

Metropolitan Planning Commission



Staff Reports

March 12, 2020



Metro Planning Commission Meeting of 03/12/2020

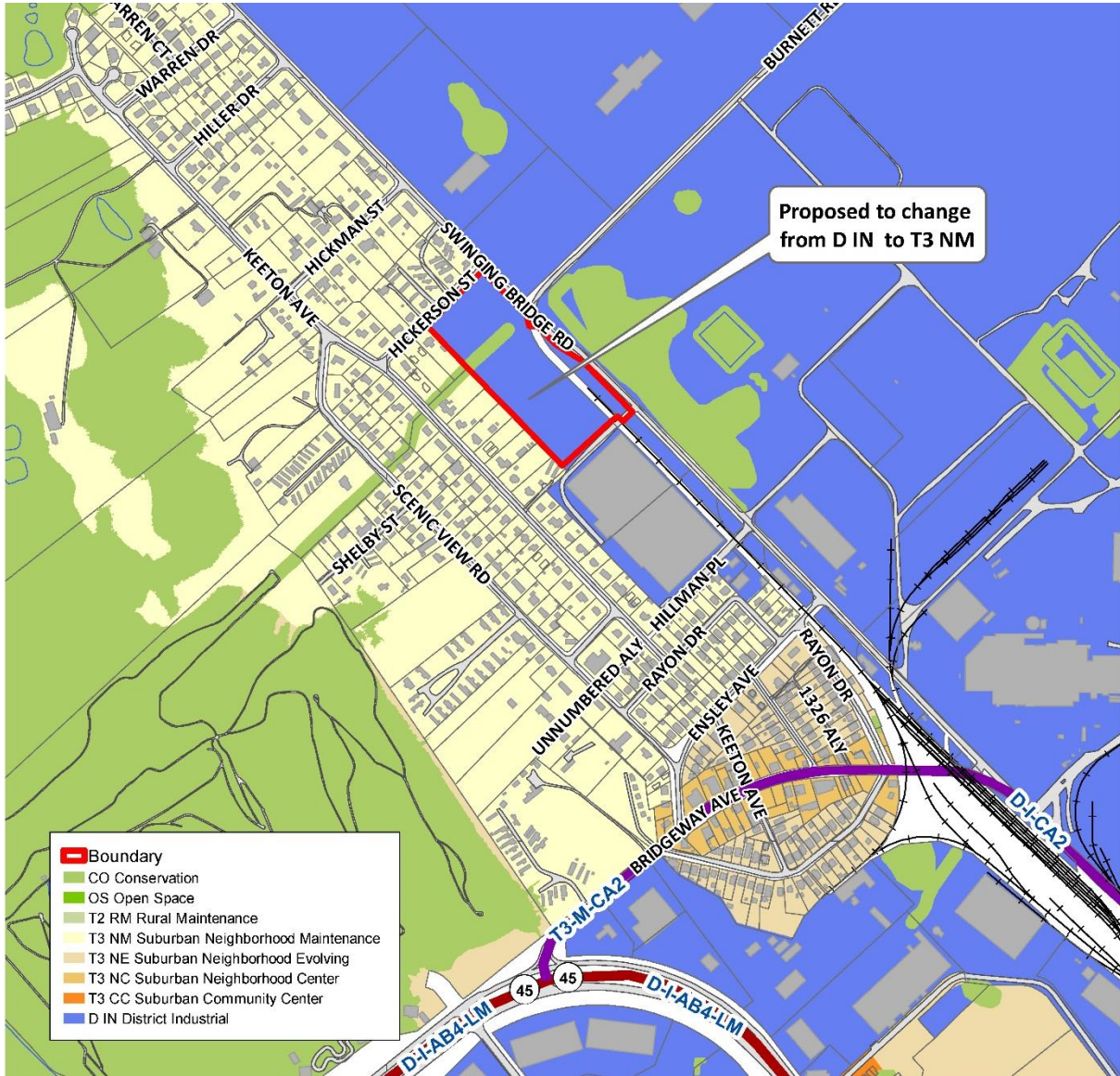
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/12/2020



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 Cases 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, January 16, 2020, and February 13, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Sewell
Staff Recommendation *Defer Indefinitely.*

APPLICANT REQUEST

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

Minor Plan Amendment

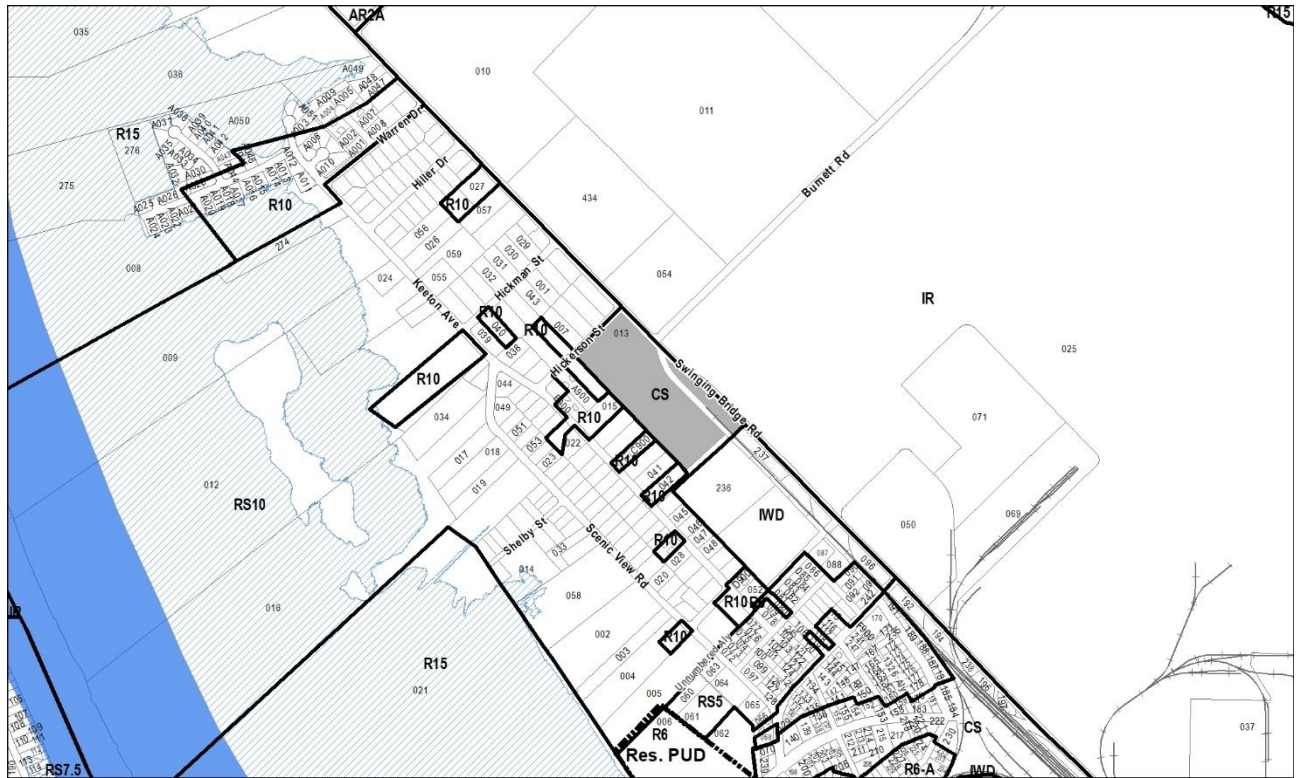
A request to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the Community Character Policy to change from District Industrial (D IN) to T3 Suburban Neighborhood Maintenance (T3 NM) on properties located at Swinging Bridge Road (unnumbered), at southern corner of Swinging Bridge Road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

STAFF RECOMMENDATION

Staff recommends indefinite deferral 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, January 16, 2020, February 13, 2020, and February 27, 2020 Planning Commission meetings. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer Indefinitely.*

APPLICANT REQUEST
Rezone from CS to R10.

Zone Change

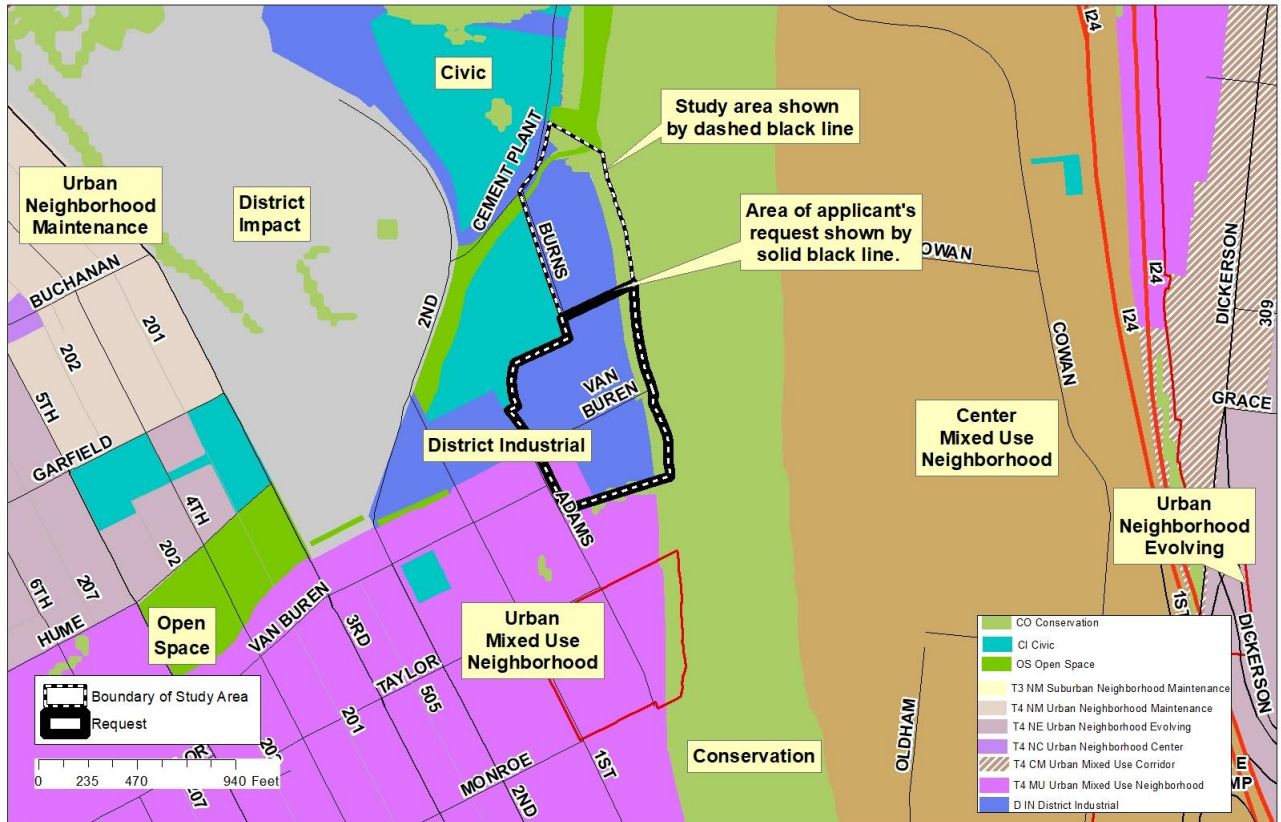
A request to rezone from Commercial Service (CS) to One and Two-Family Residential (R10) zoning for property located at Swinging Bridge Road (unnumbered), at the corner of Swinging Bridge Road and Hickerson Street (9.97 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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2020CP-008-001

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 082, Parcel(s) 021

Map 082-05, Parcel(s) 158

08, North Nashville

19 (Freddie O'Connell)



Project No. **Minor Plan Amendment 2020CP-008-001**
Project Name **North Nashville Community Plan Amendment**
Associated Case 2020SP-009-001
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Cooper Carry Inc., applicant; Baugh & Pardue Properties, LLC and River Cement Sales Company, owners.

Deferrals This item was deferred at the February 27, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Burse
Staff Recommendation *Approve.*

APPLICANT REQUEST
Amend North Nashville Community Plan to change the policy.

Minor Plan Amendment

A request to amend the North Nashville Community Plan by changing from District Industrial (D IN) policy to T4 Urban Mixed Use Neighborhood (T4 MU) for properties located at 1420 Adams Street and 1818 Cement Plant Road, zoned Industrial General (IG) (19.06 acres).

NORTH NASHVILLE COMMUNITY PLAN

Current Policy

D Industrial (D IN) is intended to maintain, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

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. T4 MU exists in a portion of the study area at the Adams Street/Van Buren Street intersection.

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. CO policy at this site recognizes steep slopes and floodway areas along the Cumberland River.

Proposed Policy (Note-the Conservation policy is to remain)

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. The proposed policy extends T4 MU policy to the entire study area.

BACKGROUND

The applicant requested this plan amendment in conjunction with Case #2020SP-009-001, a request to change the zoning for property located at 1420 Adams Street, from Industrial General (IG) to Specific Plan (SP) to permit a mixed use development. Existing D IN policy applied to this property does not support uses proposed in the SP. Due to the conflict between the applicant's zoning request and existing policy, the applicant has proposed a policy change to T4 MU policy, which allows for greater density and more land uses. In total, the study area is 18.59 acres that is proposed for T4 MU policy.

The proposed plan amendment area (site) consists of industrial warehouses. This site abuts the Cumberland River, located to the east, a Metro Water Services waste treatment facility, located to the north, and an industrial operation with tanks, located to the west. The immediate surrounding area has a pattern of development that continues to change from primarily industrial uses a mix of uses that includes a grid network of streets and alleys.

As part of the application process, the Executive Director determined the plan amendment is minor but required a community meeting. Planning Staff limited the study area boundary to the parcel listed in the plan amendment request along with a parcel that abuts the site to the north and has frontage on Cement Plant Road.

COMMUNITY PARTICIPATION

On February 6, 2020, staff hosted a community meeting at the Millennium Maxwell House Hotel, located at 2025 Rosa Parks Boulevard, to discuss the applicant's request. Approximately 9 people attended, along with the applicant and staff. Attendees consisted of property owners and concerned citizens. Staff spoke and answered questions regarding the plan amendment process, while the applicant discussed their reasons for the request in detail. Overall, reaction to the plan amendment request was generally positive given the potential for additional housing, services, and pedestrian friendly elements that can be of benefit to the neighborhood. There was some concern about what the proposed policy could mean for the development of additional street connectivity in the immediate area, particularly what future connectivity could look like. Those in attendance prefer for Adams Street to continue along site frontage, adjacent to the waste water treatment plant, and continue north to Cement Plant Road.



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Key themes expressed to staff include the following:

- Setting up future road connectivity to the north in a particular way using Adams Street; and
- Pedestrian safety.

ANALYSIS OF T4 URBAN MIXED USE NEIGHBORHOOD POLICY

The proposed amendment area is a suitable location for T4 MU policy for the following reasons:

NashvilleNext's Growth & Preservation Concept Map

The Growth & Preservation Concept Map reflects Nashvillians' desires for growth and preservation in the future. The concept map designates a portion of the site closest to Adams Street as "Center." Most of the site is designated as "Transition or Infill." The northern portion of the site is designated as "Special Uses." The eastern portion adjacent to the Cumberland River is designated as "Green Network." An activity "Center" encourages urban commercial centers and corridors to provide more services and options, especially at sites near Jefferson Street, an immediate need high capacity corridor. "Transition and Infill" supports a variety of dense land uses that transition in scale between residential neighborhoods and corridors. As such, moderately dense housing with a greater mix of land uses such as office and retail are appropriate. "Special Uses" area envisions industrial and institutional development. "Green Network" reflects natural areas that provide natural resources, in this instance the Cumberland River. The site is partially located in a "Tier One Center." "Tier One Centers" focus coordinated investments to shape growth that supports transit with a dense mix of land uses.

The concept map designated Jefferson Street, located less than half a mile from the site, as an "immediate need high capacity transit corridor" recommended for near-term improvements to transit service. Allowing a mix of land uses, supported by T4 MU policy, in locations with convenient access to major transportation and transit networks (existing and planned) near a primary corridor to downtown Nashville is appropriate.

Key Finding

- Concept map's vision for a greater mix of uses at moderate to high densities is shared by the intent of the T4 MU policy. The site's designation as "Center," "Transition and Infill," "Special Uses," and "Green Network" near an "immediate need high capacity transit corridor" makes application of T4 MU policy appropriate.

Community Character Policy Application

Center and *Transition/Infill* areas are generalized on the concept map and are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions. The requested T4 MU policy encourages a greater mix of higher-density residential and mixed use development along and near corridors, prioritizing higher intensity mixed use and commercial uses. T4 MU policy is intended to enhance and create high-intensity urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern.



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Key Finding

- T4 MU's intent of creating urban mixed use areas that provide a mix of land uses that create high-intensity urban mixed use neighborhoods make this an appropriate application of the policy.

Transportation and Connectivity

The site is located one-half mile north of Jefferson Street. Jefferson Street is classified as a six-lane arterial boulevard by the Major and Collector Street Plan. 3rd Avenue North, located a few blocks west of the site, is classified as a two-lane arterial boulevard. WeGo provides bus service along Jefferson Street and 3rd Avenue North with nearby access to one inbound and outbound bus stop located at the 3rd Avenue North/Van Buren Street intersection. The Cumberland River Greenway is adjacent to the applicant's site to the west. The Germantown neighborhood has an existing network of sidewalks that this site, under the proposed policy, could contribute to if redeveloped. Including the northern property in the study area allows for the potential of multiple ways of accessing the site and of establishing a fine-grained walkable environment.

Key Findings

- Adequate infrastructure consisting of transportation options, connectivity, and access is in place to support the request.
- There is potential for additional access in multiple modes if the area is redeveloped.

Relationship to Surrounding Policy

The site's relationship to surrounding policy is as follows:

- T4 MU policy is applied to a portion of the site at the Van Buren Street/Adams Street intersection and to most of the Germantown neighborhood to the west.
- D IN policy is applied to most of the site and extends north along the Cumberland River.
- CI (Civic) policy is applied to Metro Government owned property (wastewater treatment plant) to the northwest.

T4 MU policy is applied to the west where the urban mixed use development character should continue to develop. Extension of T4 MU policy to the site would allow the opportunity for additional services for the neighborhood that can develop in a compatible manner consistent with mixed use development in the rest of the Germantown neighborhood.

Currently, D IN policy covers a small area on the north side of the applicant's site next to the Cumberland River corridor; whereas the proposed policy covers a significantly larger area to the west and south that changed from D IN policy to T4 MU policy over time. Extending T4 MU policy to the entire study area, consisting of the applicant's site and adjacent parcel to the north, would allow for the consistent application of policy in this section of the neighborhood, leading to balanced development consistent with the existing mixed use pattern of development in this area.

Key Findings

- T4 MU policy would allow the opportunity for compatible development to occur as an extension of existing T4 MU policy to the west along Van Buren, Taylor and Monroe Streets.



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Analysis Summary

Amending the Community Character Policy from D IN to T4 MU is appropriate at this location because of the opportunities described above. In summary, the entire study area is appropriate for T4 MU policy due to the following:

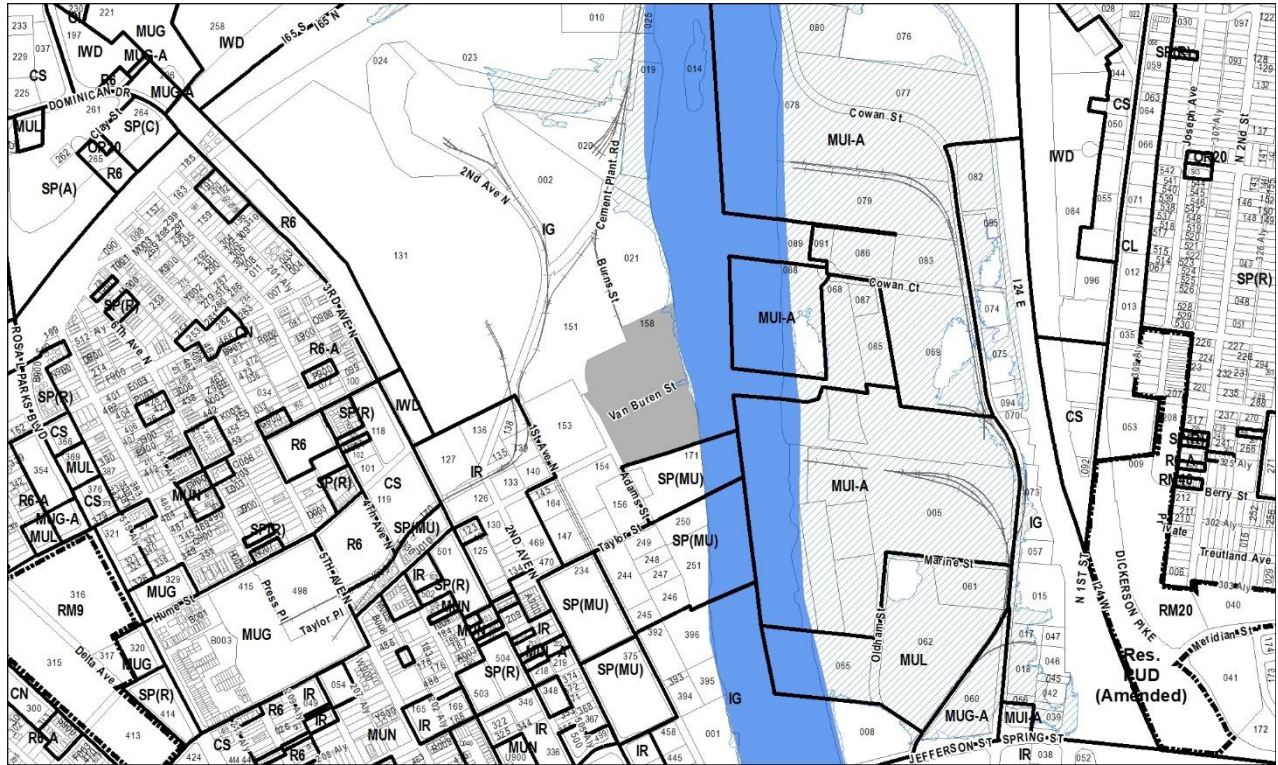
- The plan amendment request will provide opportunity for new services and a mix of uses in the neighborhood. However, some of the community feedback regarding this request includes concerns about what future street connectivity would look like.
- Concept map's vision for a greater mix of uses at moderate to high densities is shared by the intent of T4 MU policy.
- T4 MU's intent of creating urban mixed use areas that provide a mix of land uses that create high-intensity urban mixed use neighborhoods make this an appropriate application of the policy.
- Adequate infrastructure consisting of transportation options, connectivity, and access is in place to support the request.
- T4 MU policy would allow the opportunity for compatible development to occur as an extension of existing T4 MU policy to the west along Van Buren Street, Taylor Street, and Monroe Street.

STAFF RECOMMENDATION

Staff recommends approval.



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2020SP-009-001

MODERA GERMANTOWN

Map 082-05, Parcel 158

08, North Nashville

19 (Freddie O'Connell)



Project No. Specific Plan 2020SP-009-001
Project Name Modera Germantown
Associated Case 2020CP-008-001
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Cooper Carry, applicant; Baugh & Pardue Properties, LLC, owner.

Deferrals This item was deferred from the January 27, 2020, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Preliminary SP

A request to rezone from Industrial General (IG) to Specific Plan-Mixed Use (SP-MU) zoning for property located at 1420 Adams Street, approximately 400 feet north of Taylor Street (approximately 11.56 acres), to permit a mixed use development.

Existing Zoning

Industrial General (IG) is intended for a wide range of intensive manufacturing uses.

Proposed Zoning

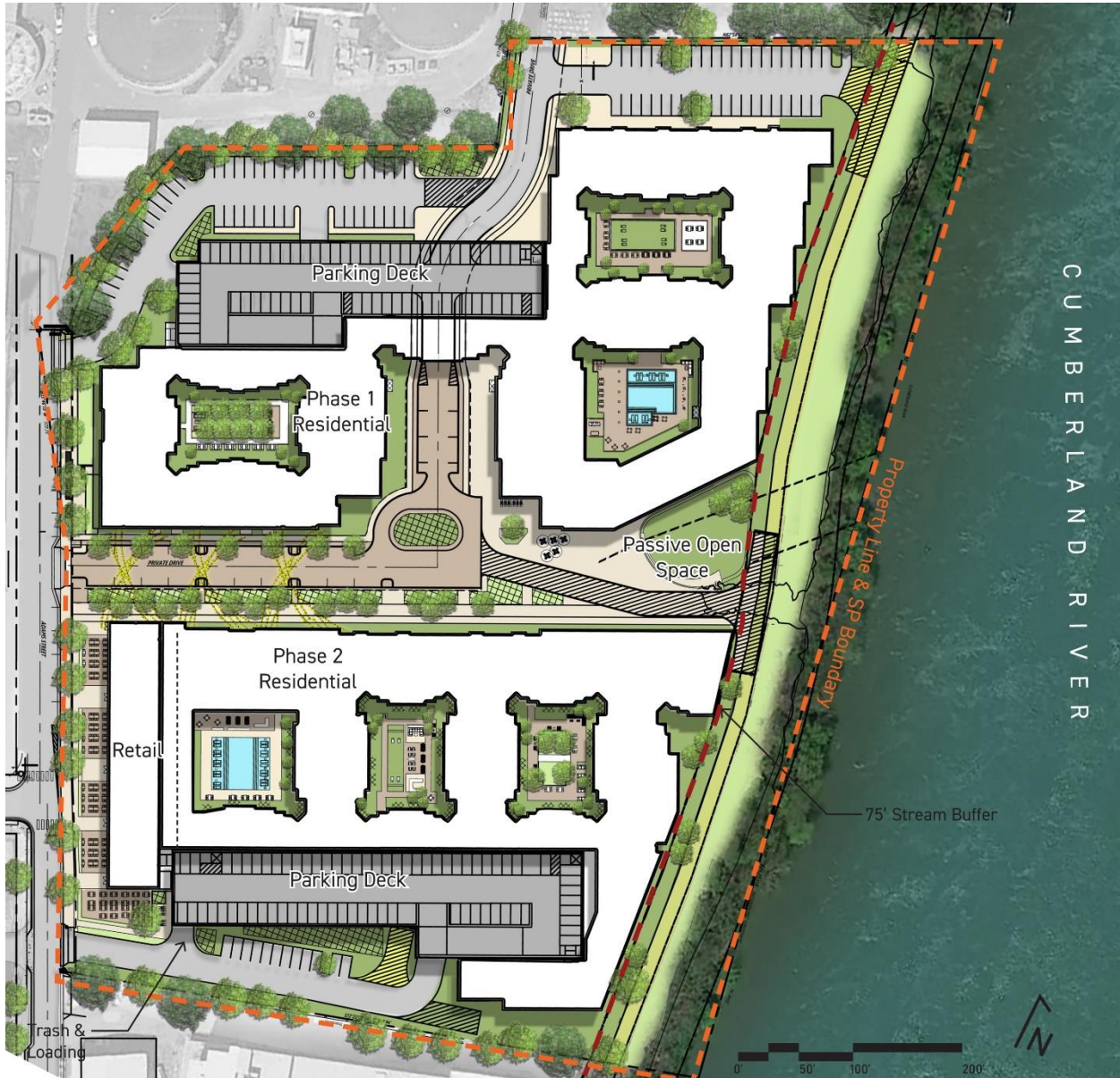
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

PLAN DETAILS

The plan proposes a mixed use development that permits 800 multi-family residential units and 16,000 square feet of non-residential uses. Non-residential uses include those permitted within the MUG-A zoning district, Community Gardening, Mobile Vendor, Artisan Distillery, Microbrewery, and Tasting Room. Prohibited uses include Short Term Rental Property (STRP) owner-occupied and not owner-occupied.



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Proposed Site Plan



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The SP includes two phases. Phase 1 includes 400 residential units and is located on the northern half of the site, on approximately 7 acres. Phase 2 is located to the south on approximately 5 acres and also includes 400 residential units, as well as all of the non-residential uses which are proposed along the street at the intersection of Van Buren Adams Streets. A central drive runs between Phases 1 and 2, connecting from Adams Street to an eastern roundabout that extends to the northern property line, creating an “L” shaped drive. The central drive includes sidewalks, a planting strip, and parallel parking, and will be located in a public access easement. The area east of the roundabout, fronting the Cumberland River, will remain open with sidewalks that extend from the central drive to the river. There are two additional vehicular access points along Adams Street which lead into the surface parking areas and parking structures, provided in each phase. Street parking is also proposed along Adams Street.

The plan proposes a 12’ wide paved greenway trail along the river bank which will be located in a 75’ greenways conservation public access easement. The sidewalk along the central drive will “Tee” into the greenway trail, providing pedestrian connectivity from the river through the site to Adams Street. The trail will be designed and constructed with each phase of development.

The SP proposes a maximum building height of 6 stories in 85 feet and a maximum floor area ratio (FAR) of 3.0. Architectural standards, including materials and glazing, are included in the plan.

NORTH NASHVILLE COMMUNITY PLAN

Existing Policy

D Industrial (D IN) is intended to maintain, enhance, and create industrial districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

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

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



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Proposed Policy (Note that the Conservation policy is intended to remain.)

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

ANALYSIS

The current policies at this site include District Industrial, which covers a majority of the site, Urban Mixed Use Neighborhood, located along Adams Street, and Conservation, located along the river. The SP is consistent with the proposed T4 MU policy at this location, which is intended to provide moderate density residential and non-residential development in areas with high levels of connectivity.

The incorporation of non-residential uses along the street at the intersection of Van Buren Street and Adams Street will encourage pedestrian activity and enhance the pedestrian realm at the corner, where adjacent properties have recently developed and/or been approved for non-residential uses. The plan creates a vibrant urban environment with pedestrian amenities that wrap the street corner and continue through the site, culminating along the river which will be activated with a public greenway trail. The proposed 75' public access easement at Modera will align with the existing 75' public access easement at The Griff development to the south, allowing the easements to connect along the river. Although the plan proposes a maximum height of six stories, above the T4 MU height recommendation of five stories, the policy does permit taller heights in limited instances, including contribution of the plan to the overall fabric of the neighborhood through meaningful open space and pedestrian-friendly streetscapes. In this case, the plan includes two distinct phases with buildings that are visibly separated from one another, allowing the space between the buildings to function as a gateway from Adams Street to the waterfront, with uninterrupted viewsheds and direct pedestrian connectivity to the proposed greenway trail along the river. Adams Street will include a new sidewalk and crosswalk connections to Van Buren Street, which was recently improved with a sidewalk that extends to the existing Cumberland River Greenway trail at 1st Avenue North. The plan contributes to the surrounding open space network and enhances the Cumberland River with dynamic spaces for residents and the public to enjoy.

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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- 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 line between accesses. The AHJ 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.

STORMWATER RECOMMENDATION

Approve with conditions

- Provide a 50' minimum permanent easement centered on the existing 72" brick sewer and eliminate connections to existing public storm sewer.
- Alternatively, relocate existing 72" sewer to the center of the existing easement and size for the basin.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final 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 (See Capacity Permit #'s T2019052895 and T2019052898).



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PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. 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.
- Remove some on-street parking on Adams St. to accommodate better truck turning from Van Buren.
- Indicate private drive through site as 24 ft. in width.
- Indicate access drives as MPW standard ST-324 drives.
- Show signs establishing "Private Drive" where applicable.
- Add general note for waste/recycle disposal private hauler for site.
- Comply w/ MPW traffic engineering comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Developer shall construct the following roadway improvements. Developer shall submit additional traffic analysis for Adams st and Van Buren st as requested prior to final sp approval.
- Private driveway off Adams St shall provide a minimum of 24 ft for entering and exiting travel for adequate turning movements to Adams St.
- Appropriate parallel parking space width on site shall be provided to ensure travel flow.
- Adams St frontage shall provide a minimum of 12ft wide lanes. Additional pavement may be required for adequate truck turning movements for nearby gas property and metro water property users.
- Any on street parking on Adams street shall be located a minimum of 25ft from drive/road intersections and be located to allow adequate truck turn movement for area properties on Adams St.
- Additional traffic analysis is required prior to final SP approval to determine appropriate laneage for Adams St and Van Buren St. intersection and traffic control to address EB traffic queue on Van Buren at Adams St.and ped infrastructure along Van Buren St.
- Developer shall construct the following recommended road improvements per phase at a minimum.

Phase 1 with 400 apartments

Adams Street at Driveway 1

- Construct Driveway 1 with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.
- Provide STOP control along the westbound approach of Driveway 1.
- Provide adequate intersection sight distance in accordance with the criteria provided in A Policy on Geometric Design of Highways and Streets.

Adams Street at Driveway 2 / Delek Driveway

- Construct Driveway 2 with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.



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- Provide STOP control along the westbound approach of Driveway 2.
- Provide adequate intersection sight distance in accordance with the criteria provided in A Policy on Geometric Design of Highways and Streets.

Rosa L. Parks Boulevard at Garfield Street

- Adjust AM signal timing plan by increasing westbound green time by 11 seconds and decreasing eastbound green time by 11 seconds.
- Adjust PM signal timing plan by increasing the westbound green time by 5 seconds and decreasing eastbound green time by 5 seconds.
- These timing modifications only impact minor street split times and do not impact the coordinated main line of Rosa L. Parks Boulevard. Revised signal timing shall be approved by T&P staff.

Other Improvements

- Install pavement markings and signage for railroad crossing at Van Buren Street and the Cumberland River Greenway. Developer shall submit proposed signage and pavement markings with final sp plan.

Phase 2 - additional 400 apartments and 6000 sf of retail and 10,000 sf of restaurant.

Related to the completion of the full proposed development (northern and southern sites), the following mitigation improvements will improve traffic operations under the 2025 Future scenario:

Adams Street at Driveway 1

- Construct Driveway 1 with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.
- Provide STOP control along the westbound approach of Driveway 1.
- Provide adequate intersection sight distance in accordance with the criteria provided in A Policy on Geometric Design of Highways and Streets.

Adams Street at Driveway 2 / Delek Driveway

- Construct Driveway 2 with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.
- Provide STOP control along the westbound approach of Driveway 2.
- Provide adequate intersection sight distance in accordance with the criteria provided in A Policy on Geometric Design of Highways and Streets.

Adams Street at Driveway 3

- Construct Driveway 3 with two (2) lanes for vehicular movement: one (1) lane for vehicle ingress and one (1) for vehicle egress.
- Provide STOP control along the westbound approach of Driveway 3.
- Provide adequate intersection sight distance in accordance with the criteria provided in A Policy on Geometric Design of Highways and Streets.



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Rosa L. Parks Boulevard at Garfield Street

- Adjust AM signal timing plan by increasing westbound green time by 11 seconds and decreasing eastbound green time by 11 seconds.
- Adjust PM signal timing plan by increasing the westbound green time by 5 seconds and decreasing eastbound green time by 5 seconds.
- These timing modifications only impact minor street split times and do not impact the coordinated main line of Rosa L. Parks Boulevard.

3rd Avenue N at Van Buren Street

- Construct a traffic signal with permitted left-turn phasing on all approaches.

Other Improvements

- Install pavement markings and signage for railroad crossing at Van Buren Street and the Cumberland River Greenway.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
General Heavy Industrial (120)	12.03	0.6 F	314,416 SF	472	161	214

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)	-	-	800 U	6008	344	376

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)	-	-	16,000 SF	1016	51	110

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+6552	+234	+272

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 16 Elementary 16 Middle 8 High

The proposed SP zoning may generate 40 more students than the existing IG zoning district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School.



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STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends disapproval.

CONDITIONS

1. Permitted uses shall be limited to a maximum 800 multi-family residential units and 16,000 square feet of non-residential uses. Non-residential uses include those permitted within the MUG-A zoning district, Community Gardening, Mobile Vendor, Artisan Distillery, Microbrewery, and Tasting Room. Short Term Rental Property (STRP) – Owner-Occupied and Short Term Rental Property (STRP) – Not Owner-Occupied uses shall not be permitted within the SP.
2. On the corrected copy, update Site Plan Note #62 on Sheet 19: As shown on the site plan, a 12' wide paved greenway trail in a Greenways Conservation and Public Access Easement along the waterfront will be constructed for each Phase. The trail will meet minimum Metro requirements for greenway trails.
3. On the corrected copy, update the first sentence of the 75' easement note on Sheet 23: 75' Greenways Conservation and Public Access Easement to include 12' wide paved trail for Metro greenway.
4. On the corrected copy, the public access easement along the central drive shall include the entire length of the 12' wide sidewalk, from the western property line to the public greenway trail along the river.
5. The central drive between Phase 1 and Phase II will remain open with no gating of sidewalks or the roadway in order to preserve connection through the site and to preserve access to the greenway trail. Additionally, the section of street and sidewalk ranging from the central drive roundabout north through the Phase 1 garage to the northern boundary of the site will also remain open. Please reference notes on the site plan.
6. With the final site plan, provide architectural elevations for buildings along the river, fronting the greenway trail. Staff will review elevations to ensure activation along the river.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. 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.



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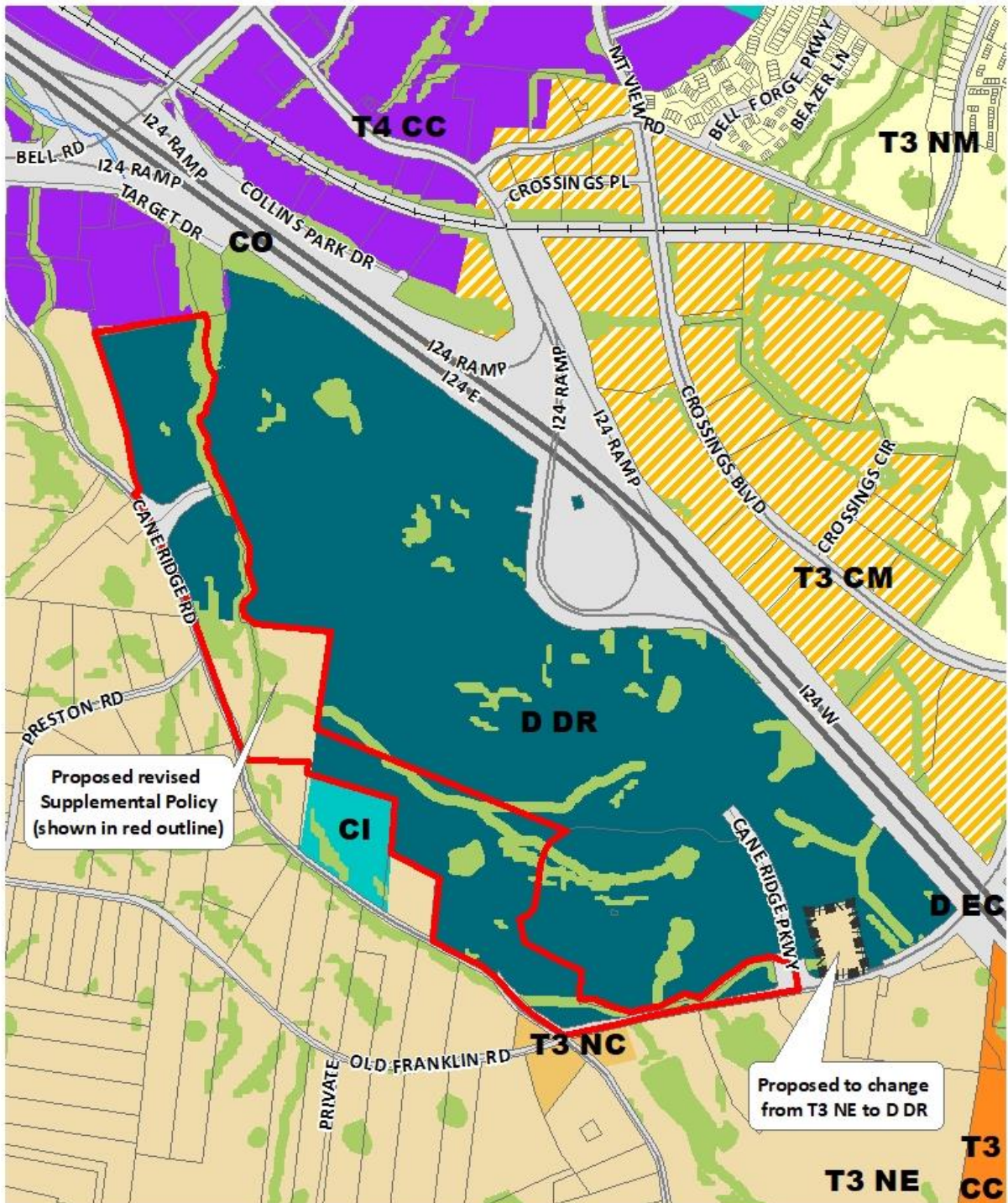
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
14. 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.
15. 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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Metro Planning Commission Meeting of 03/12/2020



2020CP-012-001

SOUTHEAST COMMUNITY PLAN AMENDMENT

Map 174, Parcel(s) 182, 238; portions of Map 174, Parcel(s) 182, 232, 236, 239

12, Southeast

32 (Joy Styles)



Project No. Minor Plan Amendment 2020CP-012-001
Project Name Southeast Community Plan Amendment
Associated Cases 2015SP-005-010
Council District 32 – Styles
School District 6 – Bush
Requested by Barge Design Solution, applicant; Century Farms, LLC, IDB, and Cemetery, owners.

Deferrals This item was deferred at the February 27, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer McCaig
Staff Recommendation Approve.

APPLICANT REQUEST

Amend Southeast Community Plan to change the policy and simplify supplemental policies.

Minor Plan Amendment

A request to amend the Southeast Community Plan by changing from T3 Suburban Neighborhood Evolving policy to District Destination Retail policy for property at 3141 Old Franklin Road (2.92 acres) and simplifying supplemental policies for properties located at 4001 Cane Ridge Parkway and a portion of properties located at 4100 William Turner Parkway and Cane Ridge Road (unnumbered) (76.25 acres).

SOUTHEAST COMMUNITY PLAN

Current Policy – *Note: CO policy will remain.*

Existing policy is Suburban Neighborhood Evolving (T3 NE), which is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate density development patterns. 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. 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) policy recognizes the presence of environmentally sensitive features, such as floodways/floodplains and steep slopes.

Supplemental policies also apply to this area and provide detailed guidance as to the mixture of land uses, design within the development, and transitions along the edges of the development to the surrounding residential areas.



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Proposed Policy

Proposed policy is District Destination Retail (D DR) for the 2.92-acre property at the southeastern edge of the site, which is intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated with or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas. Office and high density residential are complementary supportive uses that can help provide transitions in scale and intensity to surrounding policy areas.

Supplemental policies for the development area were put in place in 2015 to assist in creating an appropriate Specific Plan (SP) with a component that functions as a walkable, mixed use center. D DR policy was a new policy category at that time, and staff worked with the applicant on design improvements to their plan. Now that the SP has been created, along with subdistricts, and has been in place for a few years, several of the supplemental policies are obsolete and should be deleted while other supplemental policies should be clarified.

BACKGROUND

The applicant requested this plan amendment in conjunction with Case #2015SP-005-010, a request to amend the Century Farms SP for properties located along the east of Cane Ridge Road, west of I-24, and north of Old Franklin Pike. The applicant has requested to add 2.92 acres, to amend signage and development standards, and revise subdistrict boundaries. As such, the applicant has requested to change the policy for the 2.92 acres (3141 Old Franklin Road) from T3 NE, which is intended to increase housing choices, to D DR to match the surrounding policy and add that property to the SP.

In 2015, the applicant worked extensively with staff and the community to amend the policy, creating a new policy category of District Destination Retail that would allow a significant large footprint building with a regional draw along with office, retail, services, and residential at a variety of scales. A development at this scale could provide unique retailers, economic benefits, and additional jobs and services. Staff also worked with the applicant to create a robust pedestrian and bicycle network in addition to improved vehicular connectivity and access. Supplemental policies were created to assist in achieving a high-quality design and appropriate transitions. Over time, there have been several amendments to the SP zoning as the owners acquire tenants and site plan details need refinements.

The 2.92-acre property located at 3141 Old Franklin Road is zoned AR2a and did contain a residential building that was recently demolished. This property is surrounded on three sides by the Century Farms development. The Century Farms owners recently acquired it and now wish to add it to the development.

The Century Farms development is bounded by I-24 to the east and by Bell Road to the north. On the west side of Cane Ridge Road are a variety of housing types from stacked flats to single family houses. Immediately south of Old Franklin Road is the approved Century South / Carroll



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at Cane Ridge planned unit development which allows a mix of uses. To the east across I-24, is the Crossings mixed use area and Hickory Hollow center area.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is minor and the applicant is required to hold a community meeting. The applicant coordinated with Councilmember Styles to hold a community meeting on January 9, 2020. The meeting was at the same time and location as the Mayor's Transportation Listening Session, and approximately eight people attended the meeting. At their request, the Cane Ridge Community Club and Cane Ridge Community Trust hosted a second community meeting on February 11, 2020. Planning staff discussed the long-range planning process and the proposed amendment. Approximately 45 people attended that meeting to hear the latest news about the development from the property owners and discuss lingering questions and concerns. A summary of comments from both meetings is provided below. Attendees at both meetings expressed:

- Disappointment and confusion that the entire development site has been graded, except for one very large oak tree, including the removal of other large trees and disturbance of the stream buffer.
- Concerns about stormwater drainage, landscape buffers, and the potential of large areas of impervious surfaces.
- Desire for pedestrian facilities along Cane Ridge Road.
- Concern about the potential tall height and visibility of interstate signs.
- Enthusiasm for new quality development and what benefits it can add to the community.

The property owner stated that since 2014, he has attended 30 community meetings to discuss the project and will continue to do that and speak with anyone who has questions and concerns. The owner also said that this project will continue to evolve as tenants are acquired and that the development team anticipates more amendments to the SP. The community leaders stated that they feel that since the owners are asking for official amendments at this time, it is an opportunity to ask for modifications and additions to their development plan.

ANALYSIS OF DISTRICT DESTINATION RETAIL POLICY

The application of D DR policy is consistent with surrounding policy currently applied to properties on the north side of Old Franklin Road.

NashvilleNext's Growth & Preservation Concept Map

The Growth & Preservation Concept Map reflects Nashvillians' desires for growth and preservation in the future. The concept map designates portions of the site, along with areas on the north side of Bell Road and the east side of I-24 as "Center," which can accommodate a large amount of growth in a mixture of uses. The remainder of the site is designated as "Transition or Infill," supporting a variety of uses that transition in scale between residential areas and corridors and "Neighborhood," which is generally applied to residential areas. The NashvilleNext planning process applied the concept map designations generally rather than at the parcel-specific level.



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Key Finding

- Concept Map's vision for this area makes it appropriate to add the 2.92-acre property to the D DR policy area.

Community Character Policy Application

“Center,” “Transition or Infill,” and “Neighborhood” areas are generalized on the concept map and are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions. The requested D DR policy is intended to allow for large footprint, auto-centric uses, along with complementary and supportive uses. Office and high density residential are uses that can help provide transitions in scale and intensity to surrounding policy areas. The subject property is currently surrounded on three sides by D DR policy.

Key Findings

- D DR's intent of providing a mixture of uses, including retail, office, services, and housing and its location along the I-24 corridor make it an appropriate policy for this location.
- The subject property's location makes it appropriate to add to the larger surrounding D DR area.

Transportation and Connectivity

Access to the development will be primarily through a new interstate interchange that is currently under construction for the west side of the Hickory Hollow exit; it is expected to be completed in May 2021. The development is also building three roads through their site to connect to the existing road network. Secondary access to the development will be from Old Franklin Road (collector-avenue) to the south and Cane Ridge Road (arterial boulevard) to Bell Road (arterial-boulevard) to the northeast.

Sidewalks in the area are very limited. While this development will enhance pedestrian and bicycle activity as part of their development, there remains a need along other streets, especially Cane Ridge Road, for additional sidewalks. Bell Road is served by transit with Route 73.

Key Finding

- While the area lacks transportation options other than driving, the existing and to-be-built street network is adequate to support intensity/density envisioned by D DR for this location.

Relationship to Surrounding Policy

The amendment area is surrounded on the west side of I-24 by five policy areas:

- T4 Urban Community Center (T4 CC) to the north, which is applied to the center area and includes the Hickory Hollow/Crossings area.
- T3 Suburban Community Center (T3 CC) to the southeast, which is applied to a Planned Unit Development allowing for a mixture of uses.
- T3 Suburban Neighborhood Evolving (T3 NE) to the west and south, which is applied to the mixture of housing, ranging from stacked flats to single family, in the adjacent residential areas.



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- Suburban Neighborhood Center (T3 NC) at the intersection of Old Franklin Road and Cane Ridge Road that allows for neighborhood-scale uses.
- Civic (CI) policy applied to the NES utility property.

Across I-24 are two additional policy areas:

- Suburban Mixed Use Corridor (T3 CM) to the east which allows a mixture of uses.
- District Employment Center (D EC) to the southeast which emphasizes uses that provide concentrations of jobs.

Key Findings

- The area is part of the larger center area that extends to the east side of I-24.
- There is a mixture of policy categories in this area due to its proximity to Bell Road and location along the I-24 corridor.

Proposed Supplemental Policies

Currently, there are supplemental policies that apply to four of the five Specific Plan (SP) subdistricts. These supplemental policies were generated in 2015 to assist in designing a unique SP that would combine auto-centric, large footprint retail and office buildings with smaller scale complementary uses, along with a robust pedestrian and bicycle network. Now the SP is in place and achieves the intent of many of the supplemental policies. The applicant is requesting changes to the subdistricts, and it is an opportune time to simplify the supplemental policies and only retain those that apply to transitions with surrounding residential areas. A previous SP amendment in 2016 brought a property into the overall development. Since the SP is approved for residential uses in that area, the property's policy remains T3 NE today and is incorporated into the supplemental policy area. With the 2020 request, the 2.92-acre property might be used for other uses than residential, thus requiring a policy change.

Originally, there were four supplemental policy areas. Staff proposes deleting two of the areas since the SP is in place and has incorporated that guidance. Staff then proposes combining the remaining two supplemental policy areas since they are repetitive and deal with transitions to the surrounding area. Small boundary adjustments have been made to better align with the SP subdistricts.

The proposed, edited supplemental policy, combining two areas, reads as follows:

SPA 12-D-DR-01 – Residential and Neighborhood Transition Subdistricts

- Provide a transition from the residential land uses on Cane Ridge Road to more intense land uses within the D DR policy area.
- Provide a mixture of housing types such as stacked flats, townhouses, and manor houses that can be designed to work with the topography.
- Building height, not to exceed five stories, along with location and topography should be considered to avoid buildings looming over other buildings at lower elevations.
- Where topography prevents providing street connectivity, pedestrian, bike, and greenway connections should still be provided. Development in this subdistrict should include future opportunities for pedestrian, bike, or greenway access to properties fronting Cane Ridge Road.



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- Pedestrian, bike, greenway, and vehicular connectivity are necessities within and between subdistricts.

Key Finding

- Supplemental Policies can be simplified now that the SP has been approved since 2015 and incorporated many of the policies into their subdistricts and design.

Analysis Summary

Amending the Community Character Policy to add the 2.92-acre property to D DR is appropriate at this location. It is also suitable to simplify the existing supplemental policies. In summary, the changes in policy to the area of the request are appropriate due to the following:

- Concept Map's vision for this area and the subject property's location make it appropriate to add the 2.92-acre property to the larger D DR policy area.
- D DR's intent of providing a mixture of uses, including retail, office, services, and housing and its location along the I-24 corridor make it an appropriate policy for this location.
- While the area lacks transportation options other than driving, the existing and to-be-built street network is adequate to support intensity/density envisioned by D DR for this location.
- The area is part of the larger center area that extends to the east side of I-24.
- There is a mixture of policy categories in this area due to its proximity to Bell Road and location along the I-24 corridor.
- Supplemental Policies can be simplified now that the SP has been approved since 2015 and incorporated many of the policies into their subdistricts and design.

STAFF RECOMMENDATION

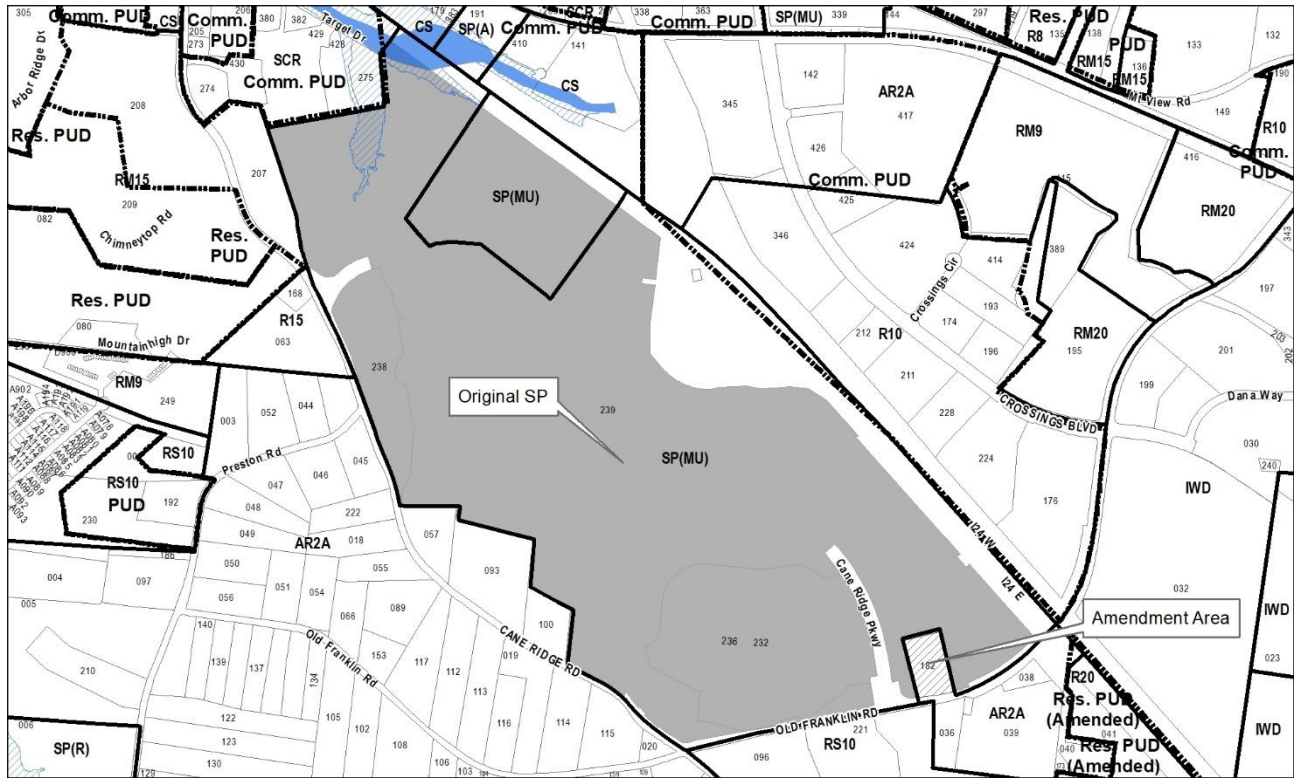
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/12/2020



2015SP-005-010

BEAMAN & TURNER PROPERTIES SP (AMENDMENT)

Map 174, Parcel(s) 182, 232, 236, 238-239

12, Southeast

32 (Joy Styles)



Project No. Specific Plan 2015SP-005-010
Project Name Beaman & Turner Properties SP
 (Amendment)
Associated Case 2020CP-012-001
Council District 32 - Styles
School District 6 - Bush
Requested by Barge Design Solutions, applicant; Century Farms, LLC, owner.

Deferrals This item was deferred at the February 27, 2020, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Amend standards, revise subdistrict boundaries, and add 2.92 acres.

Preliminary SP

A request to amend a Specific Plan for properties located at 3141 Old Franklin Road, 4001 Cane Ridge Parkway, 4100 William Turner Parkway and Cane Ridge Road (unnumbered), located on the north side of Old Franklin Road, between Cane Ridge Road and Interstate 24, zoned Agricultural/Residential (AR2a) and Specific Plan-Mixed Use (SP) (295.83 acres), to amend signage and development standards, revise subdistrict boundaries, and to add 2.92 acres for a total of approximately 298.75 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.

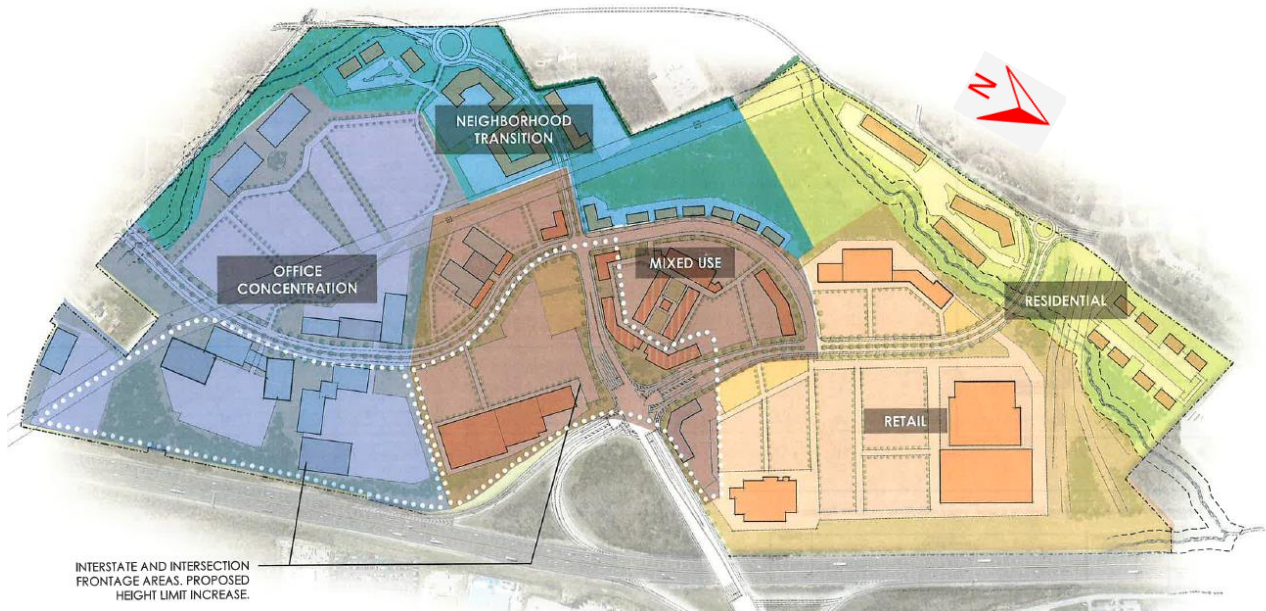
Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan.

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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Currently Approved Site Plan



Proposed Site Plan



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History

The Beaman & Turner Properties SP, commonly referred to as Century Farms, was approved in February 2015. The SP includes a mixture of uses in a variety of subdistricts. The subdistricts include: Residential, Retail, Neighborhood Transition, Office Concentration, and Mixed Use. Each subdistrict includes specific regulations regarding setbacks, build-to zones, height, permitted uses, parking, signage, building types, architectural standards, etc. The approved plan included a maximum of 1,300 multi-family residential dwelling units. The SP has been amended twice: once to add acreage and most recently in 2017 to amend signage standards.

PLAN DETAILS

The site is located west of Interstate 24, east of Cane Ridge Road and north of Old Franklin Road. The approved Beaman & Turner Properties SP is approximately 295.83 acres in size. The proposed properties to be added are approximately 2.92 acres in size for an overall SP of approximately 298.75 acres.

Site Plan

The amendment proposes to add 2.92 acres to the SP, and to adjust subdistrict boundaries. Changes to subdistrict boundaries are proposed based on shifting market demands and minor modifications shown on previously approved final site plans. Included in the amendment are minor changes to the bulk allowed within various subdistricts and updated signage standards for the retail subdistrict.

The current SP allows for a maximum of 1,300 residential dwelling units. No increase in residential units is proposed within this amendment. The Residential Subdistrict provides for a variety of residential housing types including stacked flats, townhouses, and other residential building types.

The residential units have been allocated to the following subdistricts:

- Residential – up to 500 units
- Neighborhood Transition – up to 600 Units
- Office Concentration – up to 300 units
- Mixed Use – up to 300 units

The subdistrict allocations provide limits within each district but not all districts can reach the maximum. At no point will the maximum number of units within the entire SP be permitted to exceed 1,300 units. With final site plan submittals, the applicant will need to balance the allocation to stay within the overall permitted unit count of 1,300.

The Retail subdistrict will be split into two separate portions within the SP, with one area located along the interstate in the northeastern portion of the site and the second portion located along the interstate south of the new parkway. Revised signage standards are proposed for the portion of the Retail subdistrict located south of the new parkway. The portion of the Retail subdistrict north of the new parkway will retain the same bulk standards approved by the current SP and will revise the parking requirement for future hotel use within the retail subdistrict. The current SP includes hotel uses within the retail subdistrict. The proposed amendment alters the parking standards for a hotel use. The Neighborhood Transition subdistrict boundary is revised as shown in the proposed subdistrict boundary map. The office concentration subdistrict will be split into



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two separate areas. Wider build to zones are provided for hotel uses and signage standards have been revised.

The Mixed Use subdistrict boundary has been shifted to the east. Structures will no longer be required to contain a vertical mixture of uses; however, a mixture of uses will be provided consistent with the MUI fall back zone district. The plan states 25% of the structures fronting Century Farms Parkway will contain public entrance facades and pedestrian entrance facades.

Vehicular access is to be provided from the new parkway to the site, consistent with the current SP. Parking is provided in surface lots located around the proposed buildings. Parking for hotels within all subdistricts will require 1 parking space per room; no additional employee parking will be required. Sidewalks are provided along all public streets within the SP. Internal sidewalks are provided throughout along the private drives.

Open space is provided primarily along the creek on the eastern edge of the Residential Subdistrict. A series of trails are proposed throughout the SP within the extensive open space network. Staff is recommending that a detailed landscaping plan be provided with the final site plans submitted for each site within the Neighborhood Transition Subdistrict to provide appropriate screening of the parking lot from Cane Ridge Road.

SOUTHEAST COMMUNITY PLAN

Existing Policy

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 they have already been disturbed.

D Destination Retail (D DR) is intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.

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.



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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.

Proposed Policy

The proposed SP amendment is a proposal to add approximately 2.92 acres of land to the SP. This property is currently within an area of T3 NE policy. The associated community plan amendment case, 2020CP-012-001, proposes to change the land use policy applicable to this 2.92 acres of land from T3 NE to District Destination Retail, to match the remainder of the SP.

Note that the Conservation policy is intended to remain.

ANALYSIS

The area to be added to the SP is proposed to be added to the Office concentration Subdistrict. The proposed policy for the addition is District Destination Retail which is consistent with the policy for the existing Century Farms SP. No increase in entitlements regarding height, dwelling units, or floor area is proposed within this amendment. The amendments serve to shift the location of existing development entitlements internally to the site. Residential and Neighborhood Transition subdistricts located on the perimeter of the development to provide transitions to the surrounding area remain.

The proposed amendment maintains the pedestrian facilities proposed with the current SP to increase walkability and connectivity within the larger neighborhood. Additionally, sensitive environmental features continue to be preserved and utilized to enhance the proposed development. A range of housing choices is being provided within the development. As the proposed changes to the SP consist primarily of changes to the internal layout and do not increase entitlements, staff finds that the amended SP remains consistent with the District Destination Retail policy and therefore, staff recommends approval with conditions and disapproval without all 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. Future development or construction may require changes to meet adopted fire and building codes.

WATER SERVICES RECOMMENDATION

Approve with conditions

- As construction plans have been approved, and match the latest SP plan revision, MWS recommends approval.



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STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- All previously approved conditions apply.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A focused TIS may be required at development of added parcels.
- Adequate sight distance shall be provided at access drive.
- Additional ROW and roadway improvements along Cane Ridge Rd. frontage may be required.
- Adequate access to the SP internal road network may be required prior to development.

The proposed SP amendments do not increase the existing entitlements. No traffic table was prepared as the development is not expected to generate additional traffic from the previously approved SP.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions if the associated plan amendment is approved as the proposal is consistent with the District Destination Retail policy. If the associated plan amendment is not approved, staff recommends disapproval.

CONDITIONS

1. Permitted land uses shall be as follows:
 - Residential Subdistrict limited to up to 500 multi-family residential units.
 - Retail subdistrict limited to uses allowed in SCR, excluding Alternative Financial Services.
 - Neighborhood Transition Subdistrict limited to up to 600 multi-family residential units and all other uses allowed in MUL, excluding Alternative Financial Services.
 - Office Concentration Subdistrict limited to up to 300 multi-family residential units and all other uses allowed in MUI, excluding Alternative Financial Services.
 - Mixed Use Subdistrict limited to up to 300 multi-family residential units and all other uses allowed in MUI, excluding Alternative Financial Services.
 - A maximum of 1,300 multi-family residential units are permitted within the entire SP.
2. All Public Facades shall also be Pedestrian Entrance Facades.
3. With submittal of final site plan for any residential units fronting Cane Ridge Road, a detailed landscaping plan providing an appropriate buffer between Cane Ridge Road and any parking located in front of structures shall be provided.
4. Requirements specified in BL2017-851 not specifically being amended with this ordinance shall remain in effect.
5. All final site plans shall be reviewed by Metro agencies and approved by the Planning Commission or Department in accordance with Section 17.40.170 of the Zoning Code. All roadway plans shall be consistent with the Complete Streets Executive Order and should incorporate NACTO guidelines where possible.

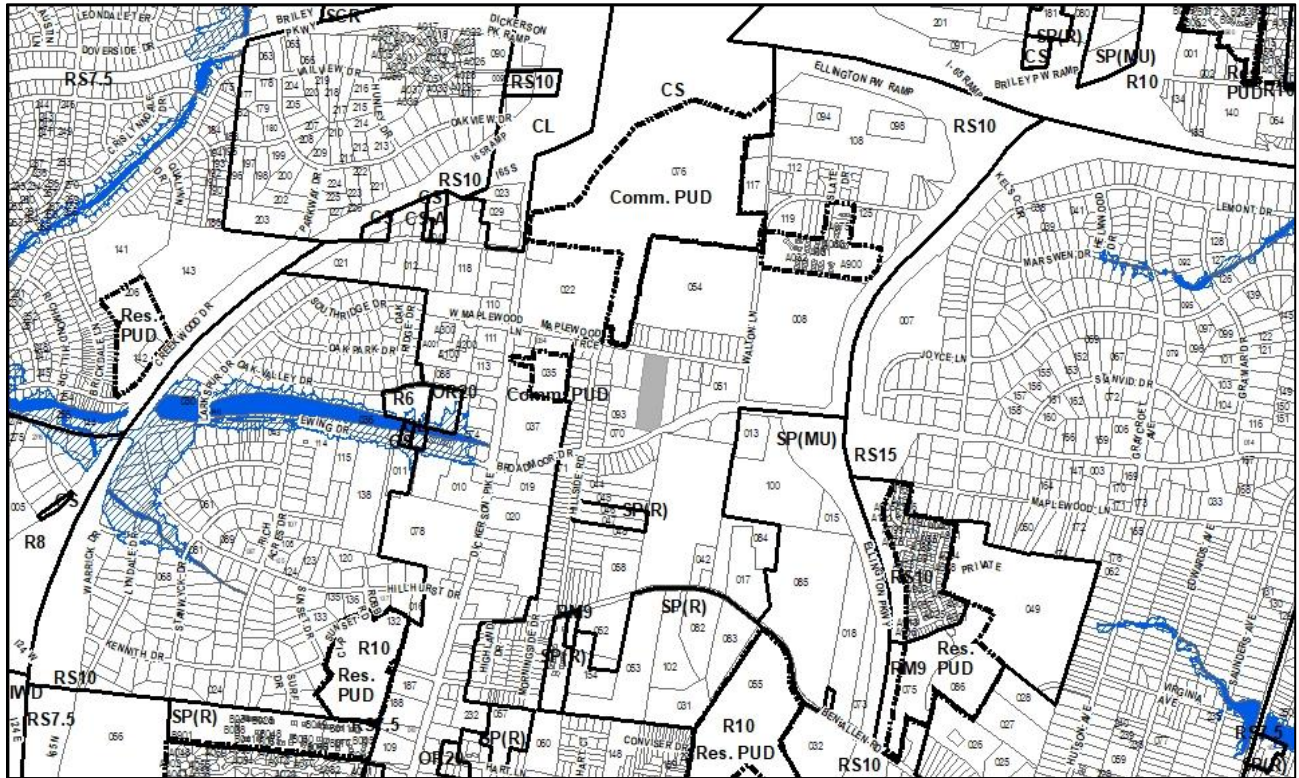


Metro Planning Commission Meeting of 03/12/2020

6. Add the following note to the plan/plat: The final site plan/ building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
7. 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 for the Residential Subdistrict, SCR district for the Retail Subdistrict, MUL district for the Neighborhood Transition Subdistrict, MUI district for the Office Concentration Subdistrict and Mixed Use Subdistrict, as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
8. 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.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. 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.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 03/12/2020



2019SP-055-001
218 MAPLEWOOD TRACE
Map 060-04, Parcels 057
5, East Nashville
08 (Nancy VanReece)



Project No. Specific Plan 2019SP-055-001
Project Name 218 Maplewood Trace
Council District 08 - VanReece
School District 3 - Speering
Requested by Duane Cuthbertson, applicant; Todd Realty LLC, owners.

Deferrals This item was deferred at the December 12, 2019, January 16, 2020, and February 27, 2020, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST
Zone change from RS10 to SP-R zoning.

Preliminary SP
 A request to rezone from Single-Family Residential (RS10) to Specific Plan – Residential (SP-R) zoning for property located at 218 Maplewood Trace, approximately 450 feet east of Hillside Road (3.54 acres), to permit 48 multi-family residential units.

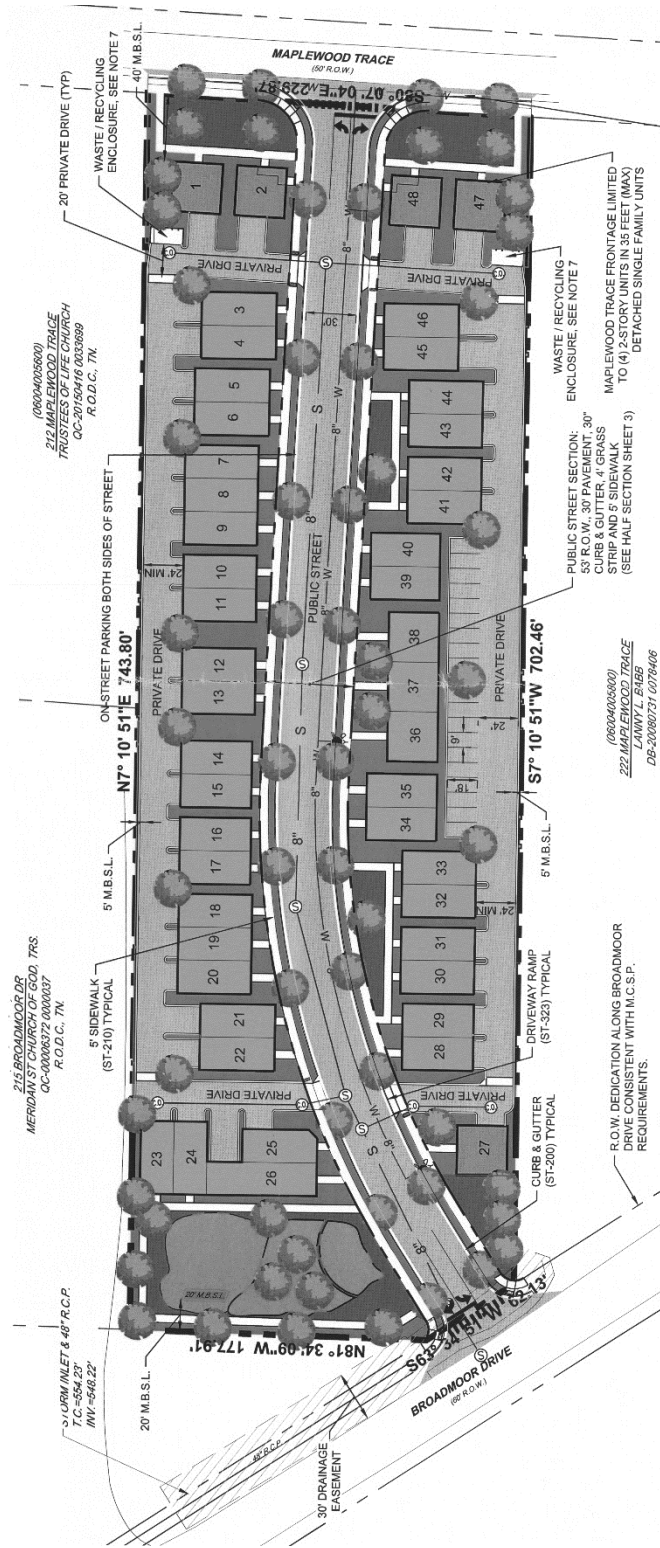
Existing Zoning
Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 13 single-family lots based on acreage alone; application of the subdivision regulations 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 two residential building types.

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



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Proposed Site Plan



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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.

PLAN DETAILS

The 3.54 acre site is located along the southside of Maplewood Trace, east of the intersection of Hillside Road and Maplewood Trace. The site is a double frontage lot with frontage along Broadmoor Drive to the south and Maplewood Trace to the north. The site has been developed with an existing single-family structure and detached accessory structure. The surrounding area is primarily zoned RS10 and has been developed with single story one and two-family structures.

Site Plan

The proposed plan would permit 48 residential units: five detached multi-family units and 43 attached multi-family units. Four of the five detached units are oriented towards Maplewood Trace to reflect the existing development pattern along the street frontage. The other detached unit is on the southern portion of the site near Broadmoor Drive. The attached multi-family units are oriented towards the interior of the site, along the proposed public street that runs north/south through the site connecting Maplewood Trace to Broadmoor Drive. The height of the attached units is 3 stories within 45 feet. The detached units fronting Maplewood Trace are limited to a height of 2 stories within 35 feet, to match the existing context of single-family homes along the street.

There are proposed 24-foot-wide private alleys along the east and west property lines to serve the rear loaded garages and surface parking spaces. Short term on street parking shall be limited to one side per Public Works conditions of approval. There are proposed 5 foot wide sidewalks and 4 foot wide planting strips along the proposed public street, connecting the interior units to the street. The MCSP requirements show a 6 foot wide planting strip and 6 foot wide sidewalk along Broadmoor Drive and a 5 foot sidewalk and 4 foot planting strip along Maplewood Trace, which will be shown on the final development plan.

ANALYSIS

The plan is consistent with the proposed T4 NE policy to include greater housing choice and improved connectivity. The proposed density is in line with the moderate to high density called for in the policy. The policy states that when considering an increase in intensity, several site factors shall be implemented to create transitions including step down in height and separation from lower density areas with rear alleys. The units fronting Maplewood Trace are limited to 2 stories in height to match the existing RS10 development along the street. The private drives along the east and west property lines create a separation between the proposed development and adjacent properties without placing development immediately adjacent to these RS10 properties. In addition, the proposed plan improves vehicular and pedestrian within and adjacent to the site. The site is located between Hillside Road and Walton Lane. The proposed public road provides a new street between these two existing roads, creating shorter, more urban blocks. The proposed sidewalks enhance pedestrian connectivity by providing a new connection for individuals to travel a shorter distance between Maplewood Trace and Broadmoor Drive. The proposed density, transition to the adjacent properties and the diversity of units and improved connections through site meet the intent of the policy.



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FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Fire department access roads shall comply with the current adopted fire code at the time of construction.
- Fire Department access roads shall have an unobstructed clear width of 20'.
- Where a fire hydrant is located on a fire apparatus access road the minimum width shall be 26' exclusive of shoulders.
- Aerial Fire Apparatus access shall be provided for any structure 30 feet or greater in height. Fire lane signage shall be provided in accordance with the adopted fire codes.
- Limited building detail, and/ or building construction information provided. Any additional fire code or access issues will be addressed during the construction permitting process. Future development or construction may require changes to meet adopted fire and building codes.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final SP plans. The required capacity fees must also be paid prior to Final 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.
- For final SP approval, the following conditions shall be met:
 - Apply to MPW Traffic & Parking Division for the following signage:
 - 'No Parking' along the East side of the proposed public road;
 - 'Short-term Parking Only' along the West side of the proposed public road.
 - Stopping Sight distance exhibit (per AASHTO), with proposed grade profile for private drives off proposed public road.
 - Indicate private drives to be 24 ft. minimum.
 - Indicate ramps off public roads are ST-324 ramps.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with TIS recommendations.
- In order to facilitate safe and efficient traffic operations at Maplewood Trace and project access intersection, the project access should be constructed to include two northbound turn lanes, striped as separate left and right turn lanes at the intersection with Maplewood Trace. Each of these turn lanes should include at least 50 feet of storage and should be designed and constructed according to AASHTO standards.



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- In order to facilitate safe and efficient traffic operations at this intersection, the project access should be constructed to include two southbound turn lanes, striped as separate left and right turn lanes at the intersection with Broadmoor Drive. Each of these turn lanes should include at least 50 feet of storage and should be designed and constructed according to AASHTO standards.

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)	3.0	4.35 D	13 U	160	15	15

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	3.54		48 U	323	24	31

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 35 U	+163	+9	+16

METRO SCHOOL BOARD REPORT

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

Projected student generation existing SP-R district: 7 Elementary 5 Middle 4 High

The proposed SP-R zoning is expected to generate 11 more students than the existing RS10 zoning district. Students would attend Chadwell Elementary School, Gra-Mar Middle School, and Maplewood High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

- Permitted uses shall be limited to a maximum of 48 multi-family residential units. Short term rental property- owner occupied and short term rental property-not-owner occupied shall be prohibited.
- The submittal of the final site plan shall meet or exceed the minimum standards of the Major and Collector Street Plan.
- The corrected plan set shall revise the parking note to only permit short term parking only on street parking for one side of the proposed public street.
- Comply with all conditions and recommendations of Metro agencies.



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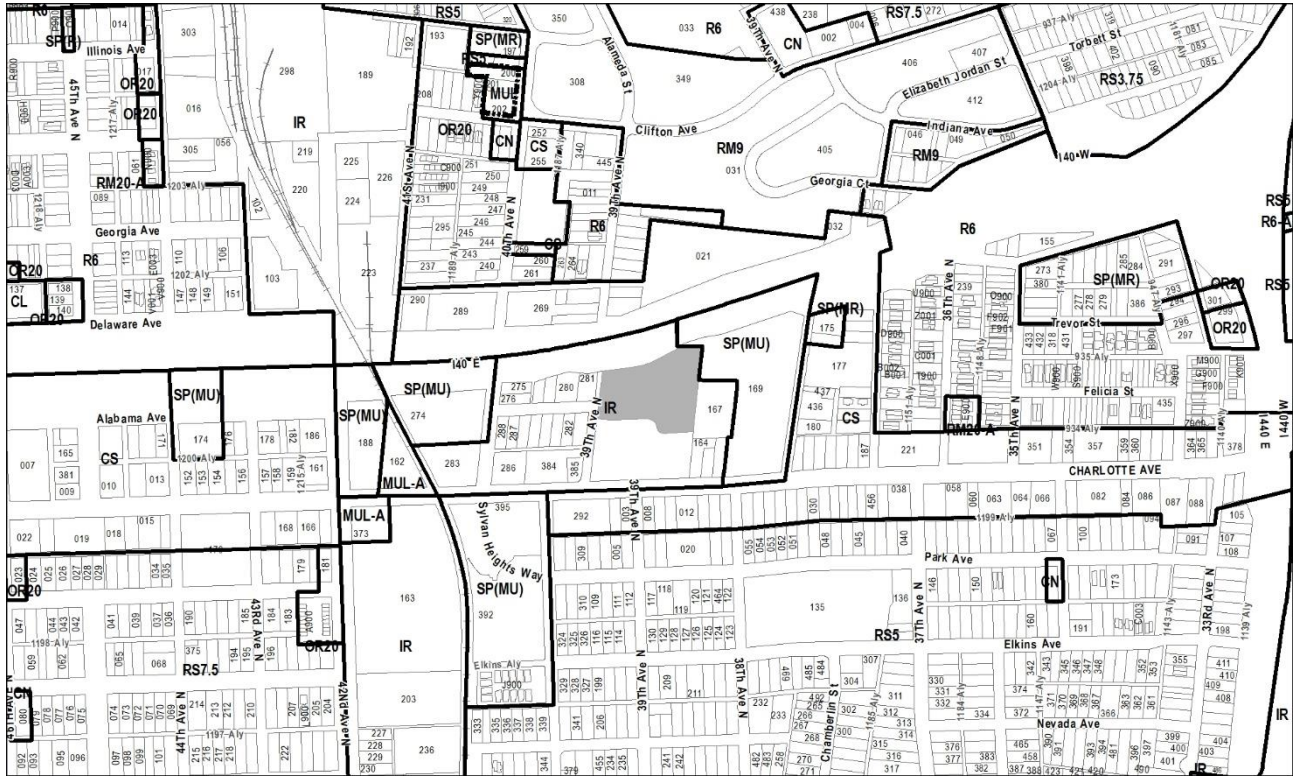
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 zoning district.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building.



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2020SP-012-001

SOLIS L&L MARKETPLACE

Map 092-09, Part of Parcel(s) 163

07, West Nashville

24 (Kathleen Murphy)



Project No. Specific Plan 2020SP-012-001
Project Name Solis L&L Marketplace
Council District 24 - Murphy
School District 5 – Buggs
Requested by Catalyst Design Group, applicant; L&L Marketplace, LLC, owners

Deferrals This item was deferred at the February 27, 2020, Planning Commission hearing. No public hearing was held.

Staff Reviewer Lewis
Staff Recommendation *Defer to the March 26, 2020, Planning Commission meeting.*

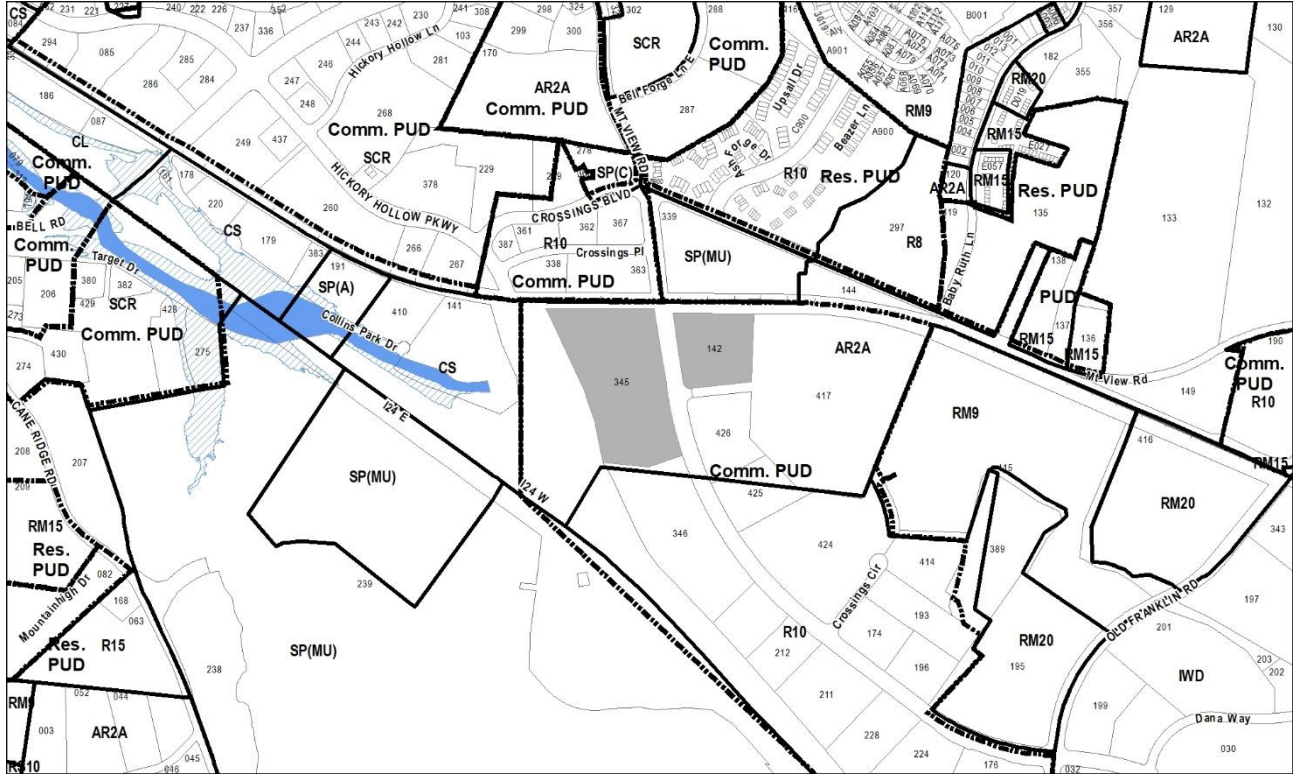
APPLICANT REQUEST
Rezone from IR to Specific Plan to permit a mixed-use development.

Preliminary SP
 A request to rezone from Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) zoning for a portion of property located at 384 Charlotte Pike, at the terminus of Alabama Avenue (3.05 acres), to permit 265 multi-family residential units and 20,000 square feet of office and retail space.

STAFF RECOMMENDATION
 Staff recommends deferral to the March 26, 2020, Planning Commission meeting at the request of the applicant.



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2020SP-019-001

CROSSINGS MIXED USE DEVELOPMENT

Map 163, Parcel(s) 142, 345

13, Antioch – Priest Lake

32 (Joy Styles)



Project No.	Specific Plan 2020SP-019-001
Project Name	Crossings Mixed Use Development
Associated Case	84-87P-007
Council District	32 – Styles
School District	6 – Bush
Requested by	Catalyst Design Group, applicant; V2 Capital, owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the March 26, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Rezone from AR2a to Specific Plan to permit a mixed-use development.

Preliminary SP

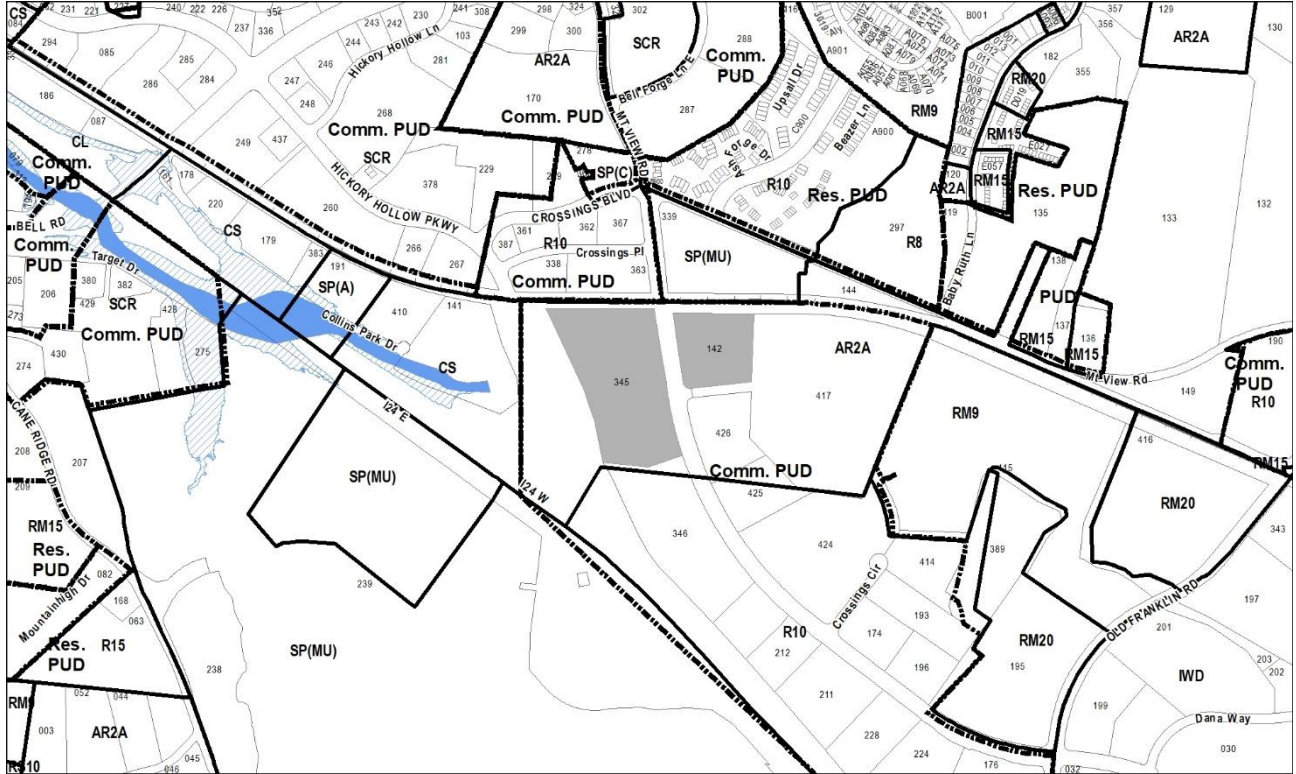
A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Mixed Use (SP-MU) zoning for properties located at Mt. View Road (unnumbered) and Crossings Boulevard (unnumbered), approximately 200 feet east of Hickory Hollow Parkway and within a Commercial Planned Unit Development (18.35 acres), to permit a mixed-use development.

STAFF RECOMMENDATION

Staff recommends deferral to the March 26, 2020, Planning Commission meeting at the request of the applicant.



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84-87P-007

CROSSINGS COMMERCIAL PUD (CANCELLATION)

Map 163, Parcel(s) 142, 345

13, Antioch – Priest Lake

32 (Joy Styles)



Project No.	Planned Unit Development 84-87P-007
Project Name	Crossings Commercial PUD (Cancellation)
Associated Case	2020SP-019-001
Council District	32 – Styles
School District	6 – Bush
Requested by	Catalyst Design Group, applicant; V2 Capital, owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the March 26, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Cancel a portion of the existing PUD.

PUD Cancellation

A request to cancel a portion of a Commercial Planned Unit Development Overlay District (PUD) for properties located at Mt. View Road (unnumbered) and Crossings Boulevard (unnumbered), approximately 200 feet east of Hickory Hollow Parkway (18.35 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 26, 2020, Planning Commission meeting at the request of the applicant.



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2020S-037-001

333 MCKENNEL DRIVE CONCEPT PLAN

Map 083-04, Parcels 253, 266, 282

5, East Nashville

07 (Emily Benedict)



Project No. Concept Plan 2020S-037-001
Project Name 333 McKennell Drive Concept Plan
Council District 07- Benedict
School District 5- Buggs
Requested by Catalyst Design Group, applicant; Whitney Wilson, owner.

Deferrals This request was deferred at the February 27, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Dunnivant
Staff Recommendation *Defer to the March 26, 2020, Metro Planning Commission meeting.*

APPLICANT REQUEST

Concept plan approval to create 7 cluster lots and 2 duplex lots for a total of 11 units.

Concept Plan

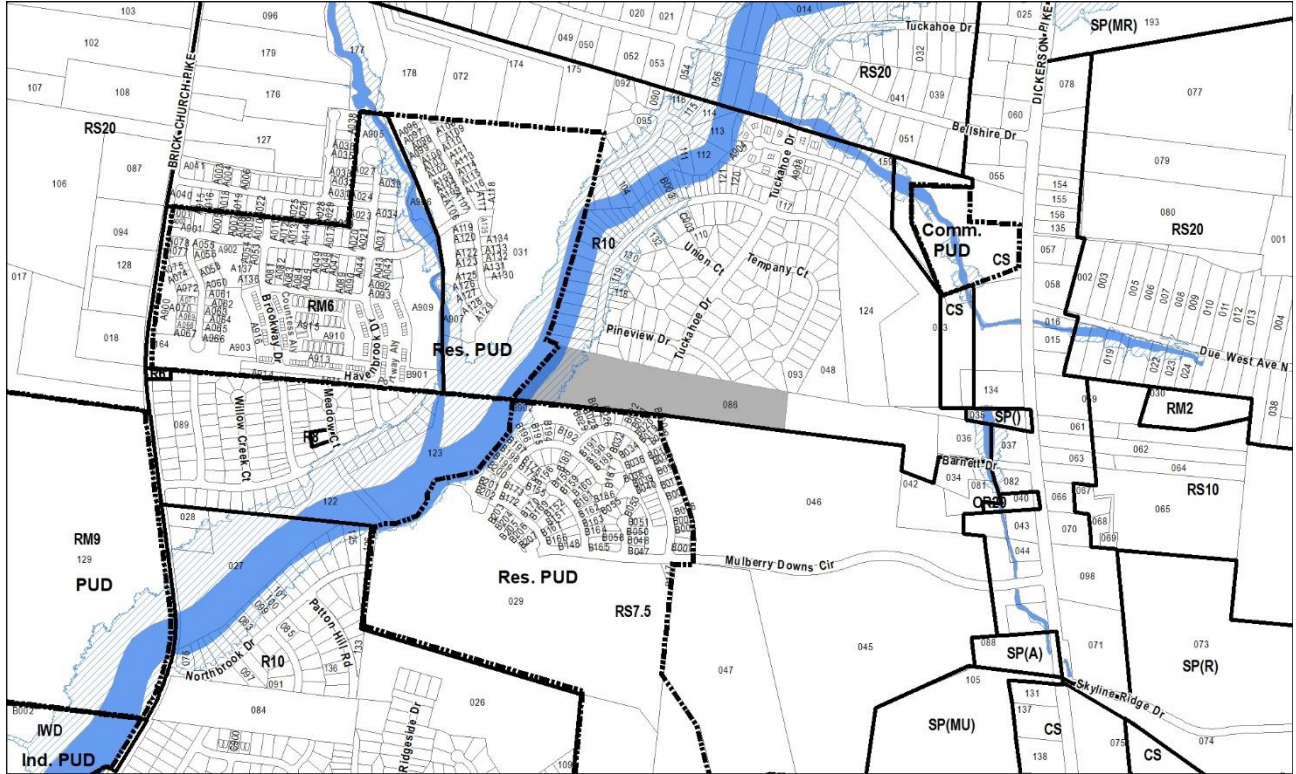
A request for concept plan approval to create 7 cluster lots and 2 duplex lots for a total of 11 units on property located at 325, 329, and 333 McKennell Drive, approximately 200 feet west of Harwood Drive, zoned One and Two-Family Residential (R10) (2.67 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 26, 2020, Planning Commission meeting at the request of the applicant.



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2020S-039-001

PINEVIEW COTTAGES

Map 050, Part of Parcel 086

02, Parkwood - Union Hill

03 (Jennifer Gamble)



Project No.	Concept Plan 2020S-039-001
Project Name	Pineview Cottages
Council District	03 - Gamble
School District	1 - Gentry
Requested by	Dale & Associates, applicant; Daniel R. Zumwalt, owner.

Deferrals This request was deferred at the February 27, 2020, Planning Commission meeting at the request of the applicant. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Concept plan approval to create 42 cluster lots.

Concept Plan

A request for concept plan approval to create 42 lots on a portion of property located at Dickerson Pike (unnumbered), at the current terminus of Tuckahoe Drive, zoned One and Two-Family Residential (R10) (12 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 52 lots with 13 duplex lots for a total of 65 units.*

Community Character Manual Policy

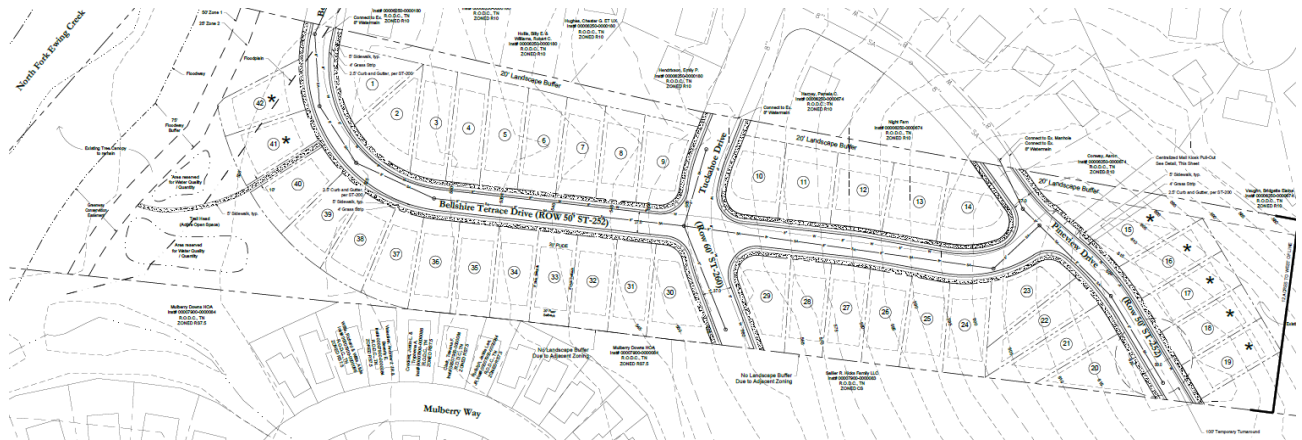
The site is within the Suburban Neighborhood Evolving (T3 NE) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T3 NE, the conventional regulations found in Chapter 3 are utilized.

PLAN DETAILS

The 12 acre site is a portion of a lot and is located at the terminus of Pineview Drive, Tuckahoe Drive, and Bellshire Terrace Drive. The plan proposes 42 single-family residential cluster lots on an extension of three separate public roads and proposes these roads to be built to current Metro Public Works standards. The lots are proposed to range from a minimum of 6,000 square feet to a maximum of 6,686 square feet. A creek exists at the west boundary of the site and the plan proposes to conserve the existing conditions adjacent to the stream. The plan also proposes the required open space and stormwater management facilities to be located on the western portion of the property near the stream and outside the required stream and floodway buffers.



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Proposed Concept Plan



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The applicant is providing a 20 foot landscape buffer on the northern property boundary to buffer the development from the existing subdivision to the north as required when utilizing the cluster lot option. The plan identifies area for a Greenway Conservation Easement in accordance with a planned Metro greenway along the North Fork Ewing Creek. Also, the concept plan proposes a trail from the extension of Bellshire Terrace Drive to the future greenway.

ANALYSIS

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space, and the preservation of natural features in residential zoning districts. To promote creative designs, cluster lots are allowed to contain less than area than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. The proposed concept plan provides the required open space and is proposing to preserve the natural features of the site.

This concept plan includes 42 cluster lots under the R6 zoning, two reductions from the underlying R10 zoning. In cluster lot subdivisions, a minimum of 15% of the development must be set aside as open space. This development includes 8.4 acres of common open space which is 31% of the site gross acreage. The plan meets the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Approved fire apparatus turnaround shall be provided for any dead-end (permanent or temp) access road exceeding 150 feet in length.
- 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.



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- 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 line between accesses. the Fire Marshal 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 RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- Add Buffer Note to plans: (The buffer along waterways will be an area where the surface is left in a natural state, and is not disturbed by construction activity. This is in accordance with the Stormwater Management Manual Volume 1 - Regulations.)

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Signage plan may be required with road construction plans.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. The 20 foot landscape buffer shown adjacent to the northern property boundary shall be consistent with a "C" standard as identified in the Metro Zoning Code.
2. General Concept Note 15 shall be removed from the cover sheet.
3. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.



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2019HP-001-001

MARATHON VILLAGE HISTORIC PRESERVATION OVERLAY

Various Maps, Various Parcels

8, North Nashville

19 (Freddie O'Connell)



Project No. Historic Preservation Overlay District
2019HP-001-001

Project Name **Marathon Village**
Council District 19 – O’Connell
School District 5 – Buggs
Requested by Councilmember Freddie O’Connell, applicant; various owners.

Deferrals This item was deferred at the February 27, 2020, Planning Commission meeting. A public hearing was held and closed.

Staff Reviewer Lewis
Staff Recommendation *Approve.*

APPLICANT REQUEST
Apply Historic Preservation Overlay District.

Historic Preservation Overlay District
 A request to apply a Historic Preservation Overlay District to various properties located along Clinton Street, from 16th Avenue North to 12th Avenue North, zoned Core Frame (CF), Industrial Restrictive (IR) and Specific Plan (SP) (8.19 acres).

Existing Base Zoning
Core Frame (CF) is intended for a wide range of parking and commercial service support uses for the central business district.

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

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.

Proposed Overlay
Historic Preservation Overlay Districts (HP) 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.

NORTH NASHVILLE COMMUNITY PLAN
T4 Urban Mixed Use Neighborhood (T4 MU) is intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. T4 MU areas



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are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.

Consistent with Policy?

Yes. The policy encourages the preservation and protection of historic features in an urban context. The T4-MU policy is to maintain and enhance urban neighborhoods with a diverse mix of uses. The proposed Historic Preservation Overlay District will aid implementation in the maintenance and enhancement of the properties as well as furthering the design principles in the land use policy.

REQUEST DETAILS

The following information was taken from the February 19, 2020 Metro Historic Zoning Commission Report:

Background:

A public hearing for a potential Marathon Village was first held on April 17, 2019. The Commission voted unanimously to defer based on concerns regarding the boundaries and owner opposition. The Commission expressed concern with the qualification of the district due to the amount of vacant lots and non-contributing properties included in the original boundary. The proposed boundaries have changed and no longer include Jo Johnston and 16th Avenues. The current boundaries include approximately 50% contributing buildings; however, it should be acknowledged that some large areas are all one lot. For instance, 1404 Clinton Avenue is one lot, in the calculation of the percentage, but includes approximately six buildings. Between this block and the Marathon Motor Works, the entirety of the north side of Clinton Street is contributing.

In addition, property owners expressed concern with the guidelines regarding height for new construction not matching underlying zoning potential. The design guidelines have been changed to match underlying zoning with the exception of some properties immediately adjacent to historic buildings and owned by Barry Walker.

Analysis and Findings:

The area includes two buildings listed in the National Register of Historic Places, industrial buildings associated with the manufacturing industry, and additional industrial buildings located on Clinton Street.

The two buildings listed in the National Register of Historic Places are the Mill building (1200-1310 Clinton Street) and the Administrative building (1305 Clinton Street). In 1995, the National Park Service found the district eligible for the National Register of Historic Places under Criterion A of the National Register's criteria for its significance to the industrialization of Nashville and Tennessee between 1881 and 1914. Marathon Village represents Nashville's and the state's industrial and economic history, reflected in the changing uses of the buildings from Nashville Cotton Mills to Marathon Motor Works. Although the building underwent modifications in the period between serving as a cotton mill and an automobile manufacturing plant, few changes have occurred since 1912.



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The overlay also includes the industrial strip at 1404 Clinton Street, as well as the George M.Fly & Sons LL building located at 1419 Clinton Street. They are contributing buildings to the overlay because of their association with the industrialization of Nashville Tennessee.

Additional historical information is available in the attached draft design guidelines. The proposed district meets section 17.36.120.A.5 as a portion of the district is listed in the National Register of Historic Places. The areas outside of the National Register district meets section 17.36.120A.1 due to its association with the Werthan Industrial complex and its contribution to the understanding of the history of the industrialization of Nashville.

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

On February 19, 2020, the Metro Historic Zoning Commission voted unanimously to recommend a historic preservation zoning overlay for Marathon Village.

STAFF RECOMMENDATION

Staff recommends approval of the historic preservation overlay district for the requested properties.



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2020Z-016PR-001

Map 082-03, Parcel(s) 543-544

05, East Nashville

05 (Sean Parker)



Project No. Zone Change 2020Z-016PR-001
Council District 05 – Parker
School District 5 - Buggs
Requested by Capital Invest, LLC, applicant; Capital Invest, LLC, and Bradys Infinite Solutions, LLC, owners.

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

Staff Reviewer Rickoff
Staff Recommendation Approve.

APPLICANT REQUEST

Zone change from R6-A and SP-R to RM15-A.

Zone Change

A request to rezone from One and Two-Family Residential-Alternative (R6-A) and Specific Plan-Residential (SP-R) to Multi-Family Residential-Alternative (RM15-A) zoning for properties located at 865 and 869 Joseph Avenue, at the southeast corner of Joseph Avenue and Cleveland Street (0.4 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 one duplex lot for a total of two units, based on the 0.21 acres that is zoned R6-A.*

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. *This SP permits all uses that are permitted in the RS5 zoning district, with the addition of detached accessory dwelling units (DADUs).*

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 6 units.*

HISTORY

This case was deferred indefinitely from the January 16, 2020, Planning Commission meeting, following publication of the staff report, where Staff recommended disapproval of a request to



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rezone the subject property to RM20-A. The applicant has since modified the rezone request to RM15-A.

EAST NASHVILLE COMMUNITY PLAN

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

Dickerson South Corridor Study

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

The Study also established a supplemental Building Heights Subdistricts policy for the area, which provides guidance on maximum building heights and appropriate zoning districts that achieve close to the maximum height envisioned by the subdistrict. This site is located in a T4 NE subdistrict which supports maximum heights of up to 3 stories. This subdistrict spans both sides of Joseph Avenue, from Douglas Avenue south to Grace Street, and is intended to provide an appropriate step down in height and development intensity between the Dickerson Pike corridor and the neighborhood. This subdistrict supports only the R6-A, R8-A, RM9-A, and RM15-A zoning districts. This pattern of development is consistent with envisioned height and development intensity supported by the subdistrict.

Cleveland Street is identified as collector-avenue on the Major and Collector Street Plan, and Joseph Avenue is identified as a local street. When a property redevelops, sidewalk infrastructure may be required per the requirements of the Metro Code.

ANALYSIS

The 0.4-acre site is located at the southeast corner of Cleveland Street and Joseph Avenue. Each of the parcels contains a single-family residential use. The northern parcel (543) was rezoned from SP-R to R6-A on August 22, 2018. The southern parcel is located in the Cleveland Park/McFerrin Specific Plan, which was adopted in 2015 for the surrounding area to permit DADUs and all other standards of the RS5 zoning district. Surrounding properties consist primarily of residential land uses, including single and two-family residential, an established multi-family residential development east of the site, and commercial uses west of the site along Dickerson Pike.



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Rezoning to RM15-A would permit residential development at the highest level of intensity that is supported by the subdistrict. However, given the site's corner location and proximity to Dickerson Pike, an arterial-boulevard, the RM15-A zoning district will provide a transition from the corridor, where additional intensity is expected, to the adjacent neighborhood, consistent with the community's vision and the Dickerson South Corridor Study. 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.
- 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.



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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)	0.21	7.26 D	2 U	15	1	2

*Based on two-family lots

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
Two- Family Residential* (220)	0.19	7.26 D	2 U	15	1	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 (220)	0.4	15 D	6 U	44	3	4

Traffic changes between maximum: **R6-A, SP and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+14	+1	0

METRO SCHOOL BOARD REPORT

Projected student generation existing zoning districts: 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 than what would be generated under the existing R6-A and SP-R zoning. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School.

STAFF RECOMMENDATION

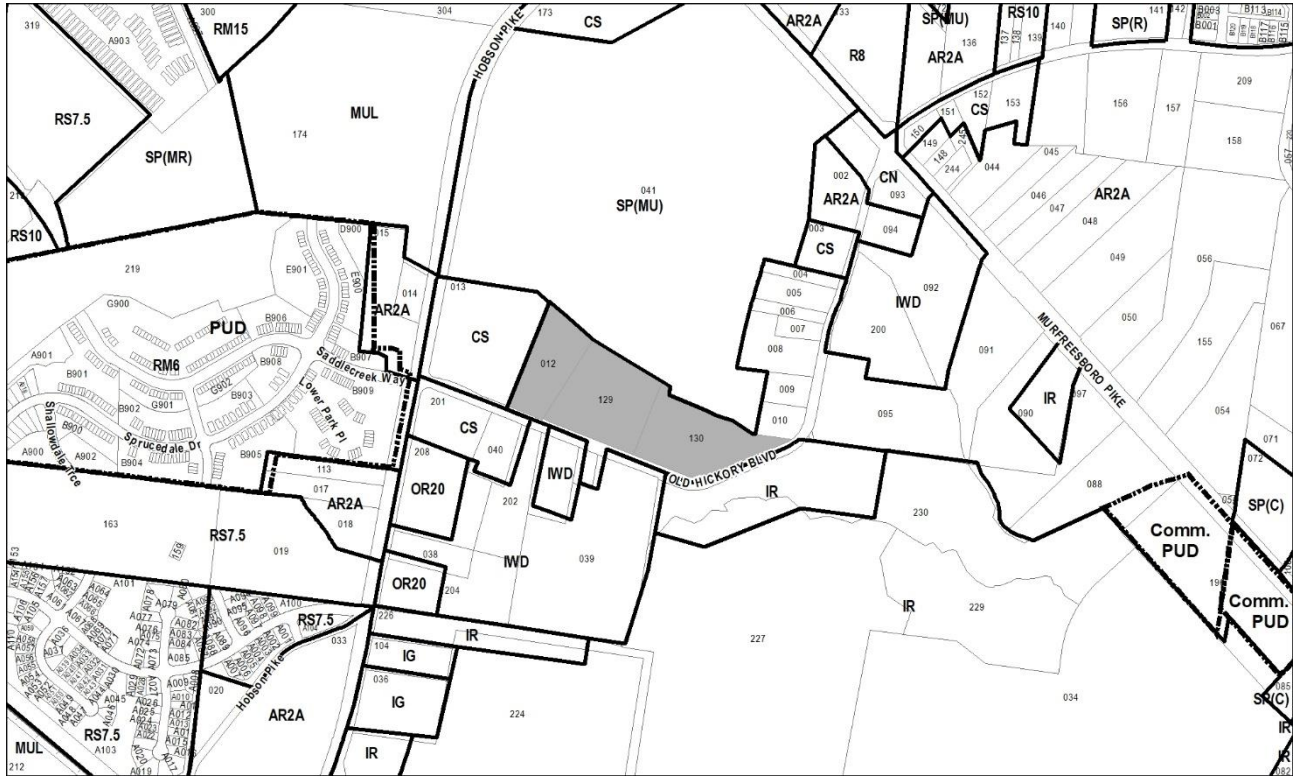
Staff recommends approval.



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Metro Planning Commission Meeting of 03/12/2020



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.

Deferrals This item was deferred at the February 13, 2020, and February 27, 2020 Planning Commission meetings. No public hearing was held.

Staff Reviewer Lewis
Staff Recommendation *Defer to March 26, 2020, Planning Commission meeting.*

APPLICANT REQUEST

Zone change from AR2a to IWD.

Zone Change

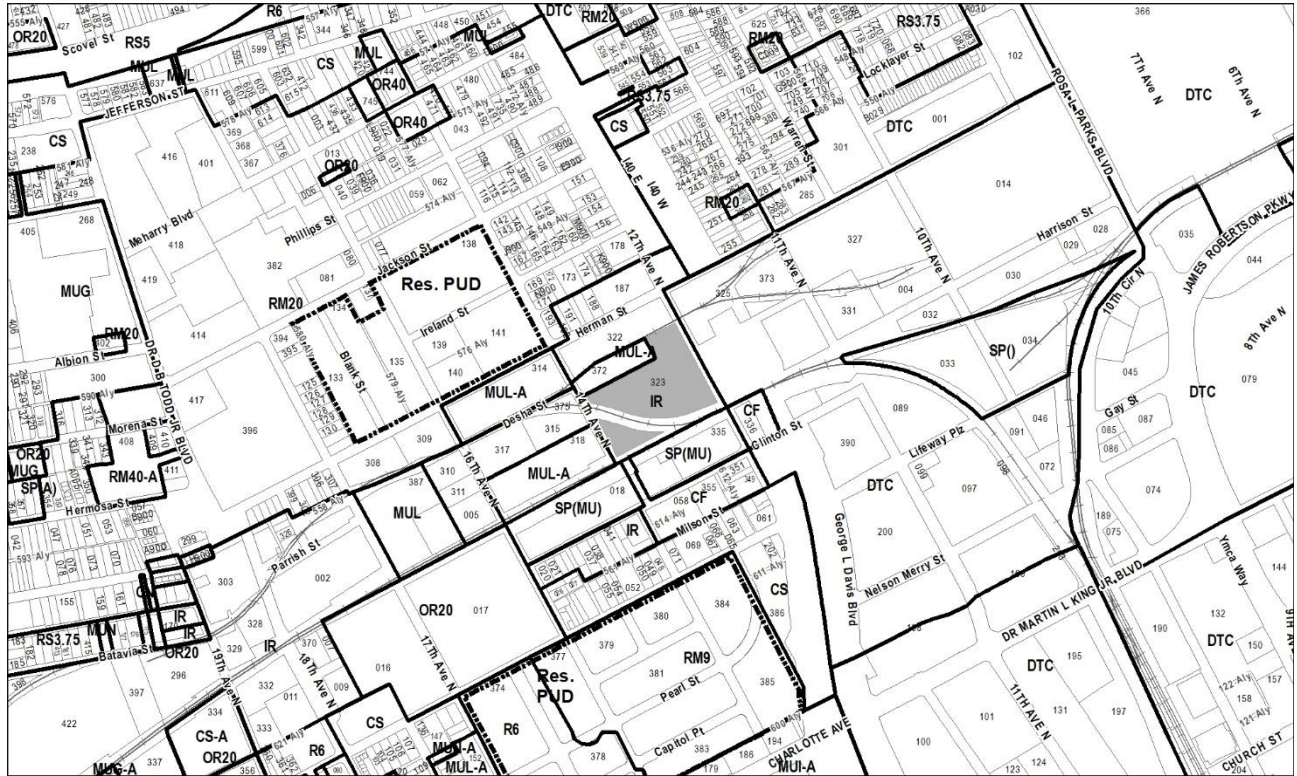
A request to rezone from Agricultural/Residential (AR2a) to Industrial Warehousing/Distribution (IWD) zoning for properties located at 12610 and 12622 Old Hickory Blvd and Old Hickory Blvd (unnumbered), approximately 480 feet east of Hobson Pike (12.38 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 26, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/12/2020



2020SP-011-001

UNION BRICK MULTIFAMILY SP

Map 092-04, Parcel(s) 323, 380

08, North Nashville

19 (Freddie O'Connell)



Project No.	Specific Plan 2020SP-011-001
Project Name	Union Brick Multifamily SP
Council District	19- O’Connell
School District	5 - Buggs
Requested by	Catalyst Design Group, applicant; Cumberland Trust Company, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone to SP to permit a mixed use development.

Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 800 14th Avenue North and 801 12th Avenue North, approximately 150 feet south of Herman Street (4.64 acres), to permit a mixed use development with up to 390 multi-family residential units.

Existing Zoning

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

Proposed Zoning

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

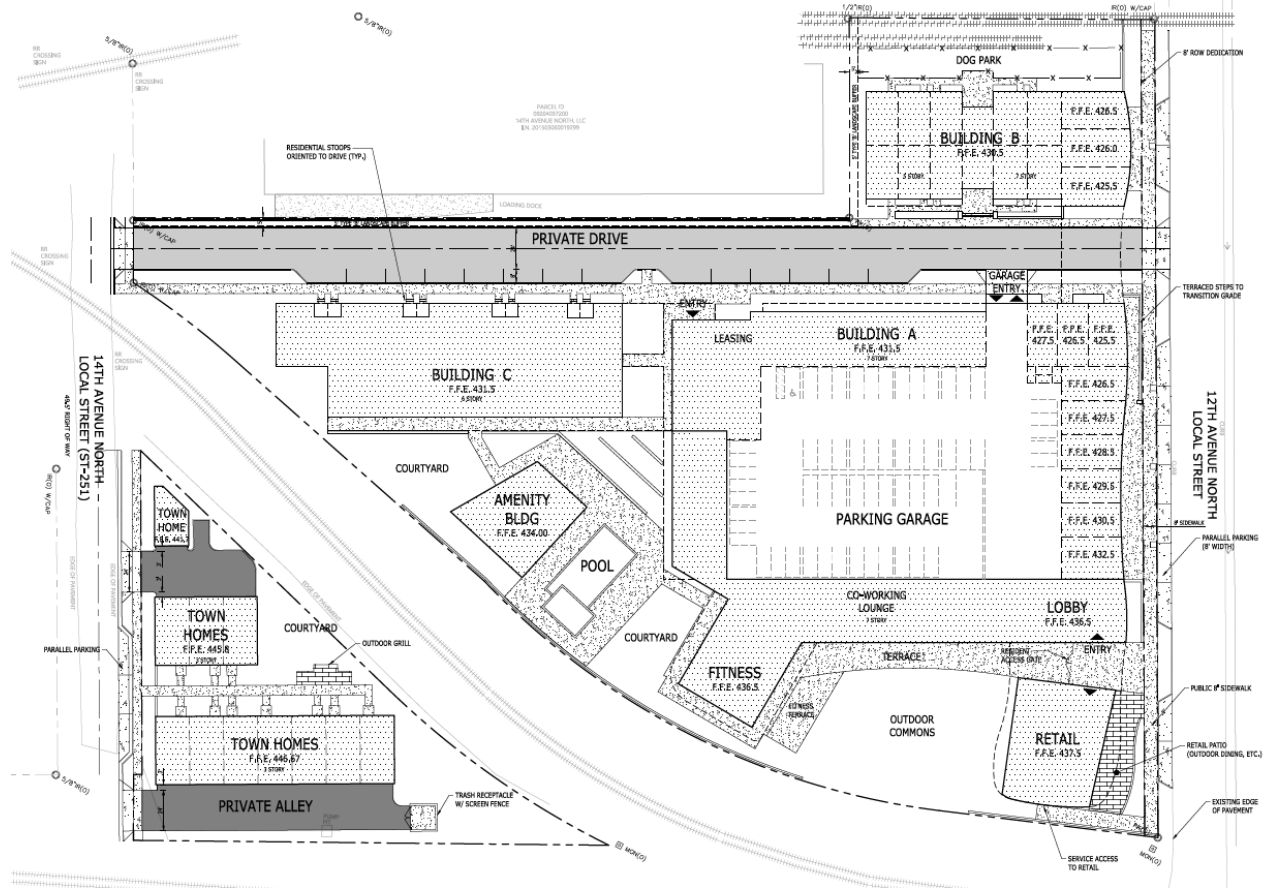
NORTH NASHVILLE COMMUNITY PLAN

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

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



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Proposed Site Plan



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PLAN DETAILS

The 4.64 acre site consists of two parcels: the larger parcel fronts 12th Avenue North and the smaller parcel fronts 14th Ave North. A CSX railroad divides the two parcels and additional rail right-of-way serves as the southern boundary of the site. Interstate 40 is located directly to the east of the site and the recently developed Capital View neighborhood is located southeast of the site.

The proposed plan includes a mixed-use development consisting of 390 Multi-family dwelling units and 4,097 square feet of general retail space. Included within the 390 multi-family units are 11 townhome units and 24 live/work units. The plan proposes multiple buildings on the site with several open space courtyards framed by the proposed structure. A parking structure is located within the interior of the site and will be fully screened by the proposed mixed-use structure. The plan proposes a maximum height of 7 stories in 85 feet.

The SP includes architectural standards requiring a minimum of 25% glazing for structures fronting 12th Avenue North and 20% glazing for structures fronting 14th Avenue North. Standards for window orientation, and prohibited materials are also included. In addition to the architectural standards, character imagery for the townhomes and mixed-use structure have been provided. The townhomes will be a maximum of three stories in 37 feet. A type B landscape buffer yard is provided along the northern boundary of the site.

The site will be accessed from 12th Avenue North and 14th Avenue North via a private drive. The private drive will provide access to an internal parking structure containing a total of 521 parking spaces. 14th Avenue north is currently substandard and improvements to the street will be required to meet the minimum standards of Public Works, including the addition of sidewalks consistent with local street standards. Sidewalks consistent with the requirements of the Major and Collector Street Plan are provided along the 12th Avenue North frontage.

ANALYSIS

Uses near the site consist of multi-family, industrial, and residential to the north and west, vacant land to the east, and commercial to the south. This site is in a large area of Industrial Restrictive (IR) zoning. Nearby zoning districts include Specific Plan-Mixed Use (SP-MU), and Mixed Use Limited-Alternative (MUL-A). Downtown Code (DTC) is located to the east of the interstate within 200 feet of this site.

This plan proposes an intense mix of uses that include multi-family residential and associated amenities, live/work, and retail. T4 MU policy is intended to create urban, mixed use neighborhoods with a development pattern that provides moderate density development patterns.

This proposal is consistent with the T4 MU policy, including the guidance related to the appropriateness for additional height and the impact new structures place upon preservation of historically significant structures. In this instance, the Marathon Motor works structure is identified as historically significant. By locating the bulk of the buildings to the north of the site, the plan is respectful of the existing historic features. The MU policy provides that heights ranging from 3 to 5 stories are typically appropriate but more height may be allowed in certain instances. The proposed height exceeds the range stated in the policy; however the additional



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height is appropriate at this location given the adjacency to DTC and the interstation. The plan also will provide pedestrian-friendly streetscapes and open space within the site. The bulk of the proposed structures within the northern portion of the site to reduce the potential impact upon the Historic Structure, Marathon Motor Works, located to the south of this site.

FIRE DEPARTMENT RECOMMENDATION

Approve with conditions

- Revised plan submitted appears to be compliant. Limited building details provided. subject complete plan review for compliance with adopted codes prior to construction permit.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Private water and sanitary sewer site utility construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval (see T2019010895 and T2019010900).

STORMWATER RECOMMENDATION

Approve with conditions

- Additions on-site / off-site requirements will be required as this property lies within the combined sewer system.
- Adequate space is to be provided to accommodate water quality treatment facilities. Treatment measures intended to comply with CSEP guidelines will be presented during permit review after all Environmental studies have been completed.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- Show RR stop bar in relation to Northern access drive on 14th Ave. Access drive must land before stop bar for railroad tracks.
- South private drive, off 14th, needs to be in a public access easement to permit turnaround for dead end.
- Comply w/ MPW traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

In accordance with findings of TIS, developer shall construct the following roadway improvements.

- Appropriate signage and fencing shall be installed at railroad to prevent ped crossing to Marathon Village from 14th ave. N.
- Construct a turn around on 14th Ave if required by roads.



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- Construct RR pavement striping prior to RR tracks on 14th Ave if required by RR.
- Private drive to site parking garage shall not be gated. Guest and tenant parking shall be provided on site. Rideshare facilities shall be accommodated on site. Parking per code shall be accommodated on site.
- Apply to T&P to sign on street parking for public parking if desired.
- Submit truck turning exhibits to ensure adequate truck turning for opposing parcel on 12th Ave and 14th Ave.N.
- Applicant shall work with WEGO to install a Bus Shelter at Herman St and 12th Ave N. if approved by Wego.
- Any RR quiet zones installation shall be addressed with RR.
- Identify adequate travel lanes widths adjacent to new bike lanes on 12th Ave N frontage.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	4.64	0.6 F	121,271 SF	238	40	43

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)	-	-	390 U	2908	174	199

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	-	3,897 SF	248	13	27

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+2918	+147	+183

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 32 Elementary 23 Middle 20 High

The proposed SP-MU zoning is expected to generate 75 more students than the existing IR zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapprove without all conditions.



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CONDITIONS

1. Permitted uses are limited to 390 Multi-family dwelling units and 4,097 square feet of general retail space. Short term rental property owner-occupied and short term rental property not owner-occupied shall be prohibited.
2. Applicant shall continue to work with Metro Parks to dedicate a Greenway Conservation Easement along the northern property boundary adjacent to the rail line. With the submittal of the 1st final site plan, specific details shall be included regarding dedication of the easement.
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 MUG-A zoning district as of the date of the applicable request or application.
4. 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.
5. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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Metro Planning Commission Meeting of 03/12/2020



2020SP-013-001
CANDY AVENUE SP
Map 105-16, Parcel(s) 201-202
11, South Nashville
17 (Colby Sledge)



Project No.	Specific Plan 2020SP-013-001
Project Name	Candy Avenue SP
Council District	17 – Sledge
School District	7 – Player-Peters
Requested by	Cream City Development, applicant and owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

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

Preliminary SP

A request to rezone from Commercial Services (CS) to Specific Plan – Mixed Use (SP-MU) zoning for properties located at 2132 and 2134 Canady Avenue, approximately 340 feet south of Napoleon Avenue (0.36 acres), to permit a mixed-use development.

Existing Zoning

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

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.

SOUTH NASHVILLE

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.

PLAN DETAILS

The approximately half acre site is located on the east side of Candy Avenue and is within close proximity of Nolensville Pike which is just to the east. The site contains a small single-family home. The site is centrally located within a large area of CS zoning. Surrounding uses include auto repair, open storage and warehouses. Azafran Park is located approximately 50 feet to the south and fronts onto Nolensville Pike.



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Development Summary	
SP Name	2132/2134 Canady Ave
Case No:	2020SP-013-101
Council District	17
Map & Parcel	Map 105-16, Parcel(s) 201 & 202

Site Data Table	
Site Data	0.43 acres
Existing Zoning	CS
Proposed Zoning	SP-R w/ MUL-A base
Allowable Land Uses	All uses permitted by the MUL-A zoning except the restricted uses below

Regulatory Specific Plan (SP-R) Standards

1. The purpose of this SP is to further limit uses permitted by MUL-A and permit a maximum five stories where MUL-A only permits four stories.
 - No Cash advance
 - No Check cashing
 - No Title loan
 - No Automobile convenience
 - No Bar or nightclub
 - No Car wash
 - No Funeral home
 - No Mobile storage unit
 - No Pawnshop
 - No Restaurant, fast-food
 - No Power/gas substation
 - No Waste water treatment
 - No Water/sewer pump station
 - No Water treatment plant
 - No Construction/demolition waste processing
 - No Club
 - No Commercial amusement (outside)
 - No Temporary festival
 - No Pond/lake
 - No Short-term rental (owner-occupied)
 - No Short-term rental (non-owner-occupied)

Proposed Site Plan



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SP Plan

The proposed SP is regulatory and is intended to permit additional height than what is permitted by MUL-A and limit uses that are permitted by MUL-A. The proposed maximum height is five stories. All other standards of MUL-A would apply. All uses permitted by MUL-A would be permitted with the following exceptions:

- Cash Advance
- Check Cashing
- Title Loan
- Automobile Convenience
- Bar/Nightclub
- Carwash
- Funeral Home
- Mobile Storage Unit
- Pawnshop
- Restaurant, Fast Food
- Power/gas substation
- Wastewater Treatment
- Water/Sewer Pump Station
- Water Treatment Plant
- Construction/Demolition Waste Processing
- Club
- Commercial Amusement (outside)
- Temporary Festival
- Pond/Lake
- Short Term Rental Owner-Occupied
- Short Term Rental Not Owner-Occupied

ANALYSIS

Staff finds that the SP is consistent with the T4 CM policy that applies to the site. The SP would permit a variety of commercial uses and residential which is supported by the policy. The proximity to Nolensville Pike and Azafran Park also makes this an appropriate location for mixed-use. Nolensville Pike is served by a bus service which further makes this site an appropriate location for mixed-use.

FIRE DEPARTMENT RECOMMENDATION

Approve with Conditions

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

STORMWATER RECOMMENDATION

Approve with Conditions

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

WATER SERVICES RECOMMENDATION

- 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.

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. In general, 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.



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TRAFFIC AND PARKING RECOMMENDATION Approve

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)	0.36	0.6 F	9,408 SF	598	30	65

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.18	1.0 F	7 U	52	4	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
Retail (814)	0.09	1.0 F	3,920 SF	249	13	27

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
Restaurant (931)	0.09	1.0 F	3,920 SF	329	3	31

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+32	-10	-3

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 3 Elementary 2 Middle 1 High

The proposed SP-MU zoning district would generate six more student than what is typically generated under the existing R6 zoning district. Students would attend Fall Hamilton Elementary, Cameron College Prep Middle School, and Glencliff High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to all uses permitted by MUL-A as specified on the plan. A list of prohibited uses is included on the plan.

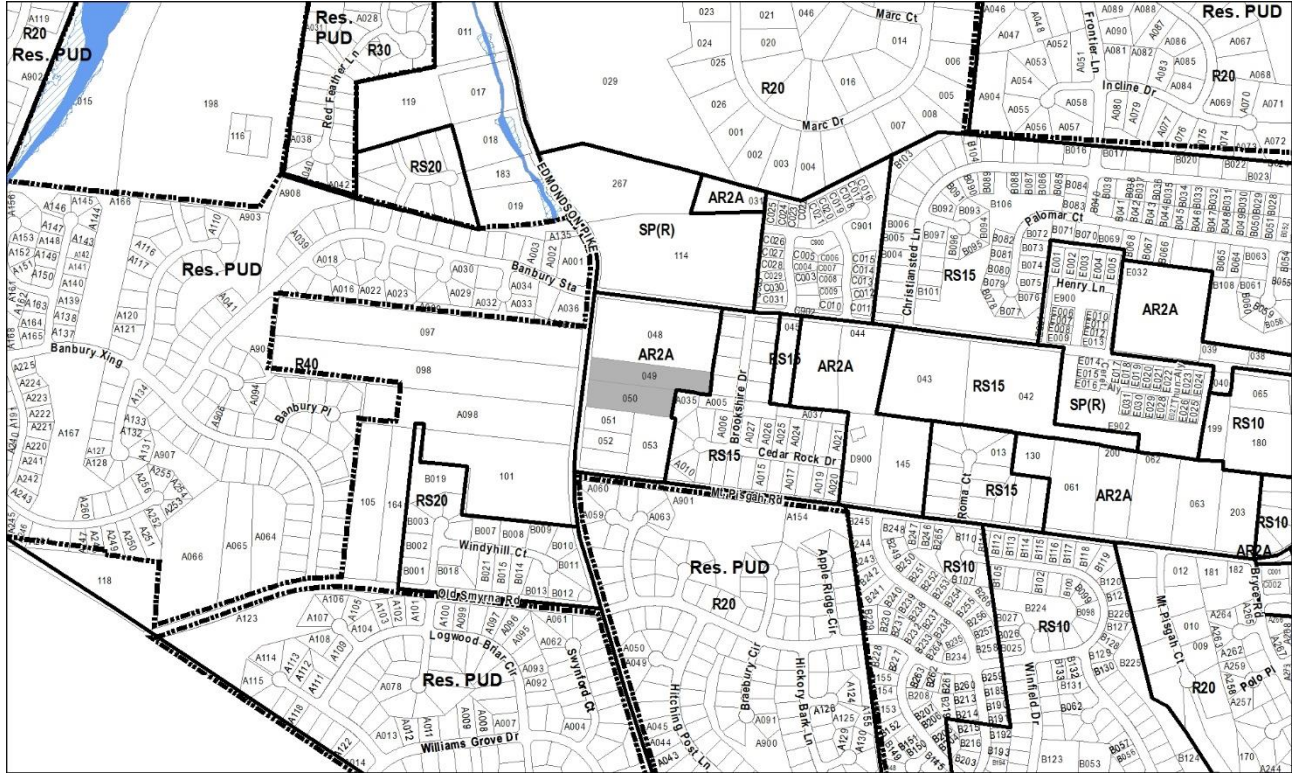


Metro Planning Commission Meeting of 03/12/2020

2. Cash Advance, Check Cashing, Title Loan shall be replaced with Alternative Financial Services.
3. The maximum height within the build-to-zone shall be per MUL-A, and the maximum height outside the build-to-zone is five stories in 75 feet.
4. A corrected copy of the preliminary SP plan incorporating the conditions of approval by the Metropolitan Planning Commission shall be submitted to the Planning Department within two weeks of approval.
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. 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.
7. 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.
8. 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.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. Comply with all conditions and requirements of Stormwater, Water Services, and Public Works.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 03/12/2020



2020SP-014-001
5978 EDMONDSON PIKE
Map 172, Parcels 049-050
12, Southeast
04 (Robert Swope)



Project No.	Specific Plan 2020SP-014-001
Project Name	5978 Edmondson Pike
Council District	04 – Swope
School District	2 - Elrod
Requested by	Dale and Associates, applicant; Haury & Smith Contractors, Inc., owners.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Rezone from AR2a to SP-R zoning.

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan-Residential (SP-R) zoning for property located at 5978 and 5984 Edmondson, approximately 320 feet north of Mt. Pisgah Road (3.47 acres), to permit eight single-family residential lots and two duplex lots for a total of 12 units.

Existing Zoning

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 1 duplex lot for a total of 2 units.*

Proposed Zoning

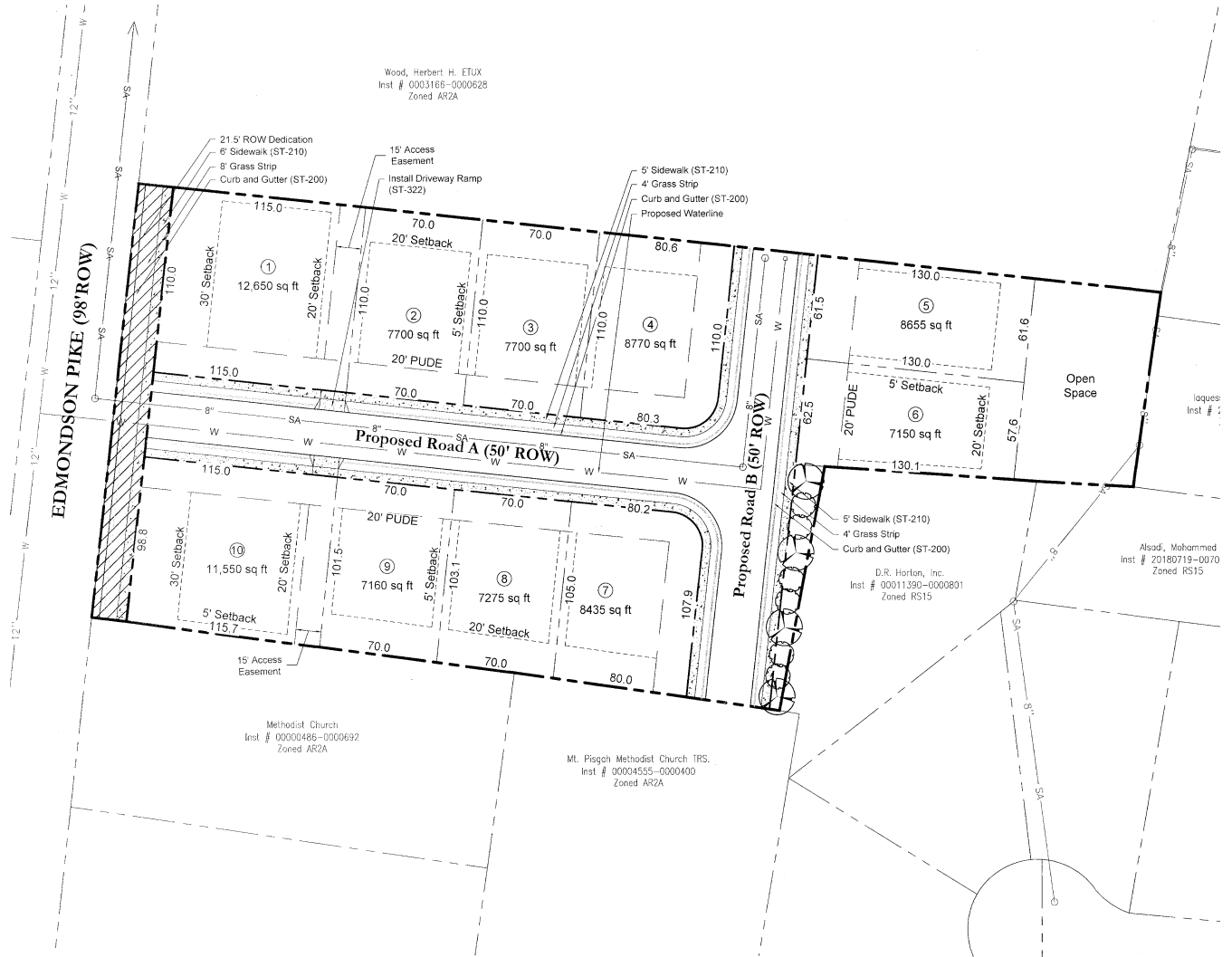
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

SOUTHEAST COMMUNITY PLAN

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



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Proposed Site Plan



Metro Planning Commission Meeting of 03/12/2020

PLAN DETAILS

The site is in South Nashville off Edmondson Pike. Edmondson Pike is an arterial road on the Major and Collector Street Plan. The site is comprised of one parcel with an existing residence which is to be demolished. Surrounding land uses are vacant and single-family residential.

The plan proposes a development of 8 single-family lots and 2 duplex lots, for a total of 12 units. The development has access off Edmondson Pike via a new public road with north and south stub outs at the rear of the site in order to connect to future neighborhoods. Maximum building height is limited to 3 stories in 35 feet. The plan includes a landscaped buffer yard between the site and the single-family neighborhood to the east, 31% open space, and 3 stormwater detention areas – 2 at the front and 1 at the back. Sidewalks are provided along Edmondson Pike and internally throughout and will be required to meet the standards of Public Works. 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

The proposed development is located on a mostly undeveloped portion of land along an arterial road. In relating to arterials, the T3NM policy's goal is to maintain setbacks long the major corridors, with houses fronting local streets. Because the subject property will be the first infill development on this stretch of property, it will create a precedent for future infill development in this area regarding setbacks, density, and lot arrangement. The proposed setbacks are 30 feet off the arterial, all new lots will front a new local road, and the proposed density is 2 lots an acre - all of which is consistent with the existing neighborhoods on this block and meet the goals of the policy. Therefore, staff recommends approval with conditions and disapproval without all 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. Future development or construction may require changes to meet adopted fire and building codes.
- Provide updated fire hydrant flow test prior to construction permitting.

PUBLIC WORKS RECOMMENDATION

Approve

STORMWATER RECOMMENDATION

Approve with conditions

- Change FEMA date from April 20, 2001 to April 5, 2017 under the Standard SP Notes.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved



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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, (Capacity Permit #'s T2019075910 and T2019075918).

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Comply with MSCP. Dedicate ROW per MSCP, widen Edmondson pk a minimum 2 travel lanes -24ft. and reserve ROW per 1/2 of MSCP designated AB5 street x- section at a minimum. Submit road construction plans for approval prior to final SP.

Maximum Uses in Existing Zoning District: **AR2a**

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)	3.47	0.5 D	2 U	19	2	2

*Based on two-family lots

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
Single-Family Residential (210)	3.47	-	10 U	126	12	12

Traffic changes between maximum: **AR2a and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+8 U	+107	+10	+10

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 1 Elementary 1 Middle 1 High

The proposed SP-R zoning will generate 3 more students than the existing AR2a zoning district. Students would attend Granbery Elementary School, Oliver Middle School and Overton High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

- Permitted uses shall be limited to a maximum of eight single-family residential lots and two duplex lots for a total of 12 units. Short term rental property –not-owner occupied are prohibited.
- Maximum height shall be 3 stories maximum in 35 feet, as measured to the highest point of the roof.
- Final elevations consistent with the architectural standards of the plan shall be included with the final site plan submittal.

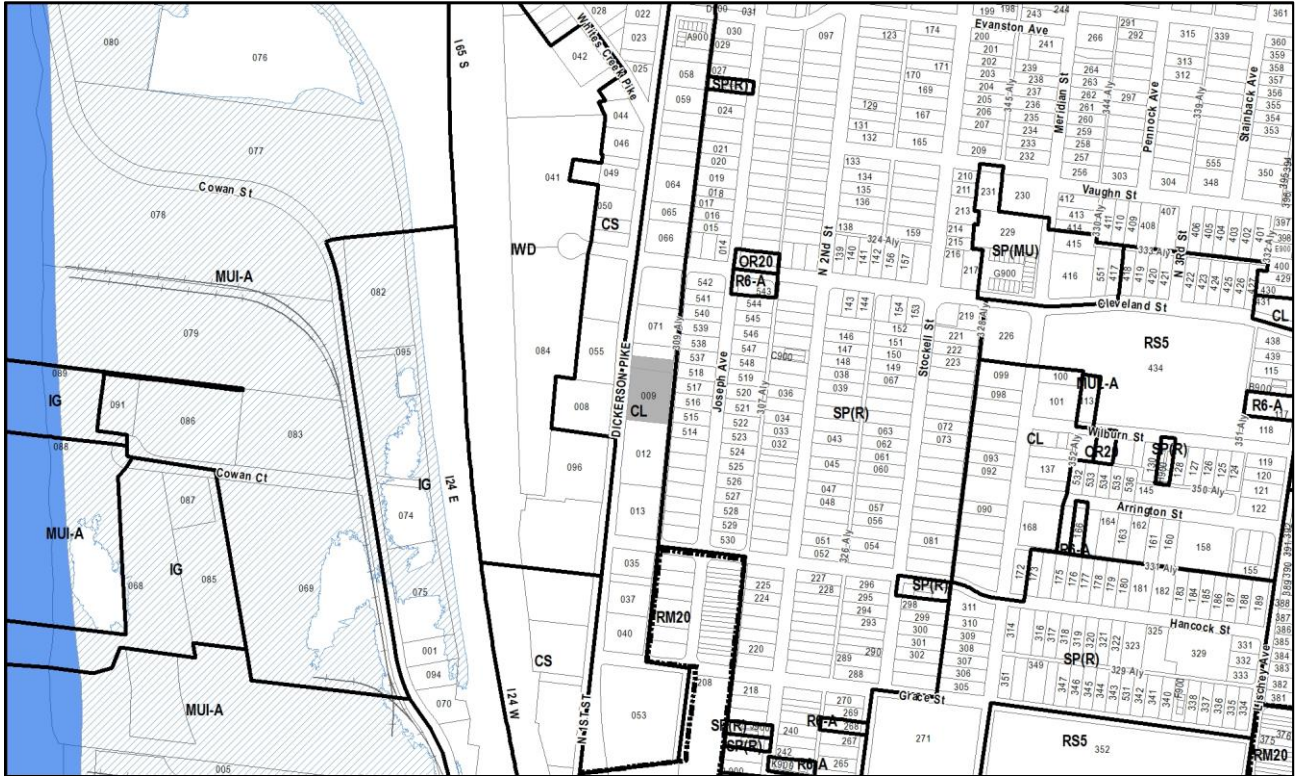


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4. A landscaping plan consistent with the landscape plan included in this preliminary SP shall be submitted with the final site plan.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references 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.
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 R15 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 approve.



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2020SP-018-001

829 DICKERSON PIKE SP

Map 082-02, Parcel(s) 074

Map 082-06, Parcel(s) 009

05, East Nashville

05 (Sean Parker)



Project No.	Specific Plan 2020SP-018-001
Project Name	829 Dickerson Pike SP
Council District	05 – Parker
School District	5 - Buggs
Requested by	S + H Group, LLC, applicant; Dickerson Road Investor, LLC and 829-D, LLC, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the April 9, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit a mixed use development.

Zone Change

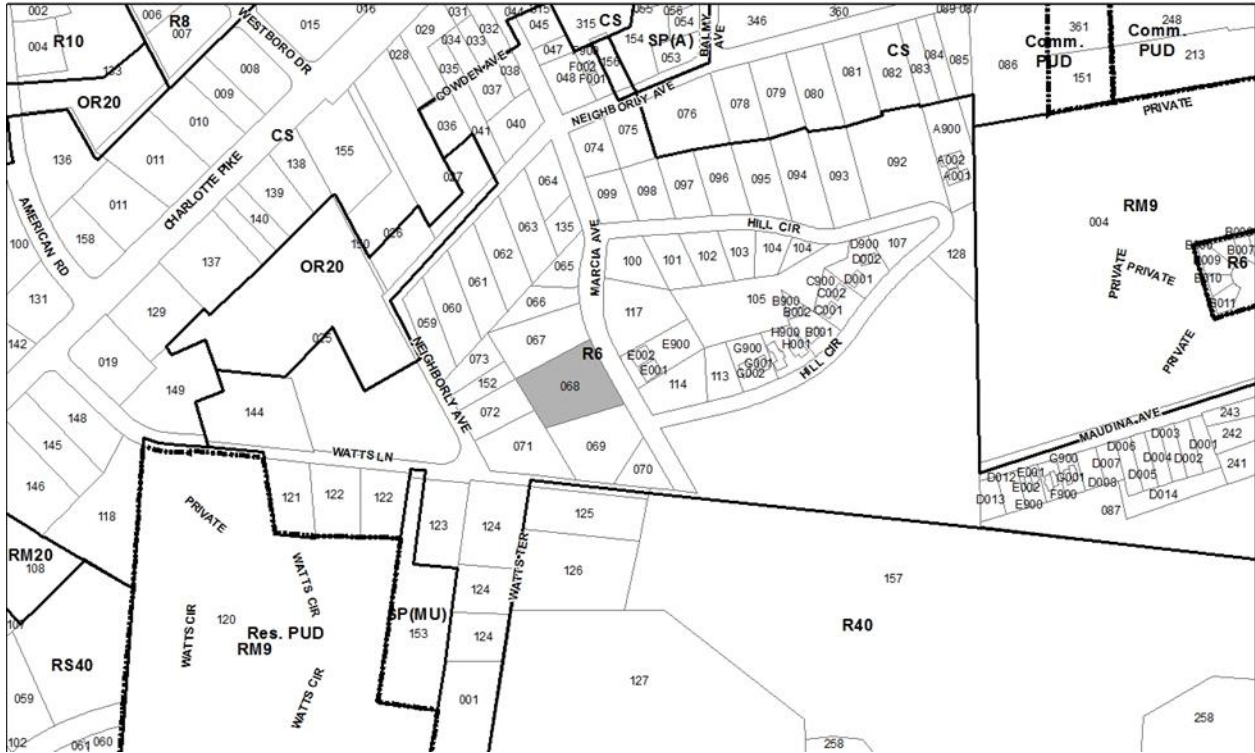
A request to rezone from Commercial Limited (CL) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 829 and 835 Dickerson Pike, approximately 350 feet south of Cleveland Street and within the Dickerson Pike Sign Urban Design Overlay District and the Skyline Redevelopment District (0.9 acres), to permit a mixed use development.

STAFF RECOMMENDATION

Staff recommends deferral to the April 9, 2020, Planning Commission as requested by the applicant.



Metro Planning Commission Meeting of 03/12/2020



2019S-086-001

RESUBDIVISION OF LOTS 3 & 4 ON THE PLAT SHOWING THE DIVISION OF THE JOHN B COWDEN PROPERTY

Map 103-01, Parcel(s) 068

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Final Plat 2019S-086-001
Project Name	Resubdivision of Lots 3 & 4 on the Plat Showing the Division of the John B Cowden Property
Council District	05- Roberts
School District	9 – Frogge
Requested by	Clint T. Elliott Surveying, applicant; Luke and Hom, Xenia Ryan.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Defer to the March 26, 2020 Planning Commission Meeting.</i>

APPLICANT REQUEST

Final plat approval to create three lots.

Final Plat

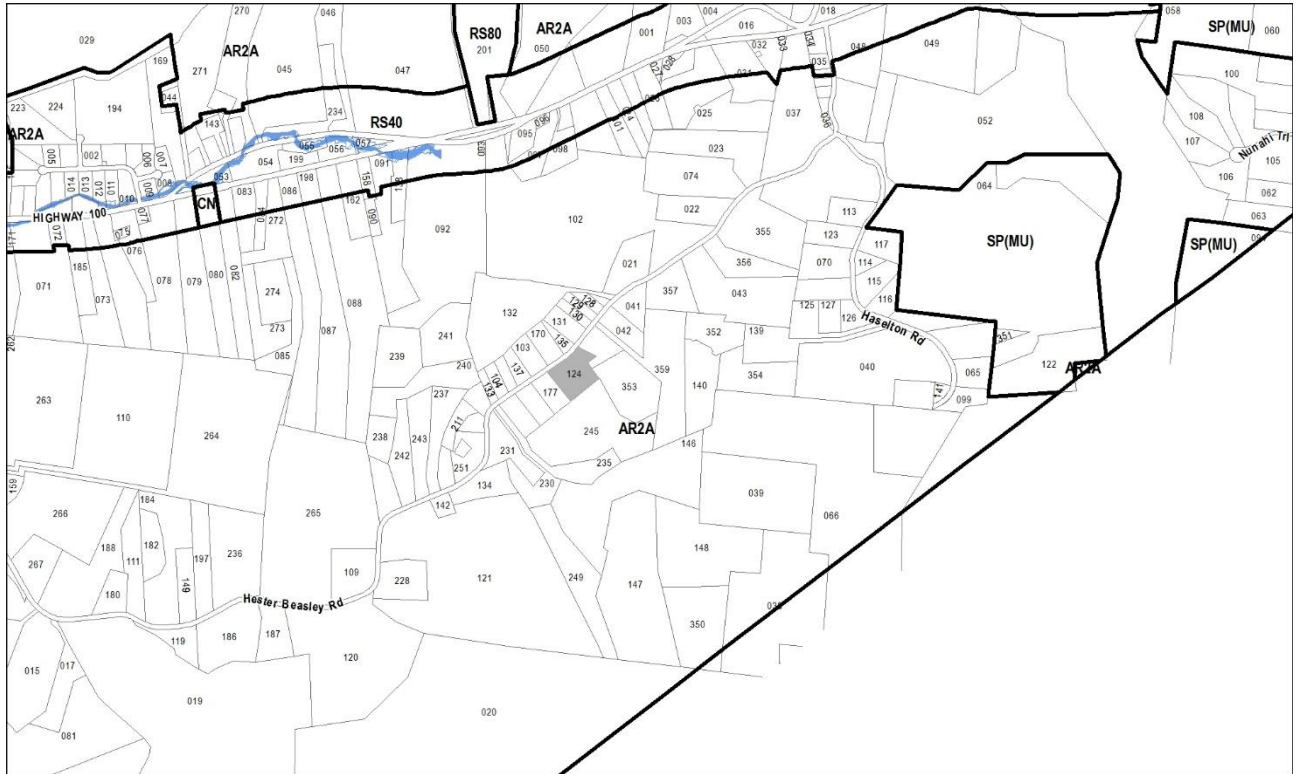
A request for final plat approval to create three lots on property located at 227 Marcia Avenue, approximately 545 feet south of Neighborly Avenue, zoned One and Two-Family Residential (R6) (0.91 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 26, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/12/2020



2020S-030-001

CHERYL MOON SUBDIVISION

Map 168, Parcel(s) 124

06, Bellevue

35, (Dave Rosenberg)



Project No.	Final Plat 2020S-030-001
Project Name	Cheryl Moon Subdivision
Council District	35 – Rosenberg
School District	9 – Frogge
Requested by	Crowe-Wheeler and Associates, applicant; Cheryl Lynn Moon, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Staff recommends approval with conditions, including approval of variances to the lot size and lot width requirements.</i>

APPLICANT REQUEST

Final plat to create two residential lots.

Final Plat

A request for final plat approval to create two lots on property located at 8906 Hester Beasley Road, approximately 3,600 feet southwest of Haselton Road, zoned Agricultural and Residential (AR2a) (4.25 acres).

Existing Zoning

Agricultural/Residential requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of two duplex lots for a total of four residential units.*

PLAT DETAILS

The approximately four and a quarter acre parcel requested to be subdivided is located on the south side of Hester Beasley Road in the Pasquo area. The property is densely wooded except for an area along Hester Beasley Road where a residence is situated. There are steep slopes on the property that rise towards the rear of the property. The plat calls for two lots. As proposed both lots are a little over two acres in size. Lot one has approximately 235 feet of frontage and Lot two has approximately 178 feet of frontage.

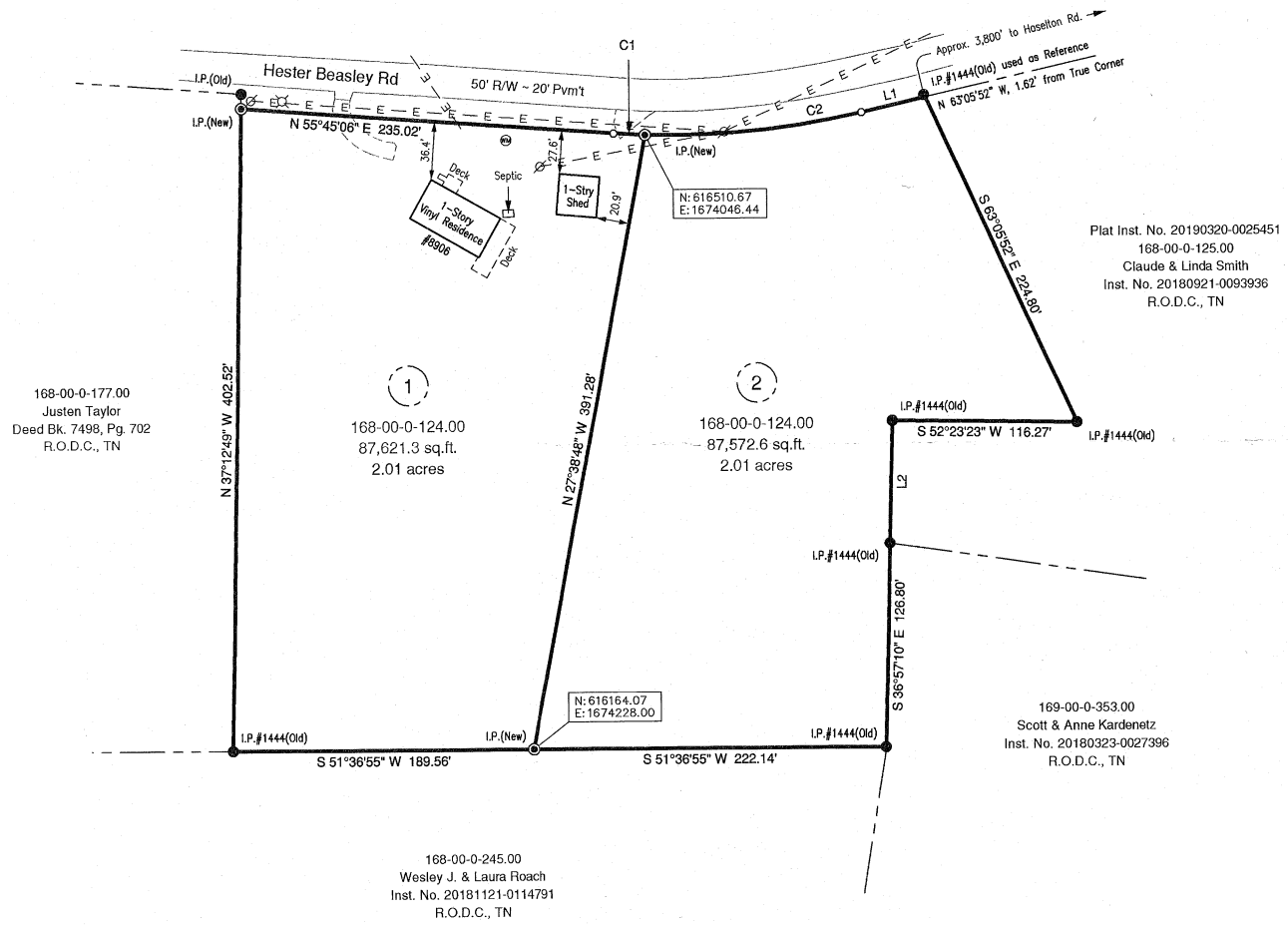
ANALYSIS

Chapter 4 of the Subdivision Regulations, Rural Character Subdivisions, regulates the subdivision of land in T2 Rural Neighborhood policies, with the intent of ensuring that new development is in harmony with the established rural character of these areas.

Section 4-2.5 permits two Character Options for the development of land in Rural Neighborhood policies: Countryside Character Option and Agricultural Character Option. In this case, the Agricultural Character Option is not appropriate because the primary function of the subdivision is not for agricultural use. Therefore, the Countryside Character Option is the most appropriate option.



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Proposed Plat



Metro Planning Commission Meeting of 03/12/2020

Under the Countryside Character Option, two alternatives exist: Open Alternative and Screened Alternative. Neither the vegetation nor the topography along Hester Beasley Road provides screening into the property; therefore, staff reviewed the plat against the Open Alternative criteria:

1. Open Alternative – Street frontage without existing vegetative or topographical screening. For the purposes of this section, “surrounding parcels” is defined as the five R, RS, AR2A or AG parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same blockface, whichever is less. If there are no surrounding parcels, the screened alternative shall be used.
 - a. Building Setback along existing public streets. The required building setback shall be varied between lots. Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot(s) proposed to be subdivided, a minimum building setback line shall be included on the proposed lots at the average setback of the abutting parcels. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used. Where the majority of the abutting parcels are not developed, the minimum building setback shall be two times the amount of lot frontage. However, in no instance shall the minimum building setback be greater than 1,000 feet.
 - b. Lot Depth along existing public streets. The minimum depth for lots along existing public streets shall be the building setback required by Section 4-2.5(a) plus 300 feet.
 - c. Lot size along existing public streets.
 - i. Individual lot sizes shall vary in size to reflect the rural character.
 - ii. The minimum lot size is either equal to or greater than 70% of the lot size of the average size of the surrounding parcels or equal to or larger than smallest of the surrounding parcels, whichever is greater.
 - iii. Flag lots shall not be included in the analysis.
 - d. Lot frontage abutting existing public streets. Lot frontage is either equal to or greater than 70% of the average frontage of the surrounding parcels or equal to or greater than the smallest of the surrounding parcels, whichever is greater.
 - e. Street lights. Within the USD, street lighting shall be low intensity and shall be projected downward with illumination that shields light from being emitted upwards toward the night sky or on surrounding natural areas. Within the GSD, no private street lights are permitted.
 - f. Cluster lot option. Development through the Countryside (Open Alternative) Character Option may utilize the provisions of Cluster Lot Option (Section 17.12.090 of the Zoning Code) within the Development Footprint area, excluding lots abutting existing public streets. Smaller lot sizes may be appropriate with the application of a Specific Plan (SP) zoning district that addresses building height, architecture, landscaping, building placement and detailed grading plan.

The above Sections “e” and “f” do not apply to this proposed subdivision. Under this section the minimum lot depth is 340 feet (required minimum setback plus 300 feet). The minimum lot size that is required is 127,766 square feet (three acres), and the minimum lot width along Hester



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Beasley is 246 feet. As proposed both lots meet the minimum lot depth requirement, but neither lot meets the minimum lot size or frontage width required under the Open Alternative option.

Variance Requests

The applicant requests two variances from the Subdivision Regulations. The first variance requested is to permit a lot size that is smaller than what is required by the Open Alternative option, and the second variance requested is to permit lots that are narrower at the street than what is required by the Open Alternative option.

Section 1-11, Variances, permits the Planning Commission to grant variances to the Subdivision Regulations when it finds that extraordinary hardships or practical difficulties may result from strict compliance with the regulations. While the regulations grant the Commission the authority to grant variances, the regulations state that “such variance shall not have the effect of nullifying the intent and purpose of the Subdivision Regulations.” In order to grant a variance the Commission must find that:

1. The granting of the variance shall not be detrimental to the public safety, health, or welfare or injurious to other property or improvements in the neighborhood in which the property is located.
2. The conditions upon which the request for a variance is based are unique to the property for which the variance is sought and are not applicable generally to other property.
3. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations were carried out.
4. The variance shall not in any manner vary from the provisions of the adopted General Plan, including its constituent elements, the Major Street Plan, or the Zoning Code for Metropolitan Nashville and Davidson County (Zoning Code).

Variance Request #1

Section 4-2.5.a.1.c.2 requires the minimum lot size for any new lot to either be equal to or greater than 70% of the average lot size of the surrounding parcels or equal to or larger than the smallest of the surrounding parcels, whichever is greater. “Surrounding parcels” is defined as the five R, RS, AR2A or AG parcels oriented to the same block face on either side of the parcel. In order to meet this requirement lots must be either equal to or greater than 127,766 square feet in size. As proposed both lots are a little over 87,621 square feet in size and do not meet the minimum requirement, but meet the minimum size required by the Zoning Code.

Parcels in the area are very diverse in size and shape. While the proposed lots do not meet the minimum lot size requirement for the wider area, the proposed lots are similar to the adjacent three lots to the west, and the 11 parcels on the opposite side of Hester Beasley Road.

Variance Request #2

Section 4-2.5.a.1.d requires the minimum lot width at a public street to be either equal to or greater than 70% of the average parcel width of the surrounding parcels or equal to or larger than the shortest of the surrounding parcels, whichever is greater. “Surrounding parcels” is defined as



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the five R, RS, AR2A or AG parcels oriented to the same block face on either side of the parcel. In order to meet this requirement, the proposed lots should have at least 246 feet of frontage along Hester Beasley Road. Proposed Lot 1 is approximately 235 feet wide and Lot 2 is approximately 178 feet wide, and do not meet the minimum width requirement along Hester Beasley Road.

Existing parcels in the area have varying frontages, many consistent with the proposed frontages.

Variance Review

Unlike subdivisions within urban and suburban Neighborhood Maintenance areas, the Rural Character requirements do not provide the flexibility for the Commission to consider a broader area for comparison outside the surrounding lots as defined in the regulations. Therefore, the only means of relief from the requirements is through the variance process.

Staff has reviewed the documentation submitted by the applicant to present their case for granting the two variances and finds that the variances should be granted as they meet the criteria for review.

Parcels in the area are very diverse in size and shape. While the proposed lots do not meet the minimum lot size and frontage requirement compared to the surrounding parcels as defined by the regulations, the proposed lots are similar in size and frontage to properties in the immediate area including the three properties directly west of the property and the approximately 11 properties on the opposite side of Hester Beasley Road. Since the proposed lots are similar in size and width to the aforementioned properties, staff finds that the proposed subdivision does not have the effect of nullifying the intent and purpose of the Subdivision Regulations.

FIRE DEPARTMENT 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

PUBLIC WORKS 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.

STAFF RECOMMENDATION

Staff recommends approval with conditions, including approval of variances to the lot size and lot width requirement.



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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.



SEE NEXT PAGE



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2020S-054-001

408 FARRIS – FOUR LOT

Map 052-03, Parcel(s) 139

04, Madison

09, (Tonya Hancock)



Project No. Final Plat 2020S-054-001
Project Name 408 Farris - Four Lot
Council District 09 – Hancock
School District 3 – Speering
Requested by Southern Precision, applicant; Nashville Building Group LLC, owner.

Staff Reviewer Swaggart
Staff Recommendation *Defer to the March 26, 2020, Planning Commission meeting.*

APPLICANT REQUEST

Final plat to create four single-family residential lots.

Final Plat

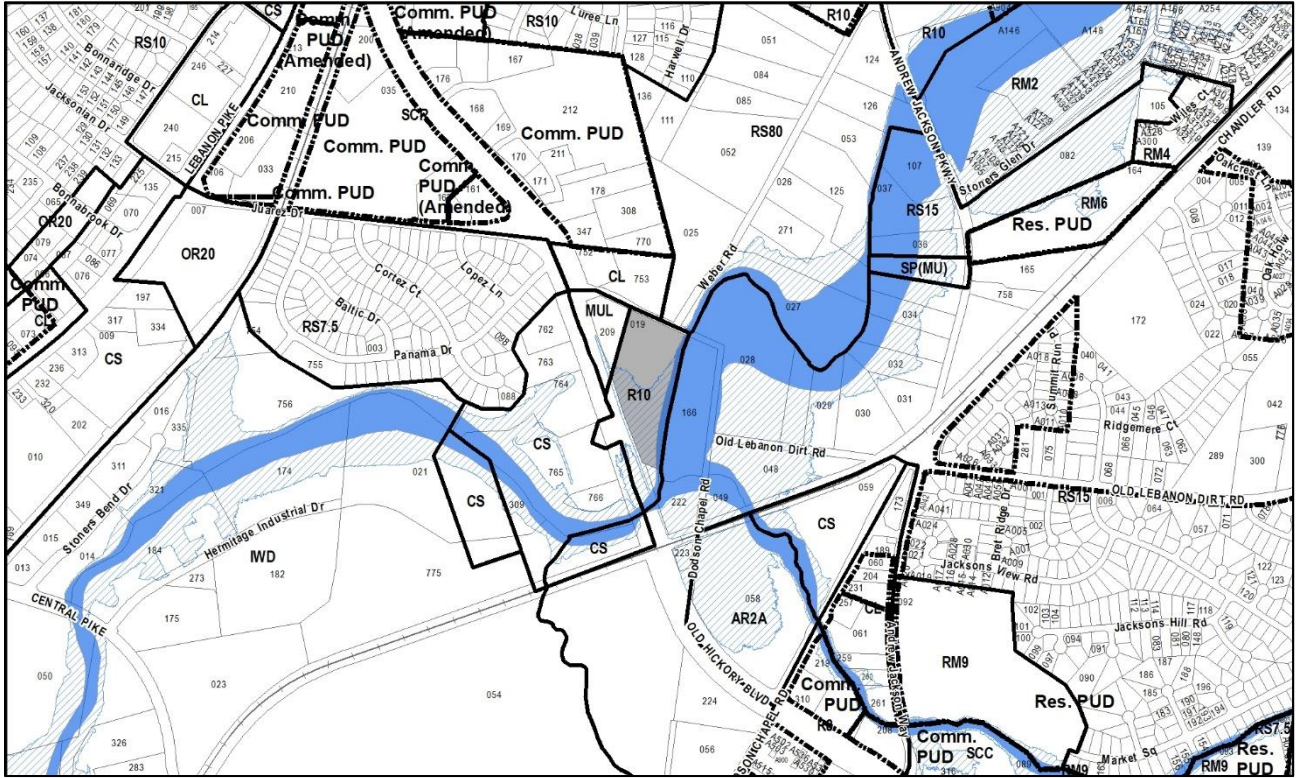
A request for final plat approval to create four lots on property located at 408 Farris Avenue, approximately 375 feet south of Provident Pass, zoned Single-Family Residential (RS10) (0.98 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the March 26, 2020, Planning Commission meeting as requested by the applicant.



Metro Planning Commission Meeting of 03/12/2020



2019Z-162PR-001

Map 086, Parcels 19

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



Project No.	Zone Change 2019Z-162PR-001
Council District	11 - Hagar
School District	4 - Shepherd
Requested by	Development Management Group, applicant; Larry E. and Patricia K. Hager owners.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS10 to RM9-A.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Mixed Use Limited - Alternative (MUL-A) zoning for property located at 304 Old Lebanon Dirt Road, at the southern terminus of Weber Road (6.94 acres).

Existing Zoning

One and Two-Family Residential Districts (R10) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 32 lots with 8 duplex lots for a total of 40 units.*

Proposed Zoning

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

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

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

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



Metro Planning Commission Meeting of 03/12/2020

ANALYSIS

The proposal is for property located at 304 Old Lebanon Dirt Road, at the southern terminus of Weber Road and just east of Old Hickory Boulevard. The surrounding land use is commercial, residential, and vacant. The goal of the T3CC policy is to create mixed use suburban neighborhoods specifically related to corridors. This property is bordered by commercial and mixed-use zoning to the north and Old Hickory Boulevard to the west. The Conservation policy identifies Stones Creek which runs along the eastern edge of the property. The proposed MUL-A zoning supports the intent of the policy by creating transition between the commercial activity along Old Hickory Boulevard and the residential neighborhoods to the east.

FIRE RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	6.94	4.356 D	60 U	650	48	63

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	3.46	1.0 F	150 U	1094	71	85

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.74	1.0 F	150,717 SF	9567	480	1031

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	1.74	1.0 F	150,717 SF	12637	111	1176

Traffic changes between maximum: **R10 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+22648	+614	+2229



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METRO SCHOOL BOARD REPORT

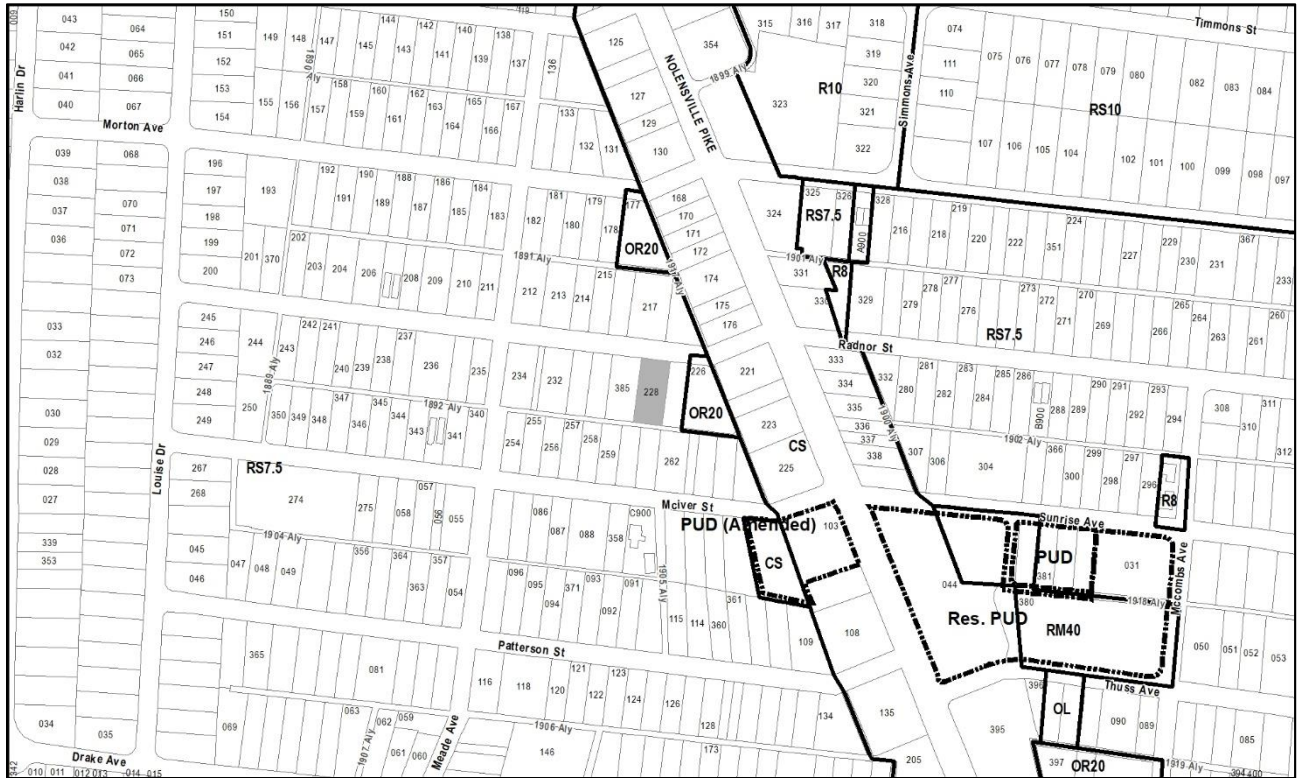
Given the mix of uses permitted by MUL-A, an estimate of student generation is premature.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 03/12/2020



2020Z-024PR-001
Map 119-13, Parcel 228
11, South Nashville
16 (Ginny Welsch)



Project No.	Zone Change 2020Z-024PR-001
Council District	16 - Welsch
School District	7 – Player-Peters
Requested by	Mena Nady, applicant and owner.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS7.5 to R8-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential - Alternative (R8-A) zoning for property located at 463 Radnor Street, approximately 270 feet west of Nolensville Pike (0.3 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 1 unit.*

Proposed Zoning

One and Two-Family Residential - Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R8 would permit a maximum of 1 duplex lot for a total of 2 units.*

SOUTH 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 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 property located at 463 Radnor Street. The surrounding land use is single-family residential. The property is one lot removed from an office zoned property and 3 lots away from Nolensville Pike. The property has a rear alley and is within the Urban Zoning



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Overlay district which functions to create more walkable, urban neighborhoods through design and parking standards associated with the A districts. The policy is T4 Urban Neighborhood Evolving, which intends to create high functioning, flexible, and diverse neighborhoods. As complete streets require variety in land use and housing choice to support infrastructure changes, this rezoning will begin the process to blend the commercial corridor to the west and the residential use to the east. The proposed R8-A meets the goals of the policy and the alternative district will ensure a building type that addresses the street in an urban form. Therefore, staff recommends approval.

FIRE 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: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.30	5.808 D	1 U	2	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.30	5.445 D	2 U	19	2	2

*Based on two-family lots

Traffic changes between maximum: **RS7.5 and R8-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+17	+1	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 0 Elementary 0 Middle 0 High

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

The proposed R8-A zoning will generate no more students than the existing RS7.5 zoning district. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School.

STAFF RECOMMENDATION

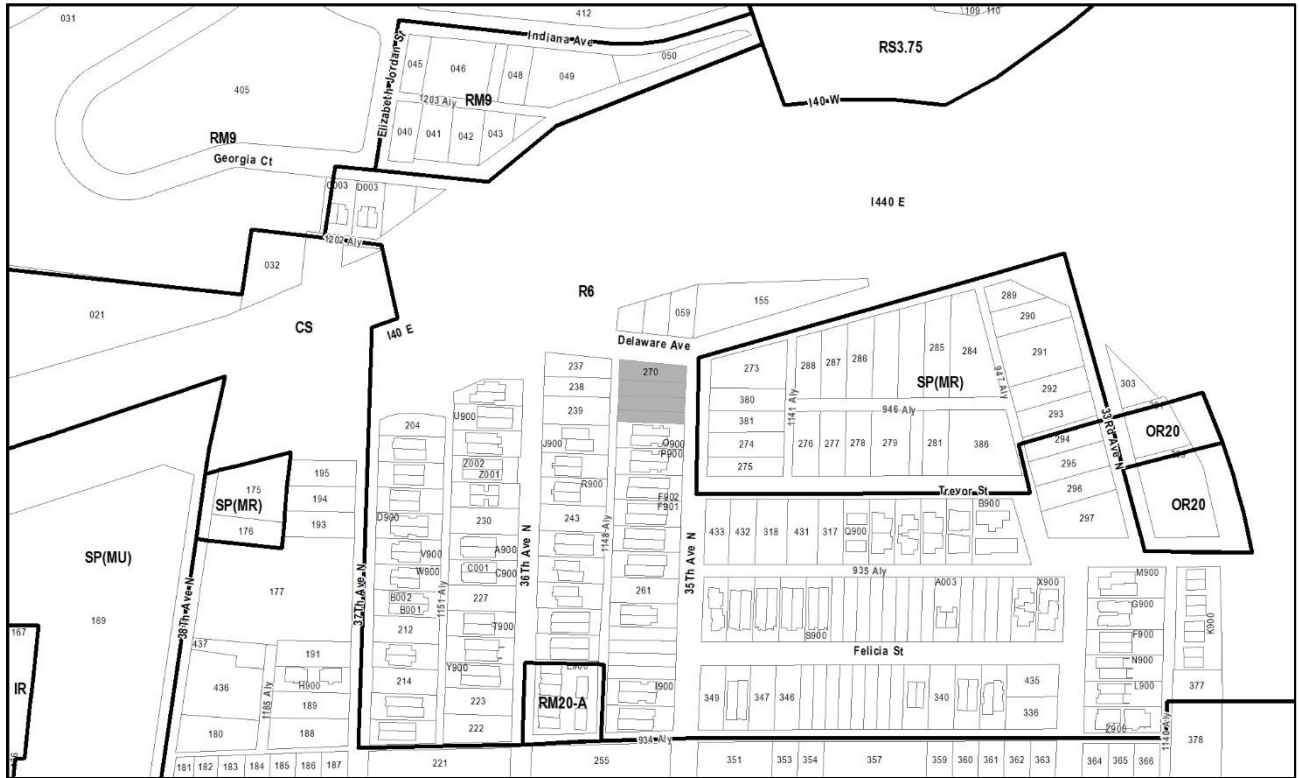
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/12/2020



2020Z-028PR-001

Map 092-09, Parcel(s) 268-270, 396

07, West Nashville

21 (Brandon Taylor)



Project No.	Zone Change 2020Z-028PR-001
Council District	21 - Taylor
School District	5 - Buggs
Requested by	Smith Gee Studio, applicant; Twenty Holdings, LLC, owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from R6 to RM20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential Alternative (RM20-A) zoning for properties located at 427A and 427 B 35th Ave N, 429 and 431 35th Ave N, at the southwest corner of Delaware Ave and 35th Ave N (0.34 acres).

Existing Zoning

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

Proposed Zoning

Multi-Family Residential – Alternative (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of nine units.*

WEST 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.

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



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including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

ANALYSIS

The site is located on the west side of 35th Avenue North, at the intersection of Delaware Avenue and 35th Avenue North. Delaware Avenue which forms the northern property boundary of this site is unimproved right-of-way. An improved alley, Alley 1148, runs along the western portion of the site. The site has been developed with two two-story duplex buildings.

The larger area, including the site, is bounded by interstates to the north and east. The properties within this area, several blocks to the west and south of the site, are zoned R6 except for one Specific Plan which permits a mixture of residential unit types. The SP site was permitted additional intensity based on the size of the site, prominence of the site in relation to the interstate, and proposed infrastructure improvements that were conditioned with the approval. The approved plan along 35th Avenue N includes duplex units.

The policy for this area, T4 NE, is typically applied to areas where there is an expressed interest in the area's development pattern progressing to promote a mixture of housing types and greater connectivity or where there are high vacancy rates, significant vacant land, and incongruity between the existing land use and the zoning.

This area has evolved into a denser urban neighborhood with one and two-family dwelling units, as permitted under the existing zoning, R6. The evolving policy does not indicate that the intensity should continue to increase over time, rather it should utilize the policy to reach a stable, urban development pattern. The existing zoning on this site is appropriate given the surrounding character of one and two-family uses.

FIRE RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.34	7.26 D	4 U	30	2	3

*Based on two-family lots



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.34	20 D	6 U	44	3	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+14	+1	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is anticipated to generate two more students than the existing RS5 zoning district. Students would attend Park Elementary School, McKissack Middle School, and Pearl-Cohn High School.

STAFF RECOMMENDATION

Staff recommends disapproval of the requested rezoning.



Metro Planning Commission Meeting of 03/12/2020



2020Z-029PR-001
Map 092-09, Parcel 349
07, West Nashville
21 (Brandon Taylor)



Project No.	Zone Change 2020Z-029PR-001
Council District	21 - Taylor
School District	5 – Buggs
Requested by	Smith Gee Studio, applicant; Maria Martha Garcia, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the March 26, 2020, Planning Commission meeting.</i>

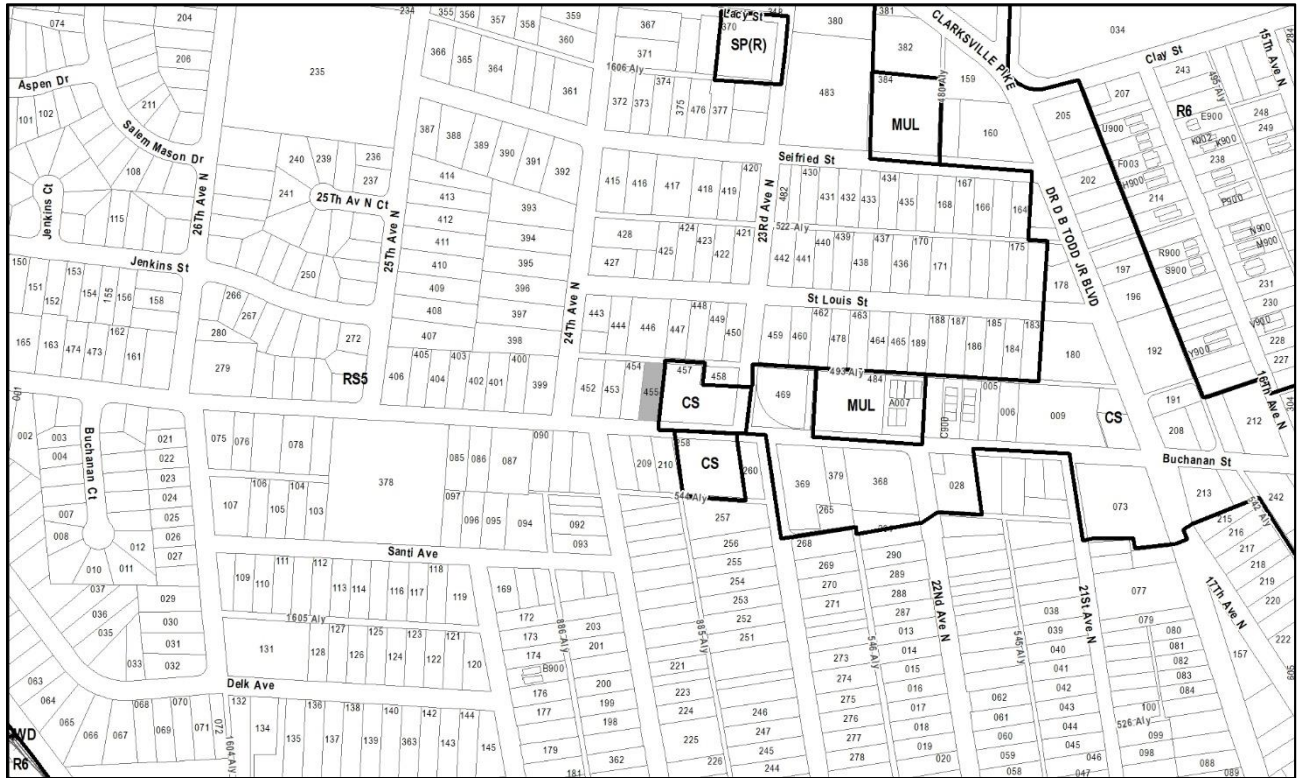
APPLICANT REQUEST
Zone change from R6 to RM20-A.

Zone Change
A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential – Alternative (RM20-A) zoning for property located at 3327 Felicia Street, at the southeast corner of Felicia Street and 35th Ave N (0.14 acres).

STAFF RECOMMENDATION
Staff recommends deferral to the March 26, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 03/12/2020



2020Z-037PR-001

Map 081-06, Parcel 455

08, North Nashville

21 (Brandon Taylor)



Project No.	Zone Change 2020Z-037PR-001
Council District	21 - Taylor
School District	1 - Gentry
Requested by	Shavkat Ashurov, applicant; Housing Investment, Inc., owners.
Staff Reviewer	Lewis
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 property located at 2308 Buchanan Street, approximately 170 feet east of 24th Avenue North (0.17 acres).

Existing Zoning

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

Proposed Zoning

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

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.

ANALYSIS

The site is located on the north side of Buchanan Street, west of the intersection of 23rd Avenue North and Buchanan Street. Alley 493 forms the northern property line of the site. The site has been developed with an existing single-family structure. The properties to the east are zoned Commercial Services (CS) and the properties to the north, south, and west are zoned RS5. The area is developed generally as single-family residential units with some two-family units.

The T4 NM policy identifies several factors as consideration for rezonings including a site’s location in relation to centers and corridors, the size of the site, and infrastructure in and around



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the site. This site has many of these factors in the location along Buchanan Street, a collector, and the immediate adjacency to a commercial district. The site meets the minimum lot size for the R6-A zoning district and could likely handle additional intensity at a limited scale. In addition, the alternative standards of the zoning district provide development standards in keeping with the existing urban neighborhood. This includes requiring access from the existing improved alley. Given these factors, the proposed zone change is consistent with the policy.

FIRE RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A traffic study may be required at the 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)	0.17	5.808 D	1 U	10	1	1

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)	0.17	7.26 D	2 U	15	1	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is not anticipated to generate any more students than the existing RS5 zoning district. Students would attend Churchwell Elementary School, John Early Middle School, and Pearl-Cohn High School.

STAFF RECOMMENDATION

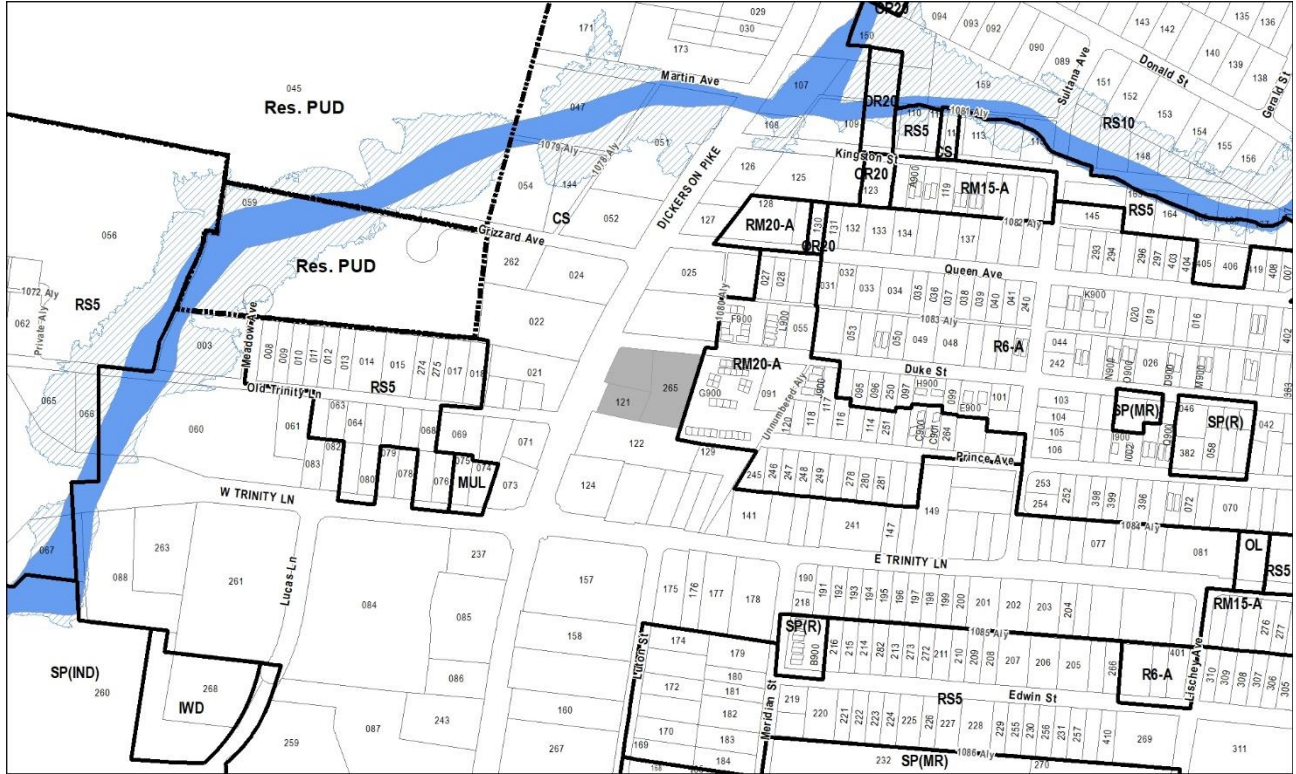
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/12/2020



2020Z-041PR-001

Map 071-07, Parcel(s) 088, 121, 265

05, East Nashville

05 (Sean Parker)



Project No.	Zone Change 2020Z-041PR-001
Council District	05 – Parker
School District	3 – Speering
Requested by	S + H Group LLC, applicant; 102 Duke LLC and Joyce Barnhill, owners.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CS to MUL-A.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use Limited-Alternative (MUL-A) zoning for properties located at 102 Duke Street, 2301 and 2309 Dickerson Pike, at the southeast corner of Duke Street and Dickerson Pike (1.58 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

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

EAST NASHVILLE COMMUNITY PLAN

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

DICKERSON SOUTH CORRIDOR STUDY

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



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ANALYSIS

The site is approximately 1.58 acres and consists of three parcels located at the corner of Dickerson Pike and Duke Street in East Nashville. The site currently consists of commercial and industrial uses and the site is surrounded by a mixture of commercial and residential land uses. Dickerson Pike is designated as an Arterial Boulevard in the Major and Collector Street Plan and Duke Street is a local street.

The site is within the Trinity area of the Dickerson South Corridor Study. The study identifies the area around the intersection of West Trinity Lane and Dickerson Pike as an appropriate location for mid-rise buildings containing a mixture of uses. It also envisions buildings to be close to the street in a way that creates a consistent street wall. The Dickerson South Corridor Study also creates five subdistricts for building height appropriateness. This site is within the subdistrict that allows for up to 6 stories. The plan provides a list of potentially appropriate zoning districts for areas within the study area based on their Community Character Policy designation and the building height subdistrict. The application proposes a zoning district that is identified in the study as potentially appropriate.

The requested rezoning to MUL-A is compatible with the land use policy for the area and the Dickerson South Corridor Study. The district will provide for a mixture of uses in an intensity that will support transit options that are planned for this corridor. The building height permitted in the MUL-A zoning district is consistent with the Dickerson South Corridor Study building height subdistrict for this area. Also, the request for a zoning district that utilizes the Alternative zoning standards will further the goals of the Dickerson South Corridor Study to develop buildings close to street and provide a consistent street wall along Dickerson Pike. Staff finds the request to be compatible with the surrounding land uses and is consistent with policy, therefore staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building details provided. Any additional access or fire code issues will be addressed in construction permit review.

TRAFFIC AND PARKING RECOMMENDATION

Approve

Rezoning analysis was conducted for 35 multi-family units, 17,000 square feet of retail, and 17,000 square feet of restaurant to assess the transportation impacts at the intersection of Dickerson Pike at Trinity Lane and Dickerson Pike at Duke Street.

Dickerson Pike at Trinity Lane:

- Capacity analyses for the 2020 Existing Conditions indicate that the southbound right turn movement experiences a relatively high volume of traffic during the AM peak hour, which results in poor levels of service for the movement. A dedicated southbound right turn lane is already provided at the intersection with right turn overlap signal phasing. Based on the existing southbound right turn volume during the AM peak hour, a second right turn lane would be desirable; however, it would require significant right-of-way and does not appear feasible until the property on the northwest corner of the intersection is



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redeveloped. Retiming the traffic signal could be considered to reduce the southbound right-turn delay.

Sidewalk Connectivity:

- There is minimal sidewalk infrastructure along Dickerson Pike within the vicinity of the property nor does this property have connectivity to the WeGo bus stops along Dickerson Pike; which is served by two bus routes (23 and 43).

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)	1.58	0.6 F	544,151 SF	34538	1731	3722

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.79	1.0 F	34 U	249	16	20

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.40	1.0 F	17,424 SF	1106	56	120

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.39	1.0 F	16,988 SF	1425	13	133

Traffic changes between maximum: CS and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-31758	-1646	-3449

METRO SCHOOL BOARD REPORT

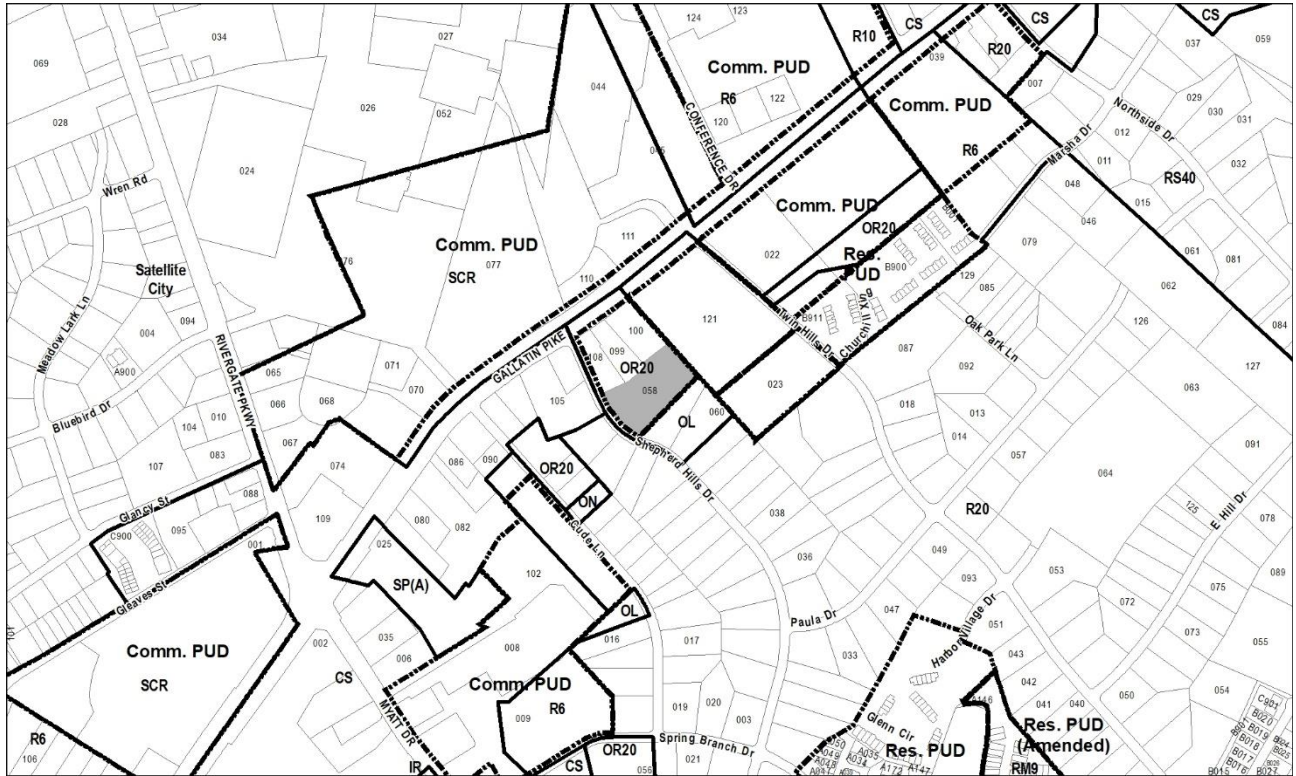
Given the mix of uses permitted by MUL-A, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 03/12/2020



2020Z-042PR-001

Map 034-02, Parcel 058

04, Madison

10 (Zach Young)



Project No. Zone Change 2020Z-042PR-001
Associated Case No. 109-81P-005
Council District 10 - Young
School District 3 – Speering
Requested by S + H Group LLC, applicant; The Mark A. Hafner Family Trust, owner.

Staff Reviewer Swaggart
Staff Recommendation Approve.

APPLICANT REQUEST
Zone change from OR20 to OR40.

Zone Change
 A request to rezone from Office/Residential (OR20) to Office/Residential (OR40) zoning for property located at 87 Shepherd Hills Drive, approximately 340 feet southeast of Gallatin Pike and within a Planned Unit Development Overlay District (2.64 acres).

Existing Zoning
Office/Residential (OR20) is intended for office and/or multi-family residential units at up to 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.

Proposed Zoning
Office/Residential (OR40) is intended for office and/or multi-family residential units at up to 40 dwelling units per acre. *OR40 would permit a maximum of 106 residential units.*

MADISON COMMUNITY PLAN
T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.



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ANALYSIS

The approximately three-acre property is located at the northeast corner of Gallatin Pike and Shepherd Hills Drive. The property is at the eastern boundary of the PUD. The existing PUD was originally approved by the Planning Commission in 1981 and permits a variety of commercial uses, including retail, office and restaurants. The property is currently used for surface parking.

The proposed OR40 zoning district is consistent with the T5 RG land use policy that applies to the property. The property is located within 300 feet of Gallatin Pike, a busy commercial corridor. Additional density is appropriate at this location as it provides more residents to support nearby commercial uses. There is also a bus stop at the corner of Gallatin Pike and Shepherd Hills Drive. Transit service is an important factor in determining appropriate locations for additional density as well as the intensity of nonresidential uses. The zoning on the adjacent property to the east is Office Limited (OL), and the policy for the property is Transition. The proposed OR40 zoning provides an appropriate transition between commercial development and commercial zoning along Gallatin Pike to the residential zoning district on the east side of the adjacent property zoned OL and within a Transition policy. Given the location, surrounding zoning, and presence of transit, staff recommends approval.

FIRE 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.



Metro Planning Commission Meeting of 03/12/2020

- 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

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)	1.32	0.8 F	45,999 SF	500	70	55

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
Multi-Family Residential (220)	1.32	20 D	26 U	156	14	18

Maximum Uses in Proposed Zoning District: **OR40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	1.32	1.0 F	57,499 SF	621	81	68

Maximum Uses in Proposed Zoning District: **OR40**

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)	1.32	40 D	52 U	353	26	34

Traffic changes between maximum: **OR20 and OR40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+318	+23	+29

Projected student generation existing OR20/PUD district: 0 Elementary 0 Middle 0 High
Projected student generation proposed OR40 district: 14 Elementary 11 Middle 8 High

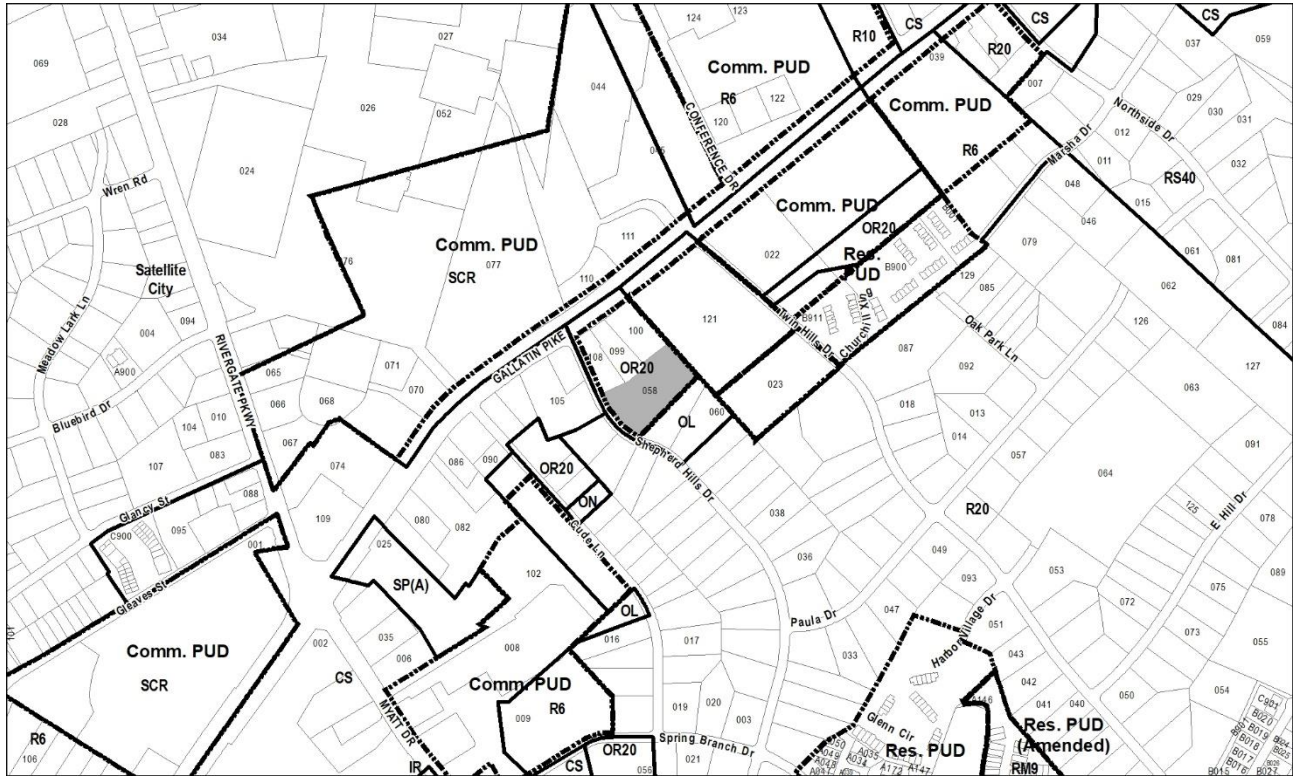
The proposed RM40 zoning will generate 33 more students than the existing OR20/PUD zoning district. Students would attend Gateway Elementary School, Goodlettsville Middle School, and Hunter Lane High School.

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 03/12/2020



109-81P-005

RIVERGATE SQUARE (CANCELTION)

Map 034-02, Parcel 058

04, Madison

10 (Zach Young)



Project No.	Planned Unit Development 109-81P-005
Project Name	Rivergate Square
Associated Case No.	2020Z-042PR-001
Council District	10 - Young
School District	3 – Speering
Requested by	S + H Group LLC, applicant; The Mark A. Hafner Family Trust, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST
Cancel PUD.

PUD Cancellation

A request to cancel a portion of a Planned Unit Development Overlay District for property located at 87 Shepherd Hills Drive, approximately 340 feet southeast of Gallatin Pike, zoned Office/Residential (OR20) (2.64 acres).

Existing Zoning

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

ANALYSIS

The approximately three-acre property is located at the northeast corner of Gallatin Pike and Shepherd Hills Drive. The property is at the eastern boundary of the PUD. The existing PUD was originally approved by the Planning Commission in 1981 and permits a variety of commercial uses, including retail, office and restaurants. The property is currently used for surface parking.

This application is associated with zone change 2020Z-042PR-001, to rezone the property from OR20 to OR40. The proposed OR40 zoning district is consistent with the Regional Center (T5 RG) land use policy that applies to the area and staff recommends approval of the zone change. If the associated zone change is approved, then staff recommends that this PUD cancellation be



Metro Planning Commission Meeting of 03/12/2020

approved. If the associated zone change is disapproved, then staff recommends that the PUD remain in place.

FIRE MARSHAL RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 03/12/2020



2020Z-045PR-001
Map 071-15, Parcel 070
05, East Nashville
05 (Sean Parker)



Project No. Zone Change 2020Z-045PR-001
Council District 05 - Parker
School District 5 - Buggs
Requested by Sean Parker, applicant; Vernon Woodard, owner.

Staff Reviewer Dunnavant
Staff Recommendation Approve with conditions.

APPLICANT REQUEST

Zone change from RS5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential - Alternative (R6-A) zoning for property located at 217 Eastmoreland Street, approximately 250 feet west of Meridian Street (0.17 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 1 unit.*

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was recently approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was completed after an extensive community engagement process which resulted in updates to the



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community character policies for the area, The Highland Heights Study also established a supplementary Building Regulating Plan and Mobility Plan for the area. The community character policy for this site, T4 NE, did not change with adoption of the Highland Heights plan.

This site is within the R4 Subdistrict of the Building Regulating Plan, which is intended to create and enhance neighborhoods with greater housing choice and improved connectivity, consistent with the goals of the general T4 NE policy. The R4 Subdistrict supports a range of residential uses, including two-family and multi-family residential, at varying intensities depending on the location and context and presence of infrastructure.

The Mobility Plan component of the Highland Heights Study identifies Eastmoreland Street as a local street. When a property redevelops, sidewalk infrastructure may be required per the requirements of the Metro Code.

ANALYSIS

The proposal is for property located at 217 Eastmoreland Street. The surrounding land use is single-family residential. The property is across the street from a Metro public school. The policy is T4 Urban Neighborhood Evolving, which aims to create neighborhoods which are flexible in design and offer a variety of housing choices. This lot has been identified within the Highland Heights Supplemental Policy as an appropriate location for greater housing choice. Rezoning this property will meet this goal by enhancing the neighborhood with alleyway improvements and by offering a different residential building type. The proposed R6-A meets the goals of the policy and the supplemental policy. The alternative district will ensure a building type that addresses the street in an urban function. When a property redevelops, sidewalk infrastructure may be required per the requirements of the Metro Code.

FIRE RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

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)	0.17	8.712 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.17	7.26 D	2 U	15	1	2

*Based on two-family lots



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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
-	-	-	+1 U	+5	0	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning will generate no more students than the existing RS5 zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Prior to building permit, the applicant shall dedicate one-half of the additional alley right-of-way necessary to meet Public Works standards.