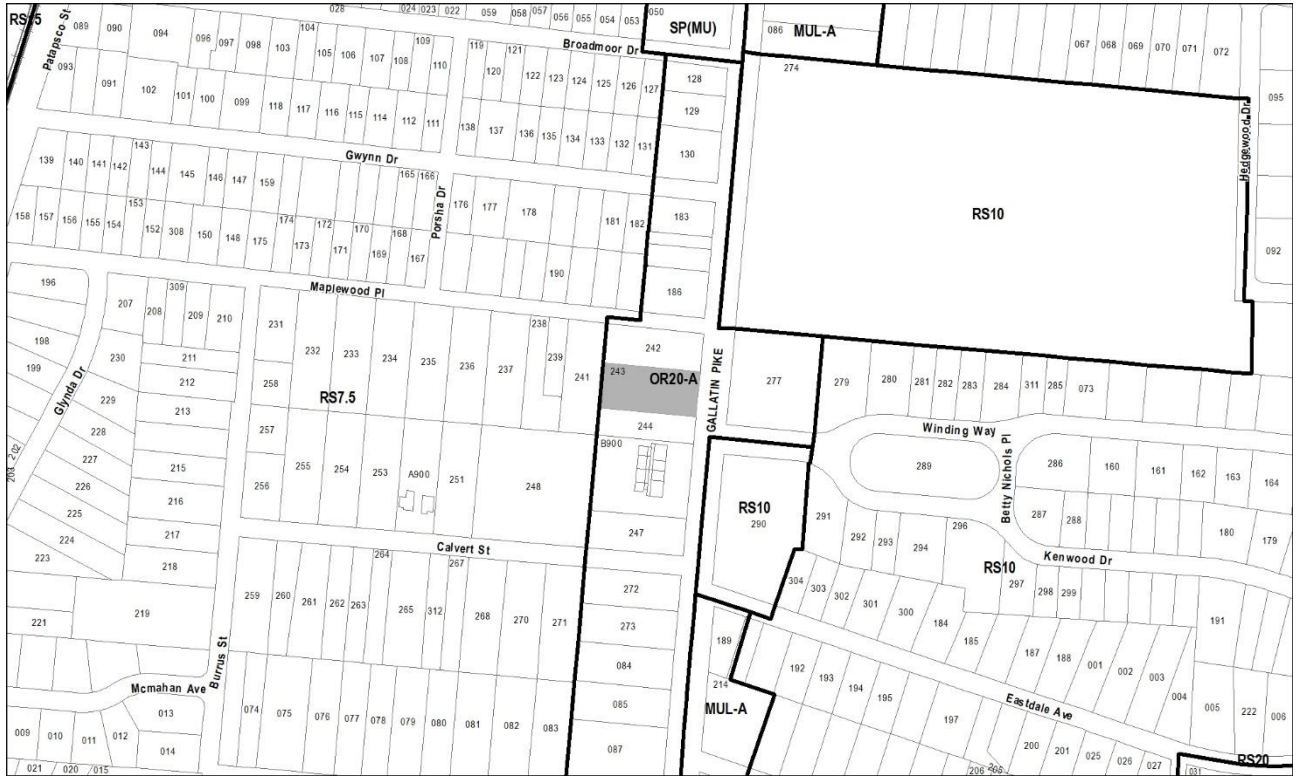
Metro Planning Commission Meeting of 02/13/2020

STAFF RECOMMENDATION

The proposed Historic Landmark Overlay District is intended to preserve the historic structures on the property through the implementation of development guidelines by the Metro Historic Zoning Commission and Staff. The T4 Neighborhood Maintenance policy encourages the protection and preservation of historic features. Staff recommends approval of the Historic Landmark Overlay District.



Metro Planning Commission Meeting of 02/13/2020



2014NL-001-003

GALLATIN PIKE TOWNHOMES

Map 061-07, Parcel(s) 243

05, East Nashville

08 (Nancy VanReece)



Project No. Neighborhood Landmark 2014NL-001-003
Project Name Gallatin Pike Townhomes
Council District 08-VanReece
School District 3-Speering
Requested by rootARCH, applicant; E3 Construction Services LLC, owner.

Staff Reviewer Swaggart
Staff Recommendation Approve with conditions.

APPLICANT REQUEST

Neighborhood Landmark Development Plan to permit 12 residential units.

Neighborhood Landmark Development Plan

A request for development plan approval on property located at 4309 Gallatin Pike, approximately 100 feet south of Maplewood Place, zoned Office/Residential-A (OR20-A) and within the Gallatin Pike Urban Design Overlay District and the Gallatin Pike Neighborhood Landmark Overlay District (0.71 acres), to permit 12 multi-family residential units.

Existing Zoning

Office/Residential-Alternative (OR20-A) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *OR20-A would permit a maximum of 14 units.*

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

PLAN DETAILS

The Gallatin Pike Neighborhood Landmark Overlay District was approved in 2014. The overlay extends along the western side of Gallatin Pike from Broadmoor Drive to Virginia Avenue. The proposed site is approximately 0.71 acres in size and is vacant. The adjacent property to the north is a dentist office, and the adjacent property to the south is an office.

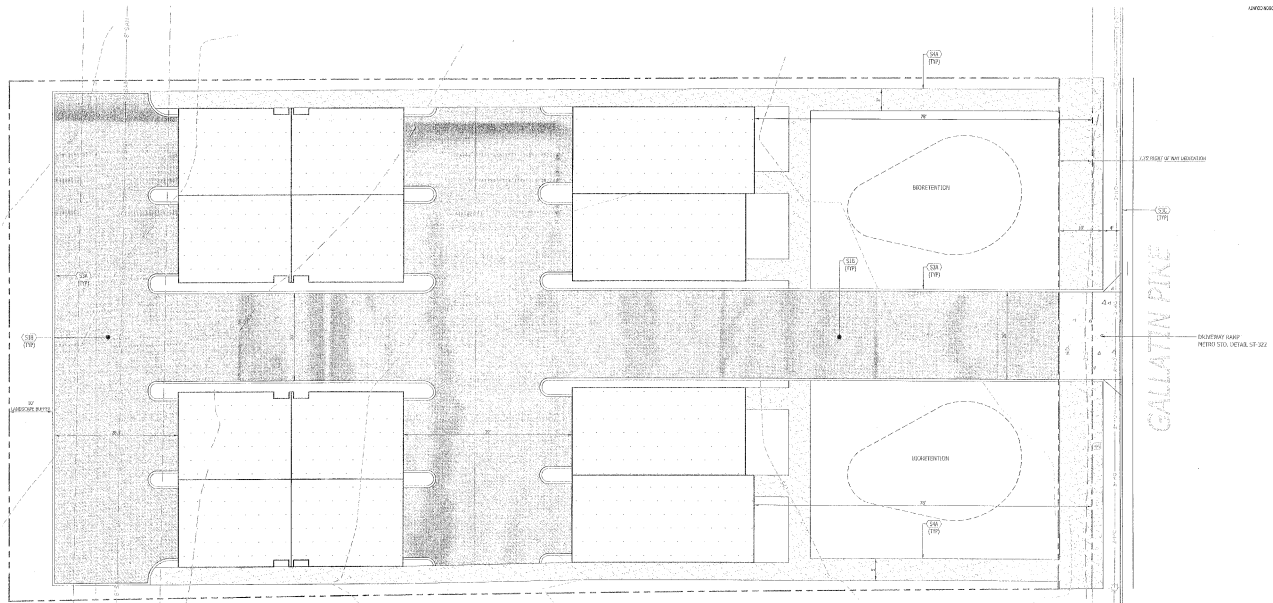
Site Plan

The plan proposes 12 multi-family residential units with an approximate density of 17 units per acre. The layout includes four units at the front facing Gallatin Pike and eight units at the rear behind the front four units. The front units along Gallatin Pike are approximately 78 feet from Gallatin. All buildings have a maximum height of three stories in 44 feet.

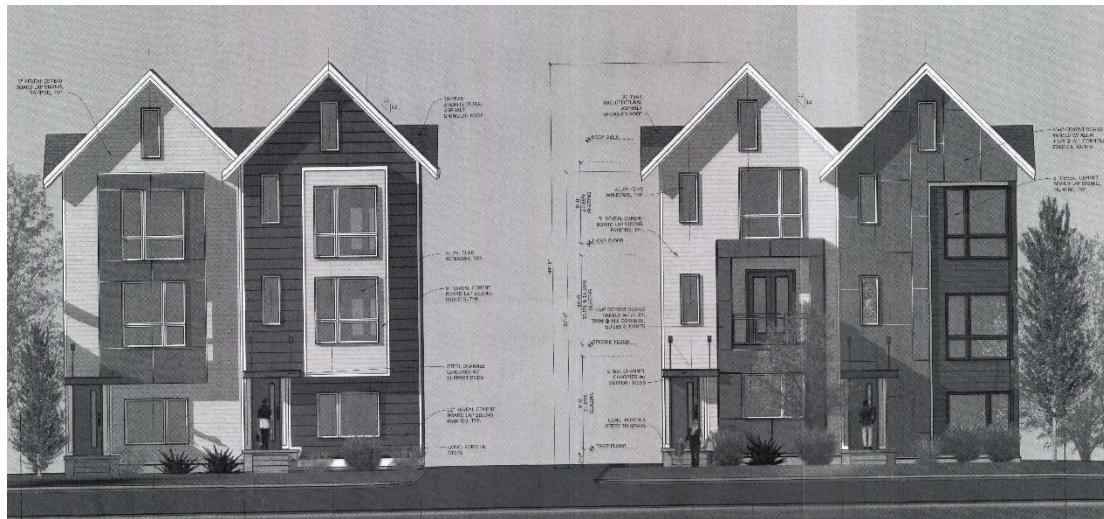
Access to the development is proposed from a single private driveway that is centrally located. Rain gardens for stormwater are provided between Gallatin Pike and the front units. A ten-foot-wide landscape buffer yard is provided along the western property line adjacent to the single-



Metro Planning Commission Meeting of 02/13/2020



Development Plan



Elevations (Front Units)



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family residential neighborhood behind the site. Additional right-of-way is being provided along Gallatin Pike where a ten-foot-wide sidewalk and four-foot-wide planter strip are proposed. Individual garages are provided for each unit.

ANALYSIS

The project is being proposed under the existing zoning entitlements. The intent of this Neighborhood Landmark District is to incentivize keeping the historic residential structures by enabling mixed-use and/or commercial reuse of the properties, without detrimentally impacting the existing residential neighborhood. Although this site is currently vacant, the proposed layout and architecture of the units maintains and enhances goals of the Neighborhood Landmark Overlay District.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire Code issues for the structures will be addressed at permit application review.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Coordinate with planning on sidewalk requirement along Gallatin, per MCSP.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A Traffic Impact Study may be required at time of development.

STORMWATER RECOMMENDATION

Approve with conditions

- Must comply with all MWS stormwater regulations.

WATER SERVICES RECOMMENDATION

Approved with conditions

- Plans for this must be submitted and approved through a separate review process with Metro Water Permits before construction may begin. Capacity must be reserved before issuance of building permits. (Capacity Fee Permit Nos. T2020001933 & T2020001938.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Comply with all Metro Agency comments.
2. Sidewalks shall be required along Gallatin Pike consistent with the requirements of the Major and Collector Street Plan.



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61-87P-001

1610 16TH AVE S PUD (CANCELLATION)

Map 096, Parcel(s) 054

10, Green Hills – Midtown

17 (Colby Sledge)



Project No.	Planned Unit Development 61-87P-001
Project Name	1610 16th Ave South PUD (Cancellation)
Council District	17 - Sledge
School District	5 – Buggs
Requested by	All Professionals Construction, applicant; Gregory L. Powell, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Cancel a Planned Unit Development.

PUD Cancellation

A request to cancel a Commercial Planned Unit Development (PUD) Overlay District for property located at 1610 16th Avenue South, approximately 560 feet north of Wedgewood Avenue, zoned OR20 and within the South Music Row Neighborhood Conservation Overlay District (0.17 acres).

Existing Zoning

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

Neighborhood Conservation Zoning Overlay Districts (NCZO) 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.

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

GREEN HILLS - MIDTOWN COMMUNITY PLAN

D Office Concentration (D OC) is intended to maintain, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.



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Music Row Study

The Music Row Vision Plan identifies the significance of, and pressures facing Music Row. It contains a broad range of recommendations and action steps to pursue. The overarching theme of the Vision Plan is to ensure that Music Row continues to be a vital hub of music business and innovation, and a unique creative cluster within Nashville. It is a planning document, but also a call to action for the public and private sectors, neighbors and developers, and all those who support and strengthen the Row. The purpose of the Music Row Vision Plan is to guide and inform the preparation and consideration of implementation tools and development proposals.

ANALYSIS

The 1610 16th Avenue South PUD was originally approved by Metro Council in 1987 for a music related office and a residential structure located in the rear portion of the property. The site currently contains an office use within a single structure. The base zone district is Office/Residential (OR20). The OR20 zone district permits a mix of residential and office uses, and it is consistent with the D Office Concentration land use policy. The guidance and direction provided within the Music Row Study and the D OC policy identifies the base zone district of OR20 as an appropriate zone district for this site. The site is located within a large area of D OC policy and the surrounding properties in all directions are currently zoned OR20. Therefore the request to cancel the PUD and retain the base zone district of OR20 is consistent with the policies in place.

STAFF RECOMMENDATION

Staff recommends approval.



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2019Z-115PR-001

Map 071-07, Part of Parcel(s) 042
03, Bordeaux-Whites Creek-Haynes Trinity
02 (Kyonzté Toombs)



Project No.	Zone Change 2019Z-115PR-001
Council District	02 - Toombs
School District	1 - Gentry
Requested by	Clint Elliott Survey, applicant; D&M Development, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from R8 to RM20.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Multi-Family Residential (RM20) zoning for a portion of property located at West Trinity Lane (unnumbered), northwest of the terminus of Alice Street (0.77 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *Approximately 0.77 acres of this property are located in the proposed RM20 zoning district. R8 would permit a maximum of 4 lots with 1 duplex lot for a total of 5 units.*

Proposed Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *Approximately 0.77 acres of this property are located in the proposed RM20 district. RM20 would permit a maximum of 16 units.*

BORDEAUX-WHITES CREEK-HAYNES TRINITY COMMUNITY PLAN

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

CO policy at this site has identified areas encumbered by the floodplain and a stream/stream buffers.

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



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street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Mobility Supplemental Policy

The mobility supplemental policy contains guidance for increasing connectivity in developed areas and establishing a network of proposed street connectivity throughout Haynes Trinity that would provide a strong and cohesive block structure.

ANALYSIS

The property contains approximately 1.88 acres and is located south of W. Trinity Lane, west of the terminus of Alice Street and slightly north of the Cumberland River. The site is vacant and has frontage along unimproved right-of-way. The surrounding development pattern along Alice Street includes primarily single-family and recently-developed two-family units. Larger residential and vacant properties are located to the north, along W. Trinity Lane. Recently approved plans, including a subdivision at this site (Alice Street subdivision) and a specific plan located on surrounding parcels (Village West SP), include new public streets that will improve the street network and block structure in this area.

The rezoning proposes approximately 0.77 acres of 1.88 total acres to be zoned RM20. The existing R8 zoning will be retained on the remainder of the property. The 0.77 acres proposed for RM20 are located on the northern portion of the property, where the site contains land in the T4 CM and CO policy areas. The T4 CM policy area is identified at the front of the site along the eastern boundary, with the CO policy area identified behind the T4 CM areas. The site is adjacent to properties in the T4 RC, Urban Residential Corridor, policy area located along W. Trinity Lane where additional residential intensity would be appropriate. The site is located at the intersection of proposed public streets that were recently approved with the Alice Street subdivision and include construction of the unimproved right-of-way at the front of the site. Although there are environmentally sensitive features on site, the Haynes Trinity Mobility Supplemental Policy supports improved connectivity over preservation of natural features in areas without a cohesive block structure in order to provide connectivity and development appropriate for T4 transects. Rezoning to RM20 would provide a slight increase in intensity in an area with an approved planned street network, consistent with policy guidance.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Rezoning approval with construction of Public Road A and Public Road B with case 2018S-058-002.



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.77	5.445 D	5 U	48	4	5

*Based on two-family residential lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	0.77	20 D	16 U	118	8	9

Traffic changes between maximum: **R8 and RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+11 U	+70	+4	+4

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM20 district: 3 Elementary 3 Middle 2 High

The proposed RM20 zoning is expected to generate 5 additional students than what would be generated under the existing R8 zoning. Students would attend Lillard Elementary School, Joelton Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends approval.



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2020Z-003PR-001

Map 051-05, Parcel 003

02, Parkwood – Union Hill

08 (Nancy VanReece)



Project No.	Zone Change 2020Z-003PR-001
Council District	08 - VanReece
School District	3 - Speering
Requested by	Stonehorse Real Estate Holdings LLC, applicant and owner.
Staff Reviewer	Dunnavant
Staff Recommendation	<i>Defer indefinitely.</i>

APPLICANT REQUEST

Zone change from RS10 to RM15.

Zone Change

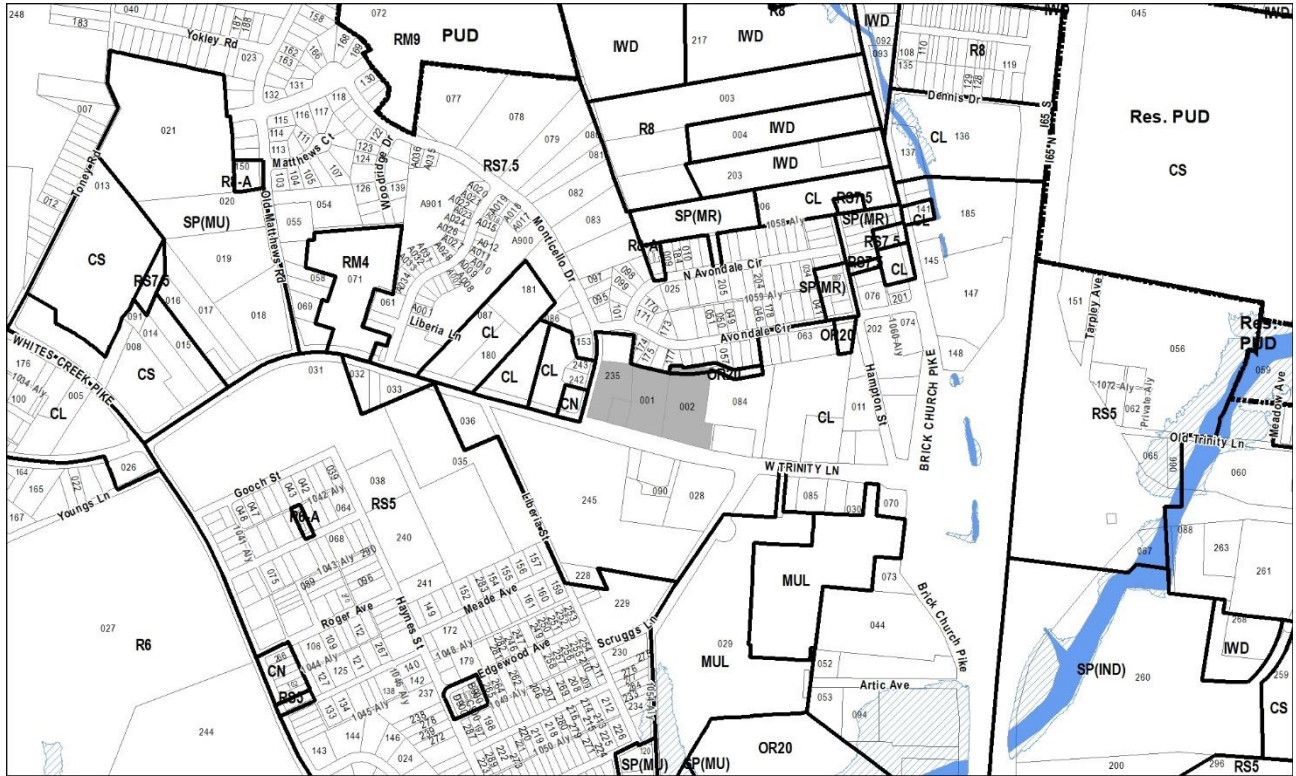
A request to rezone from Single-Family Residential (RS10) to Multi-Family Residential (RM15) zoning for property located at 731 Due West Avenue North, approximately 515 feet south of Port Drive (0.89 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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2020Z-006R-001

Map 071-05, Parcel(s) 235, 235.01

Map 071-06, Parcel(s) 001-002

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Project No. Zone Change 2020Z-006PR-001
Council District 02 – Toombs
School District 1 – Gentry
Requested by Trinity Lane Development Group Inc., applicant;
 Talbots View LLC, owner.

Staff Reviewer Elliott
Staff Recommendation Approve.

APPLICANT REQUEST

Zone change from CL and OR20 to MUG-A.

Zone Change

A request to rezone from Commercial Limited (CL) and Office/Residential (OR20) to Mixed Use General-Alternative (MUG-A) zoning for properties located at 321, 325, 329 West Trinity Lane and a portion of West Trinity Lane (unnumbered), at the northeast corner of Monticello Drive and West Trinity Lane (5.16 acres).

Existing Zoning

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

Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre. *OR20 would permit a maximum of 3 units.*

Proposed Zoning

Mixed Use General-Alternative (MUG-A) is intended for a moderately high 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.

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

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



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features varies with what Transect they are in and whether or not they have already been disturbed.

Supplemental Policy

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

ANALYSIS

The site consists of several parcels and a portion of a parcel located at the northeast corner of Monticello Drive and West Trinity Lane. The site contains building foundation and parking lot remaining from a demolished building and otherwise is largely undeveloped. West Trinity Lane is designated as a Mixed-Use Arterial Street and Monticello Drive is designated as a Mixed-Use Collector Street within the Major Collector Street Plan. The properties surrounding this site that front onto West Trinity Lane are commercial, industrial, and vacant land uses. The properties on Monticello are vacant or single-family land uses.

This large site is well served by transportation infrastructure. The property sits at the intersection of an Arterial Street and a Collector Street and is within a half-mile of the I-24/I-65 interstate. The site is also within a quarter mile of two WeGo public transit stops and bike lanes are planned for West Trinity Lane. The applicant has conducted a traffic study and has identified several right-of-way improvements that could potentially be necessary at time of development. At time of development, additional study may be required to fully or more accurately study the effects of potential traffic generation.

The natural grade of the site, when combined with the Alternative standards, will help transition the site to the residential neighborhood to the north. The Alternative district standards require buildings be located adjacent to the street with the parking in the rear. The low point of the site is adjacent to West Trinity Lane so the impact of the massing of the potential development on the neighborhood to the north will be reduced by the elevation change

Staff finds the requested zoning district to be consistent with the land use policy and supplemental policy for this area. The mixture of uses and intensity permitted in the MUG-A zoning district will enhance the area as a community center. The standards of this zoning district will also help provide a pedestrian-friendly, urban streetscape, consistent with the goals of the policy and the Haynes Trinity Small Area Plan. The MUG-A zoning district allows for a variety of housing types and is consistent with the land use policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Rezoning analysis was conducted for 245 multi-family units, 36,000 sf of retail, 36,000 sf of office, and 2,500 sf of restaurant to assess the impacts at the intersection of Trinity Lane at Monticello Drive, Trinity Lane at Brick Church Pike, and Trinity Lane at I-24 Northbound Off-Ramp.

The following improvements are necessary to mitigate the development impact:

Trinity Lane at Monticello Drive

- Conduct a signal warrant analysis to determine if a traffic signal is warranted during building permit review.
- Construct traffic signal if warranted.

Trinity Lane at Brick Church Pike

- Improve laneage striping along Trinity Lane.

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)	5.01	0.6 F	130,941 SF	8311	417	896

Maximum Uses in Existing Zoning District: OR20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.15	0.8 F	3,310 SF	33	4	4

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	2.58	3.0 F	337 U	2507	152	175

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.29	3.0 F	168,577 SF	10700	537	1154

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	1.29	3.0 F	168,577 SF	14134	124	1315



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Traffic changes between maximum: CL, OR20 and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+18997	+392	+1744

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

Staff recommends approval.



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2020Z-011PR-001

Map 043-06, Parcel(s) 005-006

04, Madison

09 (Tonya Hancock)



Project No.	Zone Change 2020Z-011PR-001
Council District	09 - Hancock
School District	3 - Speering
Requested by	DBS & Associates, applicant; B & N Construction, LLC, owner.
Staff Reviewer	Dunnivant
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from RS7.5 to RM6.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential (RM6) zoning for a portion of properties located at Anderson Lane (unnumbered), approximately 475 feet west of Pierce Road (1.34 acres).

Existing Zoning

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 6 units.*

Proposed Zoning

Multi-Family Residential (RM6) is intended for single-family, duplex, and multi-family dwellings at a density of six dwelling units per acre. *RM6 would permit a maximum of 8 units.*

MADISON 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 need to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

ANALYSIS

The proposal is for a portion of two properties located on Anderson Lane. The surrounding land use is single-family residential and vacant. The properties are currently vacant. The subject properties are located along a collector road. The policy is T4 NE Urban Neighborhood Evolving, with T4 NM Urban Neighborhood Maintenance across Anderson Lane. The T4 NE policy aims to create a mix of building types in relation to corridors and use these more intense



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building types as land use transitions. Because the subject properties are located along a collector road, with a higher density multi-family development nearby to the north, the proposed RM6 zoning will create a transition along the corridor between the maintenance policy area to the south and the more intense neighborhoods to the north

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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



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Maximum Uses in Existing Zoning District: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	1.34	5.808 D	7 U	67	6	7

Maximum Uses in Proposed Zoning District: **RM6**

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)	1.34	6 D	8 U	59	4	5

Traffic changes between maximum: **RS7.5 and RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	-8	-2	-2

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 1 Elementary 1 Middle 1 High

Projected student generation proposed RM6 district: 1 Elementary 1 Middle 0 High

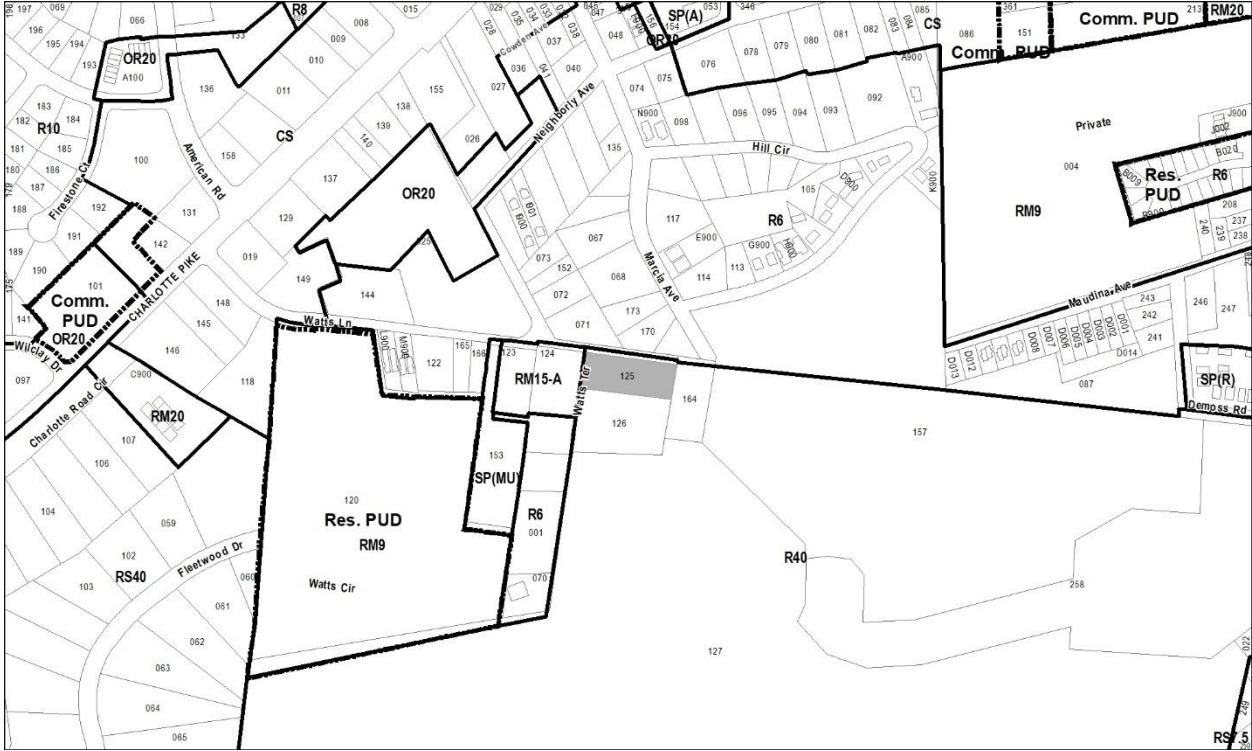
The proposed RM6 zoning will generate fewer students than the existing RS7.5 zoning district. Students would attend Amqui Elementary School, Neelys Bend College Prep, and Hunters Lane High School.

STAFF RECOMMENDATION

Staff recommends approval.



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2020Z-015PR-001
Map 103-01, Parcel 125
07, West Nashville
20 (Mary Carolyn Roberts)



Project No. Zone Change 2020Z-015PR-001
Council District 20 - Roberts
School District 9 - Frogge
Requested by Dale and Associates, applicant; 1 Public Homes, LLC, owners.

Deferrals This item was deferred at the January 16, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Dunnavant
Staff Recommendation Approve with conditions.

APPLICANT REQUEST
Zone change from R40 to R6.

Zone Change
 A request to rezone from One and Two-Family Residential (R40) to One and Two-Family Residential (R6) zoning for property located at 1201 Watts Terrace, at the southeast corner of Watts Terrace and Watts Lane Avenue (0.81 acres).

Existing Zoning
One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of one lot based on current configuration. Determinations regarding duplex eligibility are made by the Metro Codes Department.*

Proposed Zoning
One and Two-Family Residential – Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 6 lots with 1 duplex lot for a total of 7 units.*

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



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thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

ANALYSIS

The proposal is for property located in West Nashville on Watts Terrace. The surrounding land use is single-family residential and one and two-family residential. The goal of the T3 NE policy is to create and enhance neighborhoods with a greater housing choice, and density that is moderate with smaller lots and a more diverse mix of housing types. An R6 zoning will provide a transitional zone between the R40 zoning to the east and south of the property and the RM15-A to the west of the property while supporting the goals of the policy area to create moderate density residential development. Therefore, staff recommends approval with conditions.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. full and complete review of building plans is required prior to approval for construction and may require changes to the site.



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.81	1.089 D	2 U	15	1	2

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.81	7.26 D	10 U	74	5	6

*Based on two-family lots

Traffic changes between maximum: **R40 and R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+8 U	+59	+4	+4

METRO SCHOOL BOARD REPORT

Projected student generation existing R40 district: 0 Elementary 0 Middle 0 High

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

The proposed R6 zoning will generate two more students than the existing R40 zoning district. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School, and Hillwood High School.

STAFF RECOMMENDATION

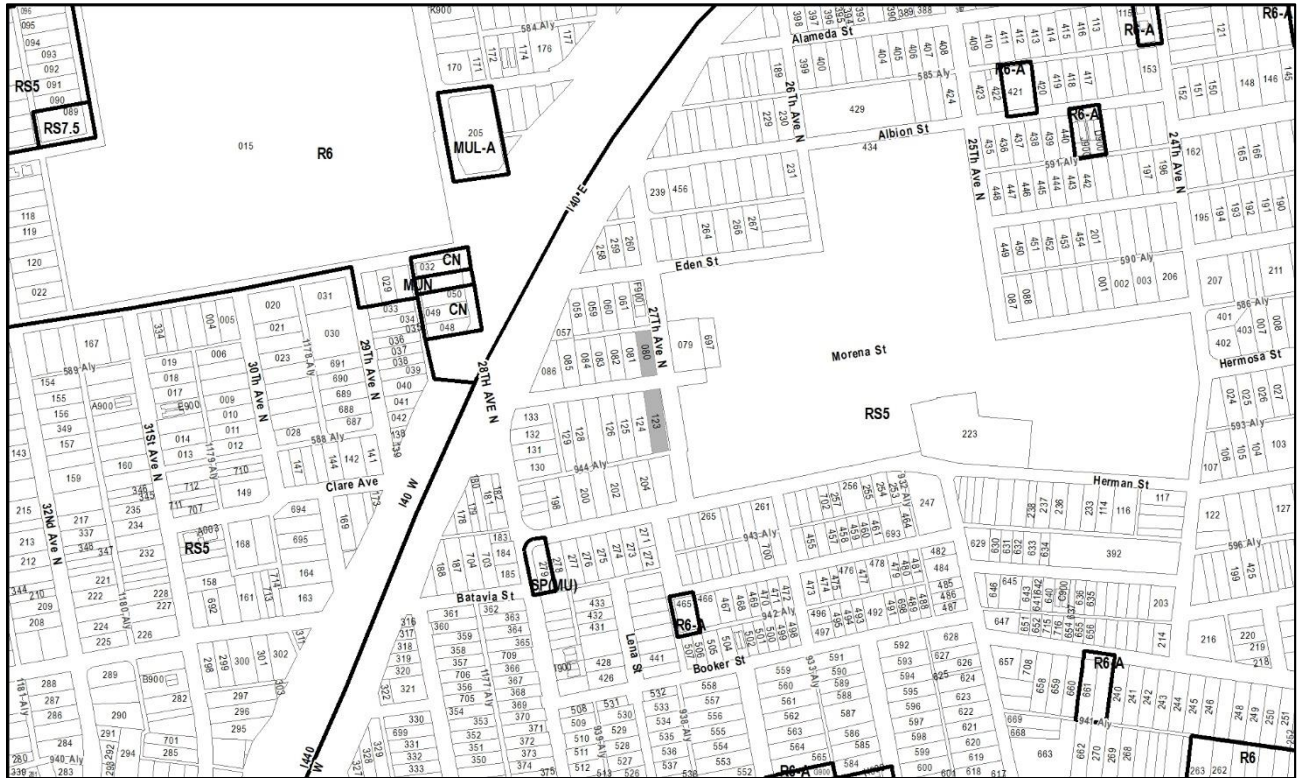
Staff recommends approval with conditions.

CONDITIONS

1. Dedicate half of the ROW for minimum pavement width of road improvements required along Watts Lane prior to issuance of building permit.



Metro Planning Commission Meeting of 02/13/2020



2020Z-021PR-001
Map 092-06, Parcels 080, 123
08, North Nashville
21 (Brandon Taylor)



Project No.	Zone Change 2020Z-021PR-001
Council District	21 - Taylor
School District	5 - Buggs
Requested by	Dale and Associates, applicant; Ebenezer Missionary Baptist Church, owner.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning for properties located at 2700 and 2703 Morena Street, at the northwest and southwest corners of Morena Street and 27th Avenue North (0.42 acres).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 3 units, based on acreage alone.*

Proposed Zoning

One and Two-Family Residential - Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6 would permit a maximum of 3 duplex lots for a total of 6 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The proposal is for two properties located on the corners of 27th Avenue North and Morena Street. The surrounding land uses include single-family residential, two-family residential, and a



Metro Planning Commission Meeting of 02/13/2020

school. Both properties have an alley and are corner lots. There is a school campus directly across 27th Avenue North. There is an existing duplex directly north of the subject properties. The policy is T4 NE Urban Neighborhood Evolving which aims to create neighborhoods that are moderate to high density, and with regular spaced buildings with shallow setbacks. Because these properties are located across the street from a school, on corner lots, and have access to an alley – the proposed R6-A zoning will allow development that is more consistent with the policy goals to achieve moderate to high density.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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



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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)	0.42	8.712 D	3 U	29	3	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.42	7.26 D	6 U	44	3	4

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+3 U	+15	0	+1

METRO SCHOOL BOARD REPORT

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

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

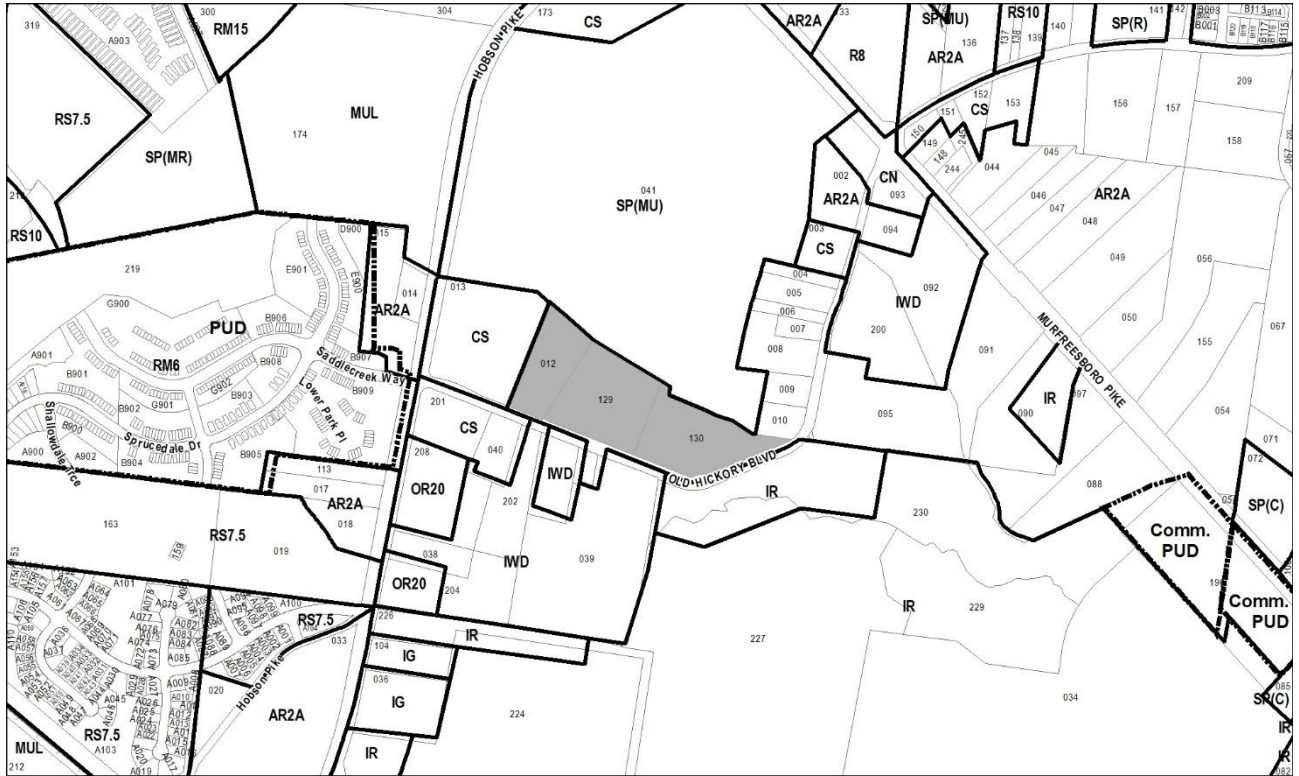
The proposed R6-A zoning will generate no more students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 02/13/2020



2020Z-022PR-001

Map 175, Parcel(s) 012, 129-130

13, Antioch – Priest Lake

33 (Antoinette Lee)



Project No. **Zone Change 2020Z-022PR-001**
Council District 33 – Lee
School District 6 – Bush
Requested by Kimley-Horn, applicant; William D. Yeargin Jr. ETUX,
Billy Spaulding, and William B. Spaulding, owners.

Staff Reviewer Lewis
Staff Recommendation *Defer to February 27, 2020, Planning Commission meeting.*

APPLICANT REQUEST

Zone change from AR2a to IWD.

Zone Change

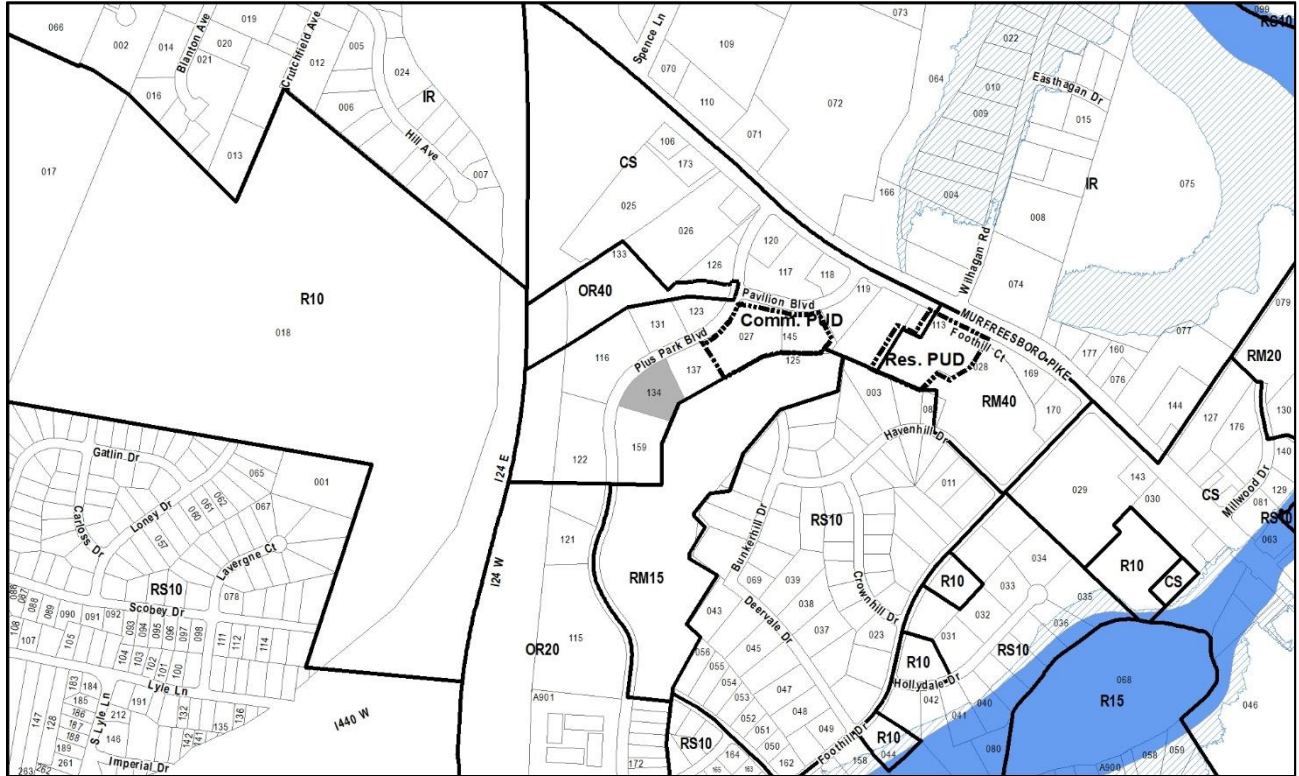
A request to rezone from Agricultural/Residential (AR2a) to Industrial Warehousing/Distribution (IWD) zoning for properties located at 12610 and 12622 Old Hickory Blvd and Old Hickory Blvd (unnumbered), approximately 480 feet east of Hobson Pike (12.38 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the February 27, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 02/13/2020



2020Z-031PR-001
Map 106, Parcel(s) 134
11, South Nashville
16 (Ginny Welsch)



Project No.	Zone Change 2020Z-031PR-001
Council District	16 - Welsch
School District	7 – Player-Peters
Requested by	CSDG, applicant; Tulsi Narayan Hospitality, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CS to OG.

Zone Change

A request to rezone from Commercial Service (CS) to Office General (OG) zoning for property located at 324 Plus Park Blvd, approximately 490 feet west of Pavilion Blvd (1.47 acres).

Existing Zoning

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

Proposed Zoning

Office General (OG) is intended for moderately high intensity office uses.

SOUTH NASHVILLE COMMUNITY PLAN

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

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

CO policy at this site recognizes areas of potentially steeper slopes located along the southeastern perimeter of the property.



Metro Planning Commission Meeting of 02/13/2020

ANALYSIS

The vacant site is comprised of 1.47 acres and is located on the east side of Plus Park Boulevard, south of Murfreesboro Pike and east of I-24. The site is surrounded by primarily office uses, with commercial uses located closer to Murfreesboro Pike, and scattered institutional and multi-family developments located in the area as well. East of the site, the area transitions to primarily single and two-family residential uses.

This rezoning request is consistent with the D EC policy, which is intended to provide concentrations of office, commercial development, and light industrial uses in areas of intense economic activity featuring large numbers of jobs. The proposed zoning allows for a mixture of uses compatible with land uses of adjacent properties in D EC policy. The site is also located in an area identified by NashvilleNext as a Tier 1 Center. Areas identified as centers contain pedestrian-friendly areas with frequent transit services that contain a dense mixture of land uses. The site is approximately 1,000 feet from Murfreesboro Pike, identified as an arterial-boulevard by the Major and Collector Street plan, and an immediate need high capacity transit corridor by NashvilleNext. Murfreesboro Pike contains existing transit service with multiple stops in proximity to the site.

The OG zoning district is consistent with the policy for the area and is appropriate given the surrounding land uses and land use policy. The site is centrally located within a larger area of D EC policy, as opposed to on the edge of a lower intensity policy area where transitions may be appropriate. Permitted uses under the OG zoning district include office and other non-residential uses, which are consistent with the intent of the policy. This rezoning brings the site closer to the goals of the policy, as the existing CS zoning district is not supported by the D EC policy.

FIRE MARSHAL RECOMMENDATION

Approved with conditions

Limited building details provided. Additional access or fire code issues will be addressed in the permitting phase.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Rezoning analysis was conducted for a 200 room hotel to assess the transportation impacts at the intersection of Murfreesboro Pike at Plus Park Boulevard, the intersection approximately 300 feet west, and the intersection of Murfreesboro Pike at Pavilion Boulevard.

The following improvements are necessary to mitigate the development impact:

- Stripe a double solid yellow line on Plus Park Boulevard from development frontage to Murfreesboro Pike.

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)	1.47	0.6 F	29,010 SF	1842	93	199



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.47	1.5 F	96,049 SF	1021	117	110

Traffic changes between maximum: **CS and OG**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+67,039 SF	-821	+24	-89

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 02/13/2020



2020Z-032PR-001

Map 081-15, Parcel(s) 470

08, North Nashville

21 (Brandon Taylor)



Project No.	Zone Change 2020Z-032PR-001
Council District	21 – Taylor
School District	4 – Shepherd
Requested by	Lukens Engineering Consultants, applicant; Billy Fuqua, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS5 to RM15-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative (RM15-A) zoning for property located at 1820 Scovel Street, approximately 185 feet east of 21st Ave N (0.15 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential-Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 2 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The site consists of one parcel located at 1820 Scovel Street. There is an existing residential structure on the site. The site has frontage on Scovel Street with an improved alley at the rear of the site. The adjacent properties are both zoned Specific Plan and permit multi-family



Metro Planning Commission Meeting of 02/13/2020

developments consistent with the proposed RM15-A intensity level and building form. Surrounding properties along Scovel Street include single-family, multi-family, and office uses.

Staff finds the proposed RM15-A zoning district to be consistent with the land use policy for the area. The variety of housing types permitted in this district is consistent with the policy goal of increasing housing choice for this area. The Alternative standards of the proposed district are consistent with the goal of the policy to create a pedestrian friendly environment. The redevelopment of this site will require the construction of sidewalks consistent with the Major and Collector Street Plan. This site is located within the Urban Zoning Overlay district and the proposed zoning district is utilizing the alternative standards so access will be required to be taken from the existing improved alley.

The requested rezoning to RM15-A is compatible with surrounding land uses and is consistent with policy; therefore, staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building details provided. Additional access or fire code issues will be addressed in the permitting phase.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.15	15 D	2 U	15	1	2

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

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



Metro Planning Commission Meeting of 02/13/2020

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM15-A district: 1 Elementary 0 Middle 0 High

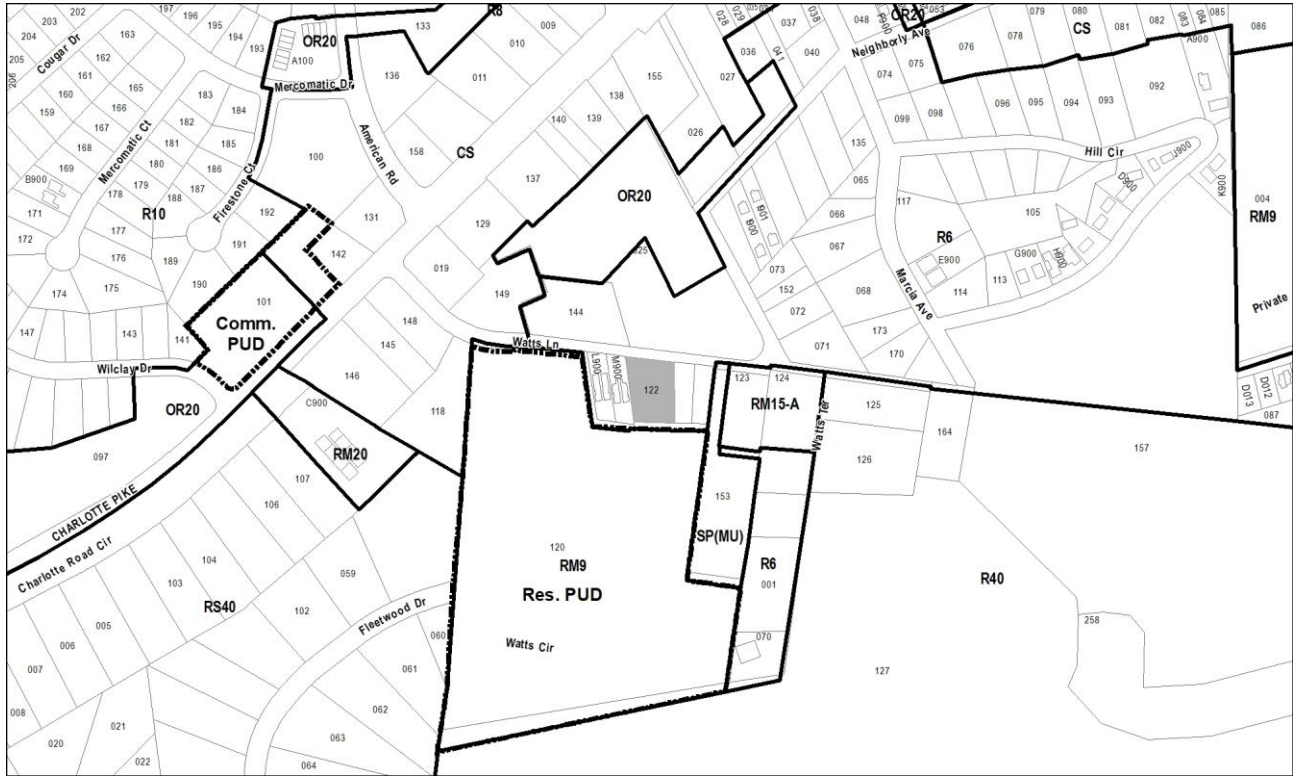
The proposed RM15-A zoning district will generate 1 additional student beyond what would be generated under the existing RS5 zoning district assuming. Students would attend Churchwell Elementary, John Early Middle School, and Pearl-Cohn Creek High School.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 02/13/2020



2020Z-033PR-001

Map 103-01, Parcel(s) 122

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Zone Change 2020Z-033PR-001
Council District	20 – Roberts
School District	9 - Frogge
Requested by	Land Development Solutions, applicant; Robert and Gertrude Abbott, owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Zone change from R6 to RM15-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential (RM15-A) zoning for property located at 819 Watts Lane, approximately 290 feet west of Neighborly Ave (0.55 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of eight units.*

WEST NASHVILLE COMMUNITY PLAN

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



Metro Planning Commission Meeting of 02/13/2020

ANALYSIS

The site is located on the south side of Watts Lane, east of the intersection of Charlotte Pike and Watts Lane. The 0.55-acre site has been developed with a single-story residential structure on site.

The properties to the east, west, and north across Watts Lane of the site are zoned R6. The properties to the south are zoned Residential Multi-Family (RM9) and has been developed with several multi-family buildings. The larger surrounding area includes Specific Plan Mixed-Use (SP-MU) zoning, RM15-A zoning, and Office/Residential (OR20) zoning.

T3 Suburban Neighborhood Evolving (T3-NE) areas are undeveloped, underdeveloped, or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods.

This site is located just east of Charlotte Pike, which calls for commercial and higher intensity residential development. Further south and east of the corridor, the intensity of development decreases. The site and immediate surrounding parcels, zoned R6, RM9, RM15-A, and OR20 serve as the transition in density between the intensity along Charlotte Pike and the neighborhoods to the south and east. Given the larger size of this lot, it is more likely better able to support more than the one to two units allowed under current zoning. The proposed zoning district would permit a maximum of 8 units, creating an opportunity for housing variety as called for by the policy.

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.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.55	7.26 D	3 U	22	2	2

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM15-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	0.55	15 D	8 U	59	4	5



Metro Planning Commission Meeting of 02/13/2020

(220)						
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Traffic changes between maximum: **R6 and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+5 U	+37	+2	+3

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM15-A district: 1 Elementary 1 Middle 1 High

The proposed RM15-A zoning is expected to generate 3 additional students beyond the existing AR2a zoning. Students would attend Charlotte Park Elementary School, H.G. Hill Middle School, and Hillwood High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Dedicate half of the ROW for minimum pavement width of road improvements required along Watts Lane prior to issuance of building permit.