



METROPOLITAN PLANNING COMMISSION

MINUTES

April 9, 2020

4:00 pm Regular Meeting

Meeting to be held via Teleconference

Metro Nashville Network will broadcast the March 26th meeting of Metro Planning Commission live on Comcast channel 3 and simulcast a livestream of the meeting on Nashville.gov. To locate the livestream, visit mnn.nashville.gov and click on the "Live Streaming" link located on the left side of the screen.

MISSION STATEMENT

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

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

Commissioners Absent:
Lillian Blackshear
Daveisha Moore

Staff Present:
Lucy Kempf, Executive Director
Bob Leeman, Deputy Director
George Rooker, Special Projects Manager
Kelly Adams, Admin Services Officer IV
Lisa Milligan, Planning Manager II
Shawn Shepard, Planning Manager I
Greg Claxton, Planning Manager I
Simone Holder, Planner II
Alex Dickerson, Legal
Quan Poole, Legal

Lucy Alden Kempf

Secretary and Executive Director, Metro Planning Commission
Metro Planning Department of Nashville and Davidson County
800 2nd Avenue South P.O. Box 196300 Nashville, TN 37219-6300
p: (615) 862-7190; f: (615) 862-7130

MEETING AGENDA

A: CALL TO ORDER

The meeting was called to order at 4:05 p.m.

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

Mr. Gobbell moved and Councilmember Murphy seconded the motion to establish the meeting agenda constitutes essential business of this body and that meeting electronically is necessary to protect the health, safety, and welfare of Tennesseans in light of the COVID-19 outbreak. (7-0)

C: ADOPTION OF AGENDA

Mr. Tibbs moved and Councilmember Murphy seconded the motion to adopt the agenda. (7-0)

D: APPROVAL OF MARCH 26, 2020 MINUTES

Ms. Johnson moved and Dr. Sims seconded the motion to approve the March 26, 2020 minutes. (7-0)

E: RECOGNITION OF COUNCILMEMBERS

No councilmembers in attendance.

F: ITEMS FOR DEFERRAL / WITHDRAWAL

- 1a. **2019CP-013-002**
ANTIOCH-PRIEST LAKE COMMUNITY PLAN AMENDMENT
- 1b. **2008SP-002-004**
STARWOOD TOWN CENTER (AMENDMENT)
- 2a. **2020CP-006-001**
BELLEVUE COMMUNITY PLAN AMENDMENT
- 2b. **2020Z-052PR-001**
- 5a. **2020CP-012-001**
SOUTHEAST COMMUNITY PLAN AMENDMENT
- 5b. **2015SP-005-010**
BEAMAN & TURNER PROPERTIES SP (AMENDMENT)
- 6. **2020CP-000-001**
MAJOR AND COLLECTOR STREET PLAN AMENDMENT – NORTH NASHVILLE COMMUNITY PLAN
- 7. **2018SP-027-001**
12558 OLD HICKORY BLVD
- 11. **2020SP-012-001**
SOLIS L & L MARKETPLACE
- 14. **2020SP-015-001**
HAMILTON SP

15. **2020SP-018-001**
829 DICKERSON PIKE SP
- 16a. **2020SP-019-001**
CROSSINGS MIXED USE DEVELOPMENT
- 16b. **84-87P-007**
CROSSING COMMERCIAL PUD (CANCELLATION)
17. **2019S-086-001**
RESUBDIVISION OF LOT 3 AND 4 ON THE PLAT SHOWING THE DIVISION OF THE JOHN B. COWDEN PROPERTY
20. **2020S-039-001**
PINEVIEW COTTAGES
21. **2020S-054-001**
408 FARRIS - FOUR LOT
24. **2020S-064-001**
3901 - 3905 IVY DRIVE
25. **2020S-066-001**
DARROW DOWNS SUBDIVISON
26. **2019HP-001-001**
MARATHON VILLAGE
27. **2005UD-006-043**
31ST AND BELWOOD
28. **123-83P-002**
CANYON RIDGE PHASE THREE PERIODIC REVIEW
31. **2020Z-007PR-001**
- 32a. **2020Z-008PR-001**
- 32b. **61-77P-004**
GIFFORD COMMERCIAL PUD (CANCELLATION)
- 33a. **2020Z-009PR-001**
- 33b. **88P-029-001**
JOELTON COMMERCIAL PUD (CANCELLATION)
34. **2020Z-013PR-001**
35. **2020Z-016PR-001**

- 36. 2020Z-022PR-001
- 38. 2020Z-028PR-001
- 39. 2020Z-029PR-001
- 40. 2020Z-037PR-001
- 42a. 2020Z-042PR-001
- 42b. 109-81P-005
RIVERGATE SQUARE (CANCELLATION)
- 43. 2020Z-043PR-001
- 47a. 2020CP-012-002
SOUTHEAST COMMUNITY PLAN AMENDMENT
- 47b. 2020Z-046PR-001
- 48a. 2020CP-014-001
DONELSON - HERMITAGE - OLD HICKORY COMMUNITY PLAN AMENDMENT
- 48b. 2020Z-050PR-001
- 49. 2018S-209-001
W.E. SCOTT SUBDIVISION, RESUB PHASE 2
- 52. 2019Z-015TX-001
- 53. 2020Z-006TX-001
- 54. 2020Z-007TX-001

Ms. Farr joined the teleconference at 4:27 p.m.

Ms. Johnson moved and Councilmember Murphy seconded the motion to approve the Deferred and Withdrawn Items. (8-0)

G: CONSENT AGENDA ITEMS

- 3a. 2020CP-007-001
WEST NASHVILLE COMMUNITY PLAN AMENDMENT
- 3b. 2020SP-016PR-001
6100 ROBERTSON AVENUE SP
- 4a. 2020CP-008-001
NORTH NASHVILLE COMMUNITY PLAN AMENDMENT
- 4b. 2020SP-009-001
MODERA GERMANTOWN

8. **2019SP-055-001**
218 MAPLEWOOD TRACE
9. **2020SP-003-001**
EAGLE POINT
10. **2020SP-011-001**
UNION BRICK MULTIFAMILY SP
12. **2020SP-013-001**
CANADY AVENUE SP
13. **2020SP-014-001**
5978 EDMONDSON PIKE
18. **2020S-030-001**
CHERYL MOON SUBDIVISION
19. **2020S-037-001**
333 MCKENNEL DRIVE CONCEPT PLAN
22. **2020S-060-001**
VILLAGES BY THE CREEK
23. **2020S-062-001**
RESUBDIVISION OF A PORTION OF LOT 7 ON THE SUBDIVISION OF LOT 27 AND 28 IN THE
DIXIE PURE FOOD'S SUBDIVISION
29. **163-73P-001**
BELLEVUE VILLAGE – CHASE (REVISION)
30. **2019Z-162PR-001**
37. **2020Z-024PR-001**
41. **2020Z-041PR-001**
44. **2020Z-045PR-001**
45. **2020Z-048PR-001**
46. **2020Z-049PR-001**
50. **2020Z-044PR-001**
51. **2020Z-053PR-001**

58. Accept the Director's Report

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

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

H: ITEMS TO BE CONSIDERED

1a. 2019CP-013-002

ANTIOCH-PRIEST LAKE COMMUNITY PLAN AMENDMENT

Council District 33 (Antoinette Lee)

Staff Reviewer: Gene Burse

A request to amend the Antioch/Priest Lake Community Plan by changing the policy from T3 Suburban Community Center Policy to District Industrial Policy, for a portion of property located at 3839 Murfreesboro Pike, approximately 590 feet north of Old Hickory Boulevard, zoned SP and within the Murfreesboro Pike Urban Design Overlay District (52.6 acres), requested by Kimley-Horn, applicant; PBR&T Partnership, owner. (See associated zone change case 2008SP-002-004.)

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019CP-013-002 to the April 23, 2020, Planning Commission meeting. (8-0)

1b. 2008SP-002-004

STARWOOD TOWN CENTER (AMENDMENT)

Council District 33 (Antoinette Lee)

Staff Reviewer: Logan Elliott

A request to amend a Specific Plan for property located at 3839 Murfreesboro Pike, approximately 530 feet north of Old Hickory Boulevard, zoned SP and within the Murfreesboro Pike Urban Design Overlay District (65.1 acres), to permit a mixed use development, requested by Kimley-Horn, applicant; PBR&T Partnership, owner. (See associated case 2019CP-013-002.)

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2008SP-002-004 to the April 23, 2020, Planning Commission meeting. (8-0)

2a. 2020CP-006-001

BELLEVUE COMMUNITY PLAN AMENDMENT

Council District 35 (Dave Rosenberg)

Staff Reviewer: Stephanie McCullough

A request to amend the Bellevue Community Plan by changing from T3 Suburban Neighborhood Maintenance Policy to T3 Suburban Community Center policy for a portion of properties located at 8033 and 8045 Highway 100, at the southwest corner of Highway 100 and Claxton Court, zoned RS40 and within the Highway 100 Urban Design Overlay District (2.68 acres), requested by Dale and Associates, applicant; McMullin Family Properties LLC and Mamie Flanigan, owner (see associated case 2020Z-052PR-001).

Staff Recommendation: Defer to the June 11, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020CP-006-001 to the June 11, 2020, Planning Commission meeting. (8-0)

2b. 2020Z-052PR-001

Council District 35 (Dave Rosenberg)
Staff Reviewer: Amelia Lewis

A request to rezone from RS40 to CL zoning for property located at 8045 Highway 100, approximately 600 feet west of Temple Road and within the Highway 100 Urban Design Overlay District (1.4 acres), requested by Dale and Associates, applicant; McMullin Family Properties LLC, owner (see associated case 2020CP-006-001).

Staff Recommendation: Defer to the June 11, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-052PR-001 to the June 11, 2020, Planning Commission meeting. (8-0)

3a. 2020CP-007-001

WEST NASHVILLE COMMUNITY PLAN AMENDMENT

Council District 20 (Mary Carolyn Roberts)
Staff Reviewer: Anita McCaig

A request to amend the West Nashville Community Plan by changing from T4 NE Policy to T4 NC Policy for properties located at 607, 609 and 611 Vernon Avenue and 6100 and 6110 Robertson Avenue, at the northwest corner of Robertson Avenue and Vernon Avenue, zoned CS and R8 (4.27 acres), requested by Centric Architecture, applicant; 6100 Company Partnership and Michael Troy Lannom, owners (see associated case 2020SP-016-001).

Staff Recommendation: Approve.

APPLICANT REQUEST

Amend West Nashville Community Plan to change the policy.

Major Plan Amendment

A request to amend the West Nashville Community Plan by changing from T4 Urban Neighborhood Evolving (T4 NE) policy to T4 Urban Neighborhood Center (T4 NC) policy for properties located at 607, 609, and 611 Vernon Avenue and 6100 and 6110 Robertson Avenue, at the northwest corner of Robertson Avenue and Vernon Avenue (4.27 acres).

WEST NASHVILLE COMMUNITY PLAN

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

Existing policy is Urban Neighborhood Evolving (T4 NE), which is intended to create and enhance urban residential neighborhoods with more housing choices, improved pedestrian, bicycle, and vehicular connectivity, and moderate to high density development patterns. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. Successful infill and redevelopment in existing neighborhoods need to consider timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors.

Conservation (CO) policy recognizes the presence of environmentally sensitive features, such as floodways/floodplains and steep slopes. In this case, CO policy is along the northwestern property line, recognizing a steep slope.

Proposed Policy

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

BACKGROUND

The applicant requested this plan amendment in conjunction with Case #2020SP-016-001, a request to change the zoning for four properties from R8 (residential one and two-family on 8,000 square feet minimum lots) to SP (specific plan) to allow a mixed use development. A fifth property, located at 607 Vernon Avenue, was included in the study area since it is surrounded on three sides by the proposed development.

The study area currently contains a wide range of uses, including residential uses, an auto repair shop, light manufacturing, and open storage.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is major, and the applicant is required to hold a community meeting. Planning staff hosted a community meeting on March 9, 2020. Planning staff discussed the long-range planning process and the proposed amendment. Approximately nine people attended the community meeting, including staff and the applicant. Attendees expressed:

- Support for walkable retail spaces
- Need for additional sidewalks along with green spaces
- Positive contributions to the community that this development would make
- Concerns about additional traffic and overbuilding in the area

Attendees were supportive of the development, except for one person who raised concerns about overbuilding and increasing traffic in the area.

ANALYSIS OF URBAN NEIGHBORHOOD CENTER POLICY

The proposed amendment area is a suitable location for T4 NC policy for the following reasons.

NashvilleNext's Growth & Preservation Concept Map

The Growth & Preservation Concept Map reflects Nashvillians' desires for future growth and preservation. The concept map designates the study area as "Neighborhood." Neighborhoods are primarily residential areas offering a mix of housing types and character with smaller civic and employment areas and small neighborhood centers. The NashvilleNext planning process applied the concept map designations generally rather than at the parcel-specific level.

Key Finding

- Concept Map's vision for this area makes it appropriate for the application of T4 NC policy.

Community Character Policy Application

"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.

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

The requested T4 NC policy is intended to allow for a mix of uses, including local services, in pedestrian friendly areas. T4 NC policy is applied to areas where there is land that is zoned, used, or intended to be used as mixed use and commercial. A center is situated to serve an urban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access. Applying T4 NC policy with its focus on serving adjacent neighborhoods is appropriate at this location and works toward an appropriate transition from the center to the adjacent neighborhood. The plan amendment area is appropriate for the application of T4 NC policy. Participants in the community meeting expressed interest in more walkable neighborhood services with one member expressing concern about overbuilding and traffic.

Key Findings

- T4 NC's intent of providing a mixture of uses in a pedestrian friendly manner that serves immediate neighborhoods makes it an appropriate policy for this location.
- The community supports creating a walkable neighborhood center area in this location.

Transportation and Connectivity

T4 NC areas feature highly connected street systems that provide for many transportation options. The larger area's transportation network has a high level of internal connectivity and provides for access to and from adjacent areas. Robertson Avenue (collector-avenue), along the southern boundary of the study area, and Vernon Avenue (local street), along the eastern boundary, will provide access to the development.

Sidewalks are present along much of the northern side of Robertson Avenue. Currently, there is a gap in sidewalks along Robertson Avenue that the proposed development could fill when they build sidewalks. Along other streets, sidewalks are lacking. To the west is a proposed bike boulevard running along Waco Drive south to Deal Avenue. Currently, the area is not served by transit.

Key Findings

- Adequate vehicular access to the study area is provided via the street network.
- This urban area needs to strengthen transportation options, including enhancing walkability. The development would fill a gap in the sidewalk network along Robertson Avenue.

Relationship to Surrounding Policy

The area is part of the larger neighborhood area framed by the Cumberland River, the industrial uses of Cockrill Bend, Briley Parkway, and Interstate 40. The amendment area is surrounded primarily by Urban Neighborhood Evolving (T4 NE) policy to the north, east, south, and southwest. To the northwest, the study area touches Urban Neighborhood Maintenance (T4 NM) policy. Further west along Robertson Avenue on the south side is an Urban Neighborhood Center that contains residential, office, commercial, and a small warehouse.

Further north along Vernon Avenue is an Urban Mixed Use (T4 MU) policy area that has been transitioning from a primarily industrial area to one with a mix of uses, including more residential. To the west across Vernon Avenue, is an area of nonconforming commercial and industrial zoning that has been in place for years. Further to the southwest the area transitions from urban to suburban in character.

Application of T4 NC policy in this location would create an appropriate relationship to the surrounding T4 NE and T4 NM policy areas by creating an area with walkable neighborhood services.

Key Finding

- T4 NC policy in this location is appropriate to create a walkable neighborhood center in a larger residential area.

Analysis Summary

Amending the Community Character Policy to create an Urban Neighborhood Center is appropriate at this location. 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 makes it appropriate for the application of T4 NC policy.
- T4 NC's intent of providing a mixture of uses in a pedestrian friendly manner that serves immediate neighborhoods make it an appropriate policy for this location.
- The community supports creating a walkable neighborhood center area in this location
- Adequate vehicular access to the study area is provided via the street network.
- This urban area needs to strengthen transportation options, including enhancing walkability. The development would fill a gap in the sidewalk network along Robertson Avenue.
- T4 NC policy in this location is appropriate to create a walkable neighborhood center in a larger residential area.

STAFF RECOMMENDATION

Staff recommends approval.

Approved. Consent Agenda. (8-0)

Resolution No. RS2020-73

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020CP-007-001 is approved.
(8-0)

3b. 2020SP-016PR-001

6100 ROBERTSON AVENUE SP

Council District 20 (Mary Carolyn Roberts)

Staff Reviewer: Patrick Napier

A request to rezone from R8 to SP zoning for properties located at 6100 and 6110 Robertson Avenue and 609 and 611 Vernon Avenue, at the northwest corner of Robertson Avenue and Vernon Avenue, zoned R8 (4.13 acres), to permit a mixed use development, requested by Centric Architecture, applicant; 6100 Company Partnership, owner (see associated case 2020CP-007-001).

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

APPLICANT REQUEST

Rezone to SP to permit a mixed-use development.

Preliminary SP

A request to rezone from One and Two Family Residential (R8) to Specific Plan – Mixed Use (SP-MU) zoning for properties located at 6100 and 6110 Robertson Avenue and 609 and 611 Vernon Avenue, at the northwest corner of Robertson Avenue and Vernon Avenue, (4.13 acres), to permit a mixed-use development.

Existing Zoning

One and Two Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 22 lots with 5 duplex lots for a total of 27 units, based upon acreage alone; application of the subdivision regulations may result in fewer lots.*

Proposed Zoning

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

SITE CONTEXT AND PLAN DETAILS

The site includes 4 parcels totaling 4.13 acres located at 6100 and 6110 Robertson Avenue and 609 and 611 Vernon Avenue, at the northwest corner of Robertson Avenue and Vernon Avenue. The site currently contains several residences and a light industrial use. The surrounding development pattern includes industrial, commercial, various residential dwelling types. The site is located one block north from Charlotte Park which contains 25 acres of open space and various athletic facilities. Three Specific Plans permitting various attached and detached multi-family dwelling units have been approved within the last three years. All of the previously approved SP plans are located to the north of this site, all of the SP sites front Vernon Avenue. These sites contained industrial uses which were inconsistent with the land use policy. Rezoning these sites brought the use in line with the goals of the policy.

Specific Plan

This SP proposes a mixed-use development that permits a maximum of 24 residential units and a maximum of 39,000 square feet of non-residential uses. The permitted non-residential uses include those permitted within the MUL-A zoning district as well as, general office, restaurant, and retail. The uses identified within the site plan are consistent with the uses permitted within the MUL-A

zone district. Short term rental owner-occupied and non-owner occupied will be prohibited, a condition prohibiting this use is recommended in the list of conditions of approval. The permitted non-residential uses will be contained within an adaptively reused structure and a new adjoining structure. Both commercial structures will front Robertson Avenue.

The townhome structures will contain a maximum height of 3 stories in 45 feet. The new commercial structure will contain a maximum height of 3 stories in 50 feet. Glazing standards are specified ranging from 25% for ground floor glazing for commercial uses within the new commercial structure to 15% for residential uses. A minimum raised foundation is required for the townhome structures. A maximum raised foundation is indicated for both residential and non-residential ground floor uses.

The site will contain two points of access, a driveway connection to Vernon Avenue and a driveway connection to Robertson Avenue. The connection to Robertson Avenue will provide direct access to the surface parking which will serve the commercial uses within the site. A total of 202 parking spaces will be provided within the site. Parking for the townhomes is provided by surface parking space and garage spaces; 16 townhome units will have two car garages. Sidewalks which meet the standards of the Major and Collector Street Plan will be provided along Robertson Avenue. Sidewalks which meet the standards for a local street will be provided along Vernon Avenue. A "B" level landscape buffer is proposed along the west and north property lines.

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 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.

Proposed Policy

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

ANALYSIS

The proposed SP at this location is consistent with the proposed T4 NC policy, which is intended to create urban neighborhood centers that serve urban neighborhoods. The site is located within a larger area of T4 NE policy near I-40 and Briley Parkway. The proposal includes an appropriate height and bulk and will provide valuable commercial goods and services for current and future residences. The site plan indicates an urban form will be provided as described in the T4 NC policy. The characteristics of an urban form which are illustrated within the plan include structures which are built to the back of the sidewalk proposed along Robertson Avenue, formal landscaping along the edges of the sit which transition to lower intensity uses, and parking which is located behind the proposed structures. The proposed sidewalks will enhance the local network within the neighborhood. The site fronts a collector street where additional intensity is typically encouraged

depending on location and context. The proposed SP is consistent with the proposed policy for the area and is appropriate given the surrounding land uses and land use policies.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve

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

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works. Final design may vary based on field conditions.
- Comply with the conditions of approval for the Preliminary SP (2015SP-005-001)

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Robertson Avenue

- “No Parking, No Standing, No Stopping” signage should be installed along the project site frontage on Robertson Avenue. Two signs with inward pointing arrows placed between Vernon Avenue and Site Access 1 should be sufficient.

Vernon Avenue

- “No Parking, No Standing, No Stopping” signage should be installed along the project site frontage on Vernon Avenue. Two signs with inward pointing arrows placed between Robertson Avenue and Site Access 2 and two signs with inward pointing arrows placed between Site Access 2 and the northern property line should be sufficient.
- Parking •Based on the current development program, a minimum of 161 parking spaces should be provided to accommodate the proposed mixed-use development.
- The development of the site should maintain adequate intersection sight distance for traffic turning left from Vernon Avenue onto Robertson Avenue. The development and improvements along the Robertson Avenue frontage should allow for sufficient intersection sight distance, clear of any obstructions such as vegetation, landscaping, signs, and fencing within the departure sight triangle.
- Robertson Avenue and Site Access 1
- The Site Access 1 approach to Robertson Avenue should be stop-controlled. A “STOP” sign should be installed per MUTCD guidance.
- The Site Access 1 should be designed to include width for one entering lane and one exiting lane.
- The Site Access 1 should be designed and constructed to allow for sufficient intersection sight distance, clear of any obstructions such as vegetation, landscaping, signs, and fencing within the departure sight triangle.

Vernon Avenue and Site Access 2

- The Site Access 2 approach to Vernon Avenue should be stop-controlled. A “STOP” sign should be installed per MUTCD guidance. •The Site Access 2 should be designed to include width for one entering lane and one exiting lane. •The Site Access 2 should be designed and constructed to allow for sufficient intersection sight distance, clear of any obstructions such as vegetation, landscaping, signs, and fencing within the departure sight triangle.
- White Bridge Pike/Briley Parkway and Robertson Avenue/Urbandale Avenue
- Capacity analyses indicate that the signalized intersection experiences overall LOSE during the AM peak hour under the 2020 Existing Conditions; however, the impact of the proposed development is expected to be less than 5 seconds for the overall intersection operation compared to existing conditions. Signal timing adjustments could be considered by Metro Public Works to improve operations at the intersection during the AM peak hour. Developer shall apply to T&P staff to modify signal timing.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	4.05	5.445 D	27 U	232	19	24

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	-	-	24 U	141	13	17

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
Restaurant (931)	-	-	3,000 SF	252	3	24

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)	-	-	14,000 SF	889	45	96

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
Office (710)	-	-	22,000 SF	245	48	28

Traffic changes between maximum: **R8 and SP-MU**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1295	+90	+141

METRO SCHOOL BOARD REPORT –

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

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

The proposed SP-MU will generate 3 more students as the existing R8 zone district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. This information is based upon data from the school board last updated November 2019.

STAFF RECOMMENDATION

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

CONDITIONS

1. Permitted uses shall be limited to a maximum of 24 multi-family residential units, and a maximum of 39,000 square feet of office, restaurant, and retail uses. Short term rental property – owner occupied and short-term rental property – not-owner occupied shall be prohibited.
2. Non-residential uses are limited to the structures fronting the corner of Robertson Avenue and Vernon Avenue and the new structure proposed fronting Robertson Avenue.
3. 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.
4. 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.
5. 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.
6. Comply with all conditions and requirements of Metro reviewing agencies.
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 MUL-A zoning district as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

Approved with conditions and disapproved without all conditions. Consent Agenda. (8-0)
Resolution No. RS2020-74

“BE IT RESOLVED by The Metropolitan Planning Commission that 2020SP-016PR-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to a maximum of 24 multi-family residential units, and a maximum of 39,000 square feet of office, restaurant, and retail uses. Short term rental property – owner occupied and short-term rental property– not-owner occupied shall be prohibited.
2. Non-residential uses are limited to the structures fronting the corner of Robertson Avenue and Vernon Avenue and the new structure proposed fronting Robertson Avenue.
3. 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.
4. 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.
5. 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.
6. Comply with all conditions and requirements of Metro reviewing agencies.
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 MUL-A zoning district as of the date of the applicable request or application.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

4a. 2020CP-008-001

NORTH NASHVILLE COMMUNITY PLAN AMENDMENT

Council District 19 (Freddie O’Connell)

Staff Reviewer: Gene Burse

A request to amend the North Nashville Community Plan by changing from D IN to T4 MU Policy for property located at 1420 Adams Street and 1818 Cement Plant Road, approximately 400 feet northeast of Taylor Street, zoned IG (19.06 acres), requested by Cooper Carry Inc., applicant; Baugh & Pardue Properties LLC, owner. (See associated case 2020SP-009-001).

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 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.

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.

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.

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.

Approved. Consent Agenda. (8-0)

Resolution No. RS2020-75

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020CP-008-001 is approved.
(8-0)

4b. 2020SP-009-001

MODERA GERMANTOWN

Council District 19 (Freddie O'Connell)

Staff Reviewer: Abbie Rickoff

A request to rezone from IG to SP-MU zoning for property located at 1420 Adams Street, approximately 400 feet north of Taylor Street (approximately 12.03 acres), to permit a mixed use development, requested by Cooper Carry, applicant; Baugh & Pardue Properties, LLC, owner. (See associated case 2020CP-008-001).

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 12.03 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. 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.

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.
- 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).

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.
- 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.

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.

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. On the corrected copy, update Architectural Standards Note #17 on page 18: Exterior facing building facades will be limited to a maximum of 15% of cementitious siding. No minimum amount of cementitious siding will exist for the project.
6. 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 references notes on the site plan.
7. 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.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

Approve with conditions and disapprove without all conditions. Consent Agenda. (8-0)
Resolution No. RS2020-76

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020SP-009-001 is approved with conditions and disapproved without all conditions. (8-0)

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. On the corrected copy, update Architectural Standards Note #17 on page 18: Exterior facing building facades will be limited to a maximum of 15% of cementitious siding. No minimum amount of cementitious siding will exist for the project.
6. 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.
7. 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.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.
14. 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.
15. 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.
16. 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.

5a. 2020CP-012-001

SOUTHEAST COMMUNITY PLAN AMENDMENT

Council District 32 (Joy Styles)

Staff Reviewer: Anita McCaig

A request to amend the Southeast Community Plan by changing from T3 NE policy to D DR policy for property located at 3141 Old Franklin Road (2.92 acres) and simplifying supplemental policies for properties located at 4001 Cane Ridge Road and a portion of properties located at 4001 Cane Ridge Parkway and a portion of properties located at 4100 William Turner Parkway and Cane Ridge Road (unnumbered), zoned AR2a and SP (76.25 acres), requested by Barge Design Solution, applicant; Century Farms LLC, IDB, and Cemetery, owners. (See associated case 2015SP-005-010).

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020CP-012-001 to the April 23, 2020, Planning Commission meeting. (8-0)

5b. 2015SP-005-010

BEAMAN & TURNER PROPERTIES SP (AMENDMENT)

Council District 32 (Joy Styles)

Staff Reviewer: Patrick Napier

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 AR2a and SP (332.24 acres), to amend signage and development standards, revise subdistrict boundaries, and to add 2.92 acres, requested by Barge Design Solutions, applicant; Century Farms, LLC, owner. (See associated case #2020CP-012-001).

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2012SP-005-010 to the April 23, 2020, Planning Commission meeting. (8-0)

6. 2020CP-000-001

**MAJOR AND COLLECTOR STREET PLAN AMENDMENT-
NORTH NASHVILLE COMMUNITY PLAN**

Council District 19 (Freddie O'Connell)

Staff Reviewer: Marty Sewell

A request to amend the Major and Collector Street Plan to classify 16th Avenue North, spanning from Charlotte Avenue northward to Jefferson Street, as a collector street, requested by Smith Gee Studios, applicant.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020CP-000-001 to the April 23, 2020, Planning Commission meeting. (8-0)

7. 2018SP-027-001

12558 OLD HICKORY BLVD

BL2020-221/Antoinette Lee

Council District 33 (Antoinette Lee)

Staff Reviewer: Latisha Birkeland

A request to rezone from AR2a to SP zoning for property located at 12558 Old Hickory Blvd, approximately 1,300 feet south of Murfreesboro Pike, within the Murfreesboro Pike Urban Design Overlay District (1.0 acre), to permit up to two residential units, office, retail, warehouse, and building contractor's supply, requested by Dale & Associates, applicant; Flavio Martinez and Rosalio Romirez, owners.

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018SP-027-001 to the July 23, 2020, Planning Commission meeting. (8-0)

8. 2019SP-055-001

218 MAPLEWOOD TRACE

Council District 08 (Nancy VanReece)

Staff Reviewer: Amelia Lewis

A request to rezone from RS10 to SP 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, requested by Duane Cuthbertson, applicant; Todd Realty LLC, owner.

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

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.

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.
- 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

1. 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.
2. The submittal of the final site plan shall meet or exceed the minimum standards of the Major and Collector Street Plan.
3. 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.
4. Comply with all conditions and recommendations of Metro agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the 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.

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

Resolution No. RS2020-77

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-055-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. 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.
2. The submittal of the final site plan shall meet or exceed the minimum standards of the Major and Collector Street Plan.
3. 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.
4. Comply with all conditions and recommendations of Metro agencies.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the 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.

9. 2020SP-003-001

EAGLE POINT

Council District 28 (Tanaka Vercher)

Staff Reviewer: Logan Elliott

A request to rezone from SP to SP zoning for property located at 2158 Una Antioch Pike, at the current terminus of Oak Barrel Drive (8.9 acres), to permit 51 multi-family residential units, requested by Dale and Associates, applicant; Fahim Eryan, owner.

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

APPLICANT REQUEST

Rezone from SP to SP to permit 51 multi-family residential units.

Specific Plan

A request to rezone from Specific Plan-Mixed Residential (SP-MR) to Specific Plan-Residential (SP-R) zoning for property located at 2158 Una Antioch Pike, at the current terminus of Oak Barrel Drive (8.9 acres) to permit 51 multi-family residential units.

Existing Zoning

Specific Plan-Mixed Residential (SP-MR) is a zoning District category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types.

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.

ANTIOCH – PRIEST LAKE COMMUNITY PLAN

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers. Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

SITE CONTEXT AND PLAN DETAILS

The site is approximately 8.9 acres and is south of the intersection of Una Antioch Pike and Brooksboro Terrace. The site is undeveloped with no existing access points. The area to the west and to the south of the property is primarily single-family residential. The area to the north and to the east of the property is a mixture of various residential uses and commercial uses. The site has two stream crossings and area within the floodway and floodplain. The existing Specific Plan zoning for this property permits a nursing home and assisting living facility.

Site Plan

The plan proposes 51 townhomes that access Una Antioch Pike via a single access point that is aligned with Piccadilly Row. The existing signal will require a modification plan at time of final site plan review. The units front private drive lanes; some units have surface parking between the units and the drive lanes and others have tucked under garages. The tucked under garages are being provided in an effort to limit the grading of the site as the tucked under garages will reduce the impervious surface area and the area required to be graded. The applicant is providing for a planting strip and sidewalk design consistent with the Major and Collector Street Plan.

The existing trees between Una Antioch Pike and the north/south stream crossing are proposed to remain undisturbed. A Standard B landscape buffer is being provided along the perimeter of the property adjacent to the houses that front on Oak Barrel Drive. A Standard C landscape buffer is being provided along the perimeter of the property adjacent to the residential units that front on Shiaway Court.

ANALYSIS

The plan is consistent with the land use policy for the area. The proposed development provides for increased housing choice and improves the pedestrian infrastructure on Una Antioch Pike. The proposed site plan avoids sensitive environmental features and limits the potential grading of the site by utilizing tucked under garages. The required landscape buffers in combination with the existing natural features of the site will screen the development and provide for a good transition to the surrounding single-family.

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.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water & 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. (Permit Nos. T2019068721 & T2019068728.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Remove lines in driveway ramping sidewalk.
- Clarify in note 10 of standard sp notes whether private hauler curbside pick up or dumpster pick up. Dumpsters are being shown on plan.
- Show location of mailbox area on plans.
- Comply with conditions of MPW Traffic engineer.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A signal modification plan and intersection traffic analysis is required at project drive/Piccadilly Row /Una Antioch pk intersection prior to final sp approval.

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
Assisted Living Facility (254)	8.9	-	210 Beds	546	40	55

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	8.9	-	51 U	353	26	34

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-193	-14	-21

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-MR district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 6 Elementary 5 Middle 4 High

The proposed SP zoning is expected to generate 15 more students than the existing SP-MR zoning. Students would attend UNA Elementary School, Margaret Allen Middle School, and Antioch High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

- Permitted uses shall be limited to 51 multi-family residential units. Short term rental property – owner occupied and short term rental property – not-owner occupied shall be prohibited.
- Amend Standard SP Notes 1. to state the purpose of the SP is to permit 51 multi-family residential units.
- 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.
- Comply with all conditions and requirements of Metro reviewing agencies.
- A landscaping plan and elevations will be required with the Final SP.
- Height shall be measured consistent with the requirements of the Metro Code.
- The development shall provide adequate access that meets the requirements of the Fire Marshal’s Office and Department of Public Works.
- If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6 zoning district as of the date of the applicable request or application.
- The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
- 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.
- Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of

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

Approve with conditions and disapprove without all conditions. Consent Agenda. (8-0)
Resolution No. RS2020-78

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019SP-003-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses shall be limited to 51 multi-family residential units. Short term rental property – owner occupied and short term rental property – not-owner occupied shall be prohibited.
2. Amend Standard SP Notes 1. to state the purpose of the SP is to permit 51 multi-family residential units.
3. 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.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. A landscaping plan and elevations will be required with the Final SP.
6. Height shall be measured consistent with the requirements of the Metro Code.
7. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM6 zoning district as of the date of the applicable request or application.
9. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. 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.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.

10. 2020SP-011-001

UNION BRICK MULTIFAMILY SP

Council District 19 (Freddie O'Connell)

Staff Reviewer: Patrick Napier

A request to rezone from IR to SP 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, requested by Catalyst Design Group, applicant; Cumberland Trust Company, owner.

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

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.

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 stores 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 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.
- 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.

CONDITIONS

1. Permitted uses are limited to a maximum of 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.

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

Resolution No. RS2020-79

“BE IT RESOLVED by The Metropolitan Planning Commission that 2020SP-011-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. Permitted uses are limited to a maximum of 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.

11. 2020SP-012-001

SOLIS L & L MARKETPLACE

Council District 24 (Kathleen Murphy)

Staff Reviewer: Amelia Lewis

A request to rezone from IR to SP 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, requested by Catalyst Design Group, applicant; L & L Market Place LLC, owner.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020SP-012-001 to the April 23, 2020, Planning Commission meeting. (8-0)

12. 2020SP-013-001

CANADY AVENUE SP

Council District 17 (Colby Sledge)

Staff Reviewer: Jason Swaggart

A request to rezone from CS to SP 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, requested by Cream City Development, applicant and owner.

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

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 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.

PLAN DETAILS

The approximately half acre site is located on the east side of Canady 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.

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 MARSHAL 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.

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 Glenclyff 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.
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.

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

Resolution No. RS2020-80

“BE IT RESOLVED by The Metropolitan Planning Commission that 2020SP-013-001 is approved with conditions and disapproved without all conditions. (8-0)

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.
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.

13. 2020SP-014-001

5978 EDMONDSON PIKE

Council District 04 (Robert Swope)

Staff Reviewer: Joren Dunnavant

A request to rezone from AR2a to SP zoning for property located at 5978 and 5984 Edmondson Pike, 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, requested by Dale and Associates, applicant; Haury and Smith Contractors Inc. and Frances Brown; owners.

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

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. **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 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

1. 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.
2. Maximum height shall be 3 stories maximum in 35 feet, as measured to the highest point of the roof.
3. Final elevations consistent with the architectural standards of the plan shall be included with the final site plan submittal.
4. A landscaping plan consistent with the landscape plan included in this preliminary SP shall be submitted with the final site plan.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Comply with all conditions and requirements of Metro reviewing agencies.
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.

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

Resolution No. RS2020-81

“BE IT RESOLVED by The Metropolitan Planning Commission that 2020SP-014-001 is approved with conditions and disapproved without all conditions. (8-0)

CONDITIONS

1. 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.
2. Maximum height shall be 3 stories maximum in 35 feet, as measured to the highest point of the roof.
3. Final elevations consistent with the architectural standards of the plan shall be included with the final site plan submittal.
4. A landscaping plan consistent with the landscape plan included in this preliminary SP shall be submitted with the final site plan.
5. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
8. Comply with all conditions and requirements of Metro reviewing agencies.
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.

14. 2020SP-015-001

HAMILTON SP

Council District 29 (Delishia Porterfield)
Staff Reviewer: Abbie Rickoff

A request to rezone from IWD and R20 to SP zoning for properties located at 2793 Couchville Pike, 2871 Ned Shelton Road, and Ned Shelton Road (unnumbered), at the southwestern corner of Ned Shelton Road and Bell Road (72.99 acres), to permit all uses of IWD zoning, requested by StateStreet Group LLC, applicant; The Quarter Jackson, LLC, Buford Jones, Janice Culbertson, James Jones, and Duke-Weeks Realty L.P., owners.

Staff Recommendation: Defer to the May 28, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020SP-015-001 to the May 28, 2020, Planning Commission meeting. (8-0)

15. 2020SP-018-001

829 DICKERSON PIKE SP

Council District 05 (Sean Parker)
Staff Reviewer: Abbie Rickoff

A request to rezone from CL to SP 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, requested by S + H Group, LLC, applicant; Dickerson Road Investor, LLC and 829-D, LLC, owners.

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020SP-018-001 to the May 14, 2020, Planning Commission meeting. (8-0)

16a. 2020SP-019-001

CROSSINGS MIXED USE DEVELOPMENT

Council District 32 (Joy Styles)
Staff Reviewer: Amelia Lewis

A request to rezone from AR2a to SP 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, requested by Catalyst Design Group LLC, applicant; V2 Capital LLC, owner (see associated case 84-87P-007).

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020SP-019-001 to the April 23, 2020, Planning Commission meeting. (8-0)

16b. 84-87P-007

CROSSINGS COMMERCIAL PUD (CANCELLATION)

Council District 32 (Joy Styles)
Staff Reviewer: Amelia Lewis

A request to cancel a portion of a Commercial Planned Unit Development Overlay District for properties located at Mt. View Road (unnumbered) and Crossings Boulevard (unnumbered), approximately 200 feet east of Hickory Hollow Parkway (18.35 acres), requested by Catalyst Design Group LLC, applicant; V2 Capital LLC, owner (see associated case 2020SP-019-001).

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 84-87P-007 to the April 23, 2020, Planning Commission meeting. (8-0)

17. 2019S-086-001

**RESUBDIVISION OF LOT 3 AND 4 ON THE PLAT SHOWING
THE DIVISION OF THE JOHN B. CROWDEN PROPERTY**

Council District 20 (Mary Carolyn Roberts)
Staff Reviewer: Joren Dunnavant

A request for final plat approval to create three lots on property located at 227 Marcia Avenue, approximately 50 feet northwest of Hill Circle, zoned R6 (0.91 acres), requested by Clint T. Elliott Survey, applicant; Luke Ryan and Xenia Hom, owners.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019S-086-001 to the April 23, 2020, Planning Commission meeting. (8-0)

18. 2020S-030-001

CHERYL MOON SUBDIVISION

Council District 35 (Dave Rosenberg)
Staff Reviewer: Jason Swaggart

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 AR2a (4.25 acres), requested by Crowe-Wheeler and Associates, applicant; Cheryl Lynn Moon, owner.

Staff Recommendation: Approve with conditions, including approval of variances to the lot size and lot width requirements.

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.

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 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 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.

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.

Approve with conditions, including approval of variances to the lot size and lot width requirement. Consent Agenda. (8-0)

Resolution No. RS2020-82

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020S-030-001 is approved with conditions, including approval of variances to the lot size and lot width requirement. (8-0)

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.

19. 2020S-037-001

333 MCKENNEL DRIVE CONCEPT PLAN

Council District 07 (Emily Benedict)

Staff Reviewer: Joren Dunnavant

A request for concept plan approval to create eight single family lots and 2 duplex lots for a total of 12 units on properties located at 325, 329, and 333 McKennell Drive, approximately 200 feet west of Harwood Drive, zoned R10 (2.705 acres), requested by Dale & Associates, applicant; Big Tent, LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Concept plan approval to create 8 single-family lots and 2 duplex lots for a total of 12 units.

Concept Plan

A request for concept plan approval to create 8 single-family lots and 2 duplex lots for a total of 12 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) (2.705 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 10 lots with 2 duplex lots for a total of 12 units.*

Community Character Manual Policy

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

PLAN DETAILS

The 2.705-acre site is in East Nashville in the Porter Heights neighborhood. The plan proposes 8 single-family residential cluster lots and 2 duplex lots for a total of 12 units on property located at 325, 329, and 333 McKennell Drive. Lots range in size from approximately 6,000 square feet to 13,000 square feet.

The conservation policy identifies a small stream at the very front of the site along McKennell Drive. The duplex lots at the front of the site are oriented toward McKennell Drive. All other lots front open space and have rear driveway access off a new private drive located along the western property line. A standard type C landscape buffer is proposed on the western edge of the site. A total of 40,000 square feet of open space is proposed on the western side of the site, with a portion to be used for stormwater control. The proposed open space comprises 34% of the total site.

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 can contain less than area than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced two smaller base zone districts. This concept plan includes 8 lots clustered down to a minimum lot size of 6,000 square feet, and 2 duplex lots which exceed the 10,000 square foot minimum lot size of the base R10 zoning. In cluster lot subdivisions, a minimum of 15% of the development must be set aside as open space. This development includes 0.92 acres of common open space which is 34% 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

- 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.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Indicate access ramp as a ST-324 (commercial).
- Add general note regarding waste/recycle disposal. Needs to be a private hauler (> 4 units). Ref. SW 1-8. E (and SW1.8. J, service type chart).

STORMWATER RECOMMENDATION
Approve

TRAFFIC RECOMMENDATION
Approve with conditions

- Provide adequate sight distance at drive intersection with McKennell Drive.

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. Comply with all conditions and requirements of Metro Agencies.
2. 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.

Approve with conditions. Consent Agenda. (8-0)

Resolution No. RS2020-83

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020S-037-001 is approved with conditions. (8-0)

CONDITIONS

1. Comply with all conditions and requirements of Metro Agencies.
2. 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.

20. 2020S-039-001

PINEVIEW COTTAGES

Council District 03 (Jennifer Gamble)
Staff Reviewer: Logan Elliott

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 R10 (12 acres), requested by Dale & Associates, applicant; Daniel R. Zumwalt, owner.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020S-039-001 to the April 23, 2020, Planning Commission meeting. (8-0)

21. 2020S-054-001

408 FARRIS - FOUR LOT

Council District 09 (Tonya Hancock)
Staff Reviewer: Jason Swaggart

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 RS10 (0.98 acres), requested by Southern Precision, applicant; Nashville Building Group LLC, owner.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020S-054-001 to the April 23, 2020, Planning Commission meeting. (8-0)

22. 2020S-060-001

VILLAGES BY THE CREEK

Council District 03 (Jennifer Gamble)

Staff Reviewer: Jason Swaggart

A request for concept plan approval to create 58 lots on property located at 3449 Brick Church Pike, at the terminus of Village Trail, zoned R10 (15.6 acres), requested by Anderson, Delk, Epps and Associates, applicant; Habitat for Humanity of Greater Nashville, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Concept plan approval to create 58 cluster lots.

Concept Plan

A request for concept plan approval to create 58 lots on property located at 3449 Brick Church Pike, at the terminus of Village Trail, zoned One and Two-Family Residential (R10), (15.6 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 68 lots with 17 duplex lots for a total of 85 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 approximately 15 acre site is located north of Village by the Creek development and would be an extension of the existing neighborhood. The wooded site is undeveloped and is relatively flat. There is a 50 foot wide gas easement that bisects the property and other than that there are no other known site constraints.

Site Plan

The proposed plan includes 58 single-family cluster lots with an overall density of approximately four units per acre. Lots range in size between 6,000 square feet and over 10,000 square feet. Four lots are identified as critical lots due to adjacent stream buffers. All lots front onto and will be accessed by new public streets. New public streets connect to Village Trail, Ridgeside Drive and Patton Hill Road. The plan also provides a stub street to the

east for a future street connection. A five foot wide sidewalk and four foot grass strip are shown along all new streets.

Approximately four acres (25%) of this site is shown as open space. These areas include passive areas for stormwater facilities and buffer yards, as well as active amenity areas.

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 Single-Family (RS) and One and Two-Family (R) zoning districts. To permit creative design necessary to meet the premise of the cluster lot option, residential lots are allowed to contain less land area than what is normally required by the base zoning district when certain standards are met. The minimum lot area within a cluster lot subdivision may be reduced down to a minimum of two smaller base zone districts. The cluster lot option does not allow more density than what would be allowed under the existing R10 zoning districts. The proposed plan reduces the minimum lot area by two zone districts to 6,000 square feet (R6).

In cluster lot subdivisions, a minimum of 15 percent of the development must be open space. Of the approximately 15 acres, approximately four acres will remain as open space, or 25% of the total area. At least one recreational facility is required. The plan identifies two recreational facilities and final determination of activities will be determined with the final site plan. As proposed, the plan meets all requirements of the Subdivision Regulations and the Zoning Code for the cluster lot option. Staff recommends approval since the proposed plan is consistent with the Subdivision Regulations and the Zoning Code.

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 current fire hydrant flow test prior to construction.

PUBLIC WORKS RECOMMENDATION
Approve

STORMWATER RECOMMENDATION
Approve

TRAFFIC AND PARKING RECOMMENDATION
Approve with conditions

- Submit signage and pavement marking plan with final construction plans and provide adequate sight distance at road intersections.

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. Comply with all conditions and requirements of Metro agencies.
2. 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.

Approve with conditions. Consent Agenda. (8-0)

Resolution No. RS2020-84

“BE IT RESOLVED by The Metropolitan Planning Commission that 2020S-060-001 is approved with conditions. (8-0)

CONDITIONS

1. Comply with all conditions and requirements of Metro agencies.
2. 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.

23. 2020S-062-001

**RESUBDIVISION OF A PORTION OF LOT 7 ON THE SUBDIVISION
 OF LOT 27 AND 28 IN THE DIXIE PURE FOOD'S SUBDIVISION**

Council District 09 (Tonya Hancock)
 Staff Reviewer: Amelia Lewis

A request for final plat approval to create five lots on property located at 1119 Snow Avenue, approximately 175 feet west of Stoney River Lane, zoned RS7.5 (1.02 acres), requested by Clint T. Elliott, applicant; Hidden Trail Properties LLC, owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Request for final plat approval to create five lots.

Final Plat

A request for final plat approval to create five lots on property located at 1119 Snow Avenue, approximately 175 feet west of Stoney River Lane, zoned Single-Family Residential (RS7.5) (1.02 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 5 single-family lots.*

Community Character Manual Policy

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

SITE CONTEXT AND PLAN DETAILS

The 1.02 acre site is located on the south side of Snow Avenue, just west of the intersection of Stoney River Lane and Snow Avenue. The site is zoned RS7.5, as are the surrounding properties. These properties have primarily been developed with single family residential homes. The surrounding lot sizes range from 0.40 acres to larger than one acre. The proposed subdivision would create five single family lots, all with frontage along Snow Avenue.

ANALYSIS

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

Zoning Code

Each proposed lot meets the minimum standards of the RS7.5 zoning district. The proposed Lot 1 would be 10,398 square feet and Lots 2 through 5 would be approximately 8,500 square feet each.

Street Frontage

All proposed lots have frontage on a public street, Snow Avenue. Lot 1 has a proposed frontage of 36 feet and Lots 2 through 5 each have a proposed frontage of 32 feet. As these lots are less than 50 feet wide, they are required to have shared access as shown on the plat.

Agency Review

All review agencies have recommended approval.

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- MWS recommends approval, on the following condition: 1) Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin. Capacity must be reserved before issuance of building permits.
- Water provided by Madison Suburban Utility District.

MADISON SUBURBAN UTILITY DISTRICT RECOMMENDATION

Approve with conditions

- The district agrees to serve the above referenced subdivision of property from existing water mains.
- All water meters are required to be in front of the individual homes on Snow Avenue.
- The owner/developer will be responsible to pay any and all development costs and any and all appropriate tap and meter fees.
- There is no bond for this project.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. A corrected copy of the final plat incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to plat recordation.
2. A corrected copy of the plat should have owner’s printed name under signature.
3. Proof of demolition of the existing structure shall be required prior to plat recordation. After this is provided, the structure shall be removed from the face of the plat.

4. 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.

Approve with conditions. Consent Agenda. (8-0)

Resolution No. RS2020-85

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020S-062-001 is approved with conditions. (8-0)
CONDITIONS

1. A corrected copy of the final plat incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to plat recordation.
2. A corrected copy of the plat should have owner's printed name under signature.
3. Proof of demolition of the existing structure shall be required prior to plat recordation. After this is provided, the structure shall be removed from the face of the plat.
4. 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.

24. 2020S-064-001

3901 - 3905 IVY DRIVE

Council District 07 (Emily Benedict)

Staff Reviewer: Logan Elliott

A request for concept plan approval to create 31 lots for properties located at 3901 and 3905 Ivy Drive and Ivy Drive (unnumbered), approximately 175 feet west of Moss Rose Drive, zoned RS10 (9.05 acres), requested by Dale and Associates, applicant; Marcia Malone and Charles T. Wehbly and Sally J. Living Trust, owners.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020S-064-001 to the April 23, 2020, Planning Commission meeting. (8-0)

25. 2020S-066-001

DARROW DOWNS SUBDIVISION

Council District 16 (Ginny Welsch)

Staff Reviewer: Joren Dunnivant

A request for final plat approval to create four lots on property located at 170 Antioch Pike, at the northeast corner of Southlake Drive and Antioch Pike, zoned RS7.5 (0.91 acres), requested by Sanders Surveying, applicant; Raymond Company LLC, owner.

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020S-066-001 to the May 14, 2020, Planning Commission meeting. (8-0)

26. 2019HP-001-001

MARATHON VILLAGE

Council District 19 (Freddie O'Connell)

Staff Reviewer: Amelia Lewis

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 CF, IR and SP (8.19 acres), requested by Councilmember Freddie O'Connell, applicant; various owners.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2019HP-001-001 to the April 23, 2020, Planning Commission meeting. (8-0)

27. 2005UD-006-043

31st AND BELWOOD

Council District 21 (Brandon Taylor)

Staff Reviewer: Eric Hammer

A request for a modification to the 31st Avenue and Long Boulevard Urban Design Overlay District for properties located at 211, 211 B, 213, 215, and 217 31st Avenue, 2992, 2994, 2996 and 2998 Belwood Street, at the northwest corner of 31st Avenue North and Belwood Street, zoned RM40 (0.34 acres), to reduce setbacks, requested by Dale and Associates, applicant; Ross Schilling, owner.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2005UD-006-043 to the April 23, 2020, Planning Commission meeting. (8-0)

28. 123-83P-002

CANYON RIDGE PHASE THREE PERIODIC REVIEW

Council District 28 (Tanaka Vercher)

Staff Reviewer: Jason Swaggart

A request for a periodic review of the Canyon Ridge Phase Three, Planned Unit Development for property located at Edge O Lake Drive (unnumbered), at the northwest corner of Edge O Lake Drive and Pebble Creek Drive, zoned R10 (22.02 acres), requested by Councilmember Tanaka Vercher, applicant; Starwood Properties Five, LLC; owner.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 123-83P-002 to the April 23, 2020, Planning Commission meeting. (8-0)

29. 163-73P-001

BELLEVUE VILLAGE – CHASE (REVISION)

Council District 22 (Gloria Hausser)

Staff Reviewer: Amelia Lewis

A request to revise a Planned Unit Development for property located at 7655 Highway 70 South, approximately 840 feet west of Coley Davis Road, zoned SCR (0.91 acres), to permit a financial institution, requested by Kimley-Horn, applicant; Bellevue Village Shopping Center II, G.P., owner.

Staff Recommendation: Approve with conditions.

APPLICANT REQUEST

Revise PUD preliminary plan to permit a financial institution.

PUD Revision

A request to revise a Planned Unit Development (PUD) for property located at 7655 Highway 70 South, approximately 840 feet west of Coley Davis Road, zoned Shopping Center Regional (SCR) (0.91 acres), to permit a financial institution.

Existing Zoning

Shopping Center Regional (SCR) 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. *The PUD controls uses on the property.*

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. *This PUD permits a variety of commercial and office uses.*

PUD HISTORY

The original PUD was approved in 1973 for a variety of commercial uses. The PUD is approximately 38 acres. The PUD and various parcels within have been revised numerous times throughout the years. For this parcel, the subject site, a revision to a preliminary and final site plan was approved to permit a 2,832 square foot fast food restaurant in 2000. The parcel was previously approved for a 3,019 square foot fast food restaurant. In 2001, the Planning Commission approved a revision to permit a financial institution for a parcel to the east of the subject site, within the same PUD.

PLAN DETAILS

The 0.91 acre subject site is located on the south side of Highway 70 South. The site is currently developed with a restaurant building. The properties to the south and east are within the same 38 acre PUD. The development along Highway 70 South is primarily commercial.

The proposed revision would permit a 3,295 square foot financial institution. Access to the parcel would be unchanged with this development. Vehicular access is provided by Coley Davis Road, an existing private drive that connects to Highway 70 South. The site currently has sidewalk along Highway 70 S. The proposed site plan would extend the sidewalk on Coley Davis Road along the property frontage. The site currently has two curb cuts along Coley Davis Road, which would be reduced to one with the proposed site plan.

ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve "minor modifications" under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, which is provided below for review.

- G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous zoning code and remaining a part of the official zoning map upon the enactment of this title.
1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
 2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
 - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
 - b. The boundary of the planned unit development overlay district is not expanded;
 - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
 - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
 - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
 - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
 - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
 - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
 - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
 - k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.

- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

The proposed revision is consistent with the intent of the originally approved PUD, to develop commercial uses. Given that the boundaries of the PUD are not changing, there are no new access points being created, and the proposed financial institution use is permitted in the existing SCR zoning district, Staff finds this consistent with a minor modification permitted within the code.

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 current fire hydrant flow test prior to construction.

STORMWATER RECOMMENDATION

Approve with conditions

- Conditionally Approved upon compliance with all regulations in the Stormwater Management Manual.

HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION

- The site is located within Harpeth Valley Utility District. A letter from Harpeth Valley stating that services are available was submitted with the application.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Comply with MPW traffic engineering comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic signal and pavement markings have been recently modified on signalized private drive off Hwy 70. Refurbish pavement markings as necessary after completed bank construction.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. A final site plan will be required prior to any development on the site.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. 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.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.

Approve with conditions. Consent Agenda. (8-0)

Resolution No. RS2020-86

"BE IT RESOLVED by The Metropolitan Planning Commission that 163-73P-001 is approved with conditions. (8-0)

CONDITIONS

1. A final site plan will be required prior to any development on the site.
2. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
3. 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.
4. If the PUD final site plan or final plat indicates that there is less acreage than what is shown on the approved preliminary plan, the final site plan shall be appropriately adjusted to show the actual total acreage, which may require that the total number of dwelling units or total floor area be reduced.

30. 2019Z-162PR-001

Council District 11 (Larry Hagar)
Staff Reviewer: Joren Dunnavant

A request to rezone from R10 to MUL-A zoning for property located at 304 Old Lebanon Dirt Road, at the southern terminus of Weber Road (6.94 acres), requested by Development Management Group, applicant; Larry E. Hager and Patricia K. Hager owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS10 to MUL-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.

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 MARSHAL RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

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.

Approve. Consent Agenda. (8-0)

Resolution No. RS2020-87

"BE IT RESOLVED by The Metropolitan Planning Commission that 2019Z-162PR-001 is approved with conditions. (8-0)

31. 2020Z-007PR-001

BL2020-127/Jonathan Hall

Council District 01 (Jonathan Hall)

Staff Reviewer: Jason Swaggart

A request to rezone from SP and R40 to MUN-A zoning for properties located at 6404 Eatons Creek Road, 3580, 3612, 3616 and 3622 Old Clarksville Pike, Eatons Creek Road (unnumbered), and Old Clarksville Pike (unnumbered), approximately 215 feet west of Joelton Community Center Road (53.22 acres), requested by Metro Councilmember Jonathan Hall, applicant; various owners.

Staff Recommendation: Defer to May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-007PR-001 to the May 14, 2020, Planning Commission meeting. (8-0)

32a. 2020Z-008PR-001

BL2020-139/Jonathan Hall
Council District 01 (Jonathan Hall)
Staff Reviewer: Jason Swaggart

A request to rezone from CS and RM20 to MUN-A zoning for properties located at 201, 204, 205, 210, 220, 221, 225, and 231 Gifford Place, at the southeast corner of Interstate 24 and Whites Creek Pike and within a Planned Unit Development Overlay District (22.12 acres), requested by Metro Councilmember Jonathan Hall, applicant; The Gifford Partnership, owner (see associated case #61-77P-004).

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-008PR-001 to the May 14, 2020, Planning Commission meeting. (8-0)

32b. 61-77P-004

GIFFORD COMMERCIAL PUD (CANCELLATION)
BL2020-140/Jonathan Hall
Council District 01 (Jonathan Hall)
Staff Reviewer: Jason Swaggart

A request to cancel a Planned Unit Development Overlay District for properties located at 201, 204, 205, 210, 220, 221, 225, and 231 Gifford Place, at the southeast corner of Interstate 24 and Whites Creek Pike, zoned CS and RM20 (22.12 acres), requested by Metro Councilmember Jonathan Hall, applicant; The Gifford Partnership, owner (see associated case #2020Z-008PR-001).

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 61-77P-004 to the May 14, 2020, Planning Commission meeting. (8-0)

33a. 2020Z-009PR-001

BL2020-132/Jonathan Hall
Council District 01 (Jonathan Hall)
Staff Reviewer: Jason Swaggart

A request to rezone from SCC to MUN-A zoning for a portion of property located at 3565 Old Clarksville Pike, approximately 580 feet east of Eatons Creek Road and within a Commercial Planned Unit Development Overlay District (25.95 acres), requested by Metro Councilmember Jonathan Hall, applicant; Joe Smith, owner (see associated case #88P-029-001).

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-009PR-001 to the May 14, 2020, Planning Commission meeting. (8-0)

33b. 88P-029-001

JOELTON COMMERCIAL PUD (CANCELLATION)

BL2020-133/Jonathan Hall

Council District 01 (Jonathan Hall)

Staff Reviewer: Jason Swaggart

A request to cancel a Commercial Planned Unit Development Overlay District for a portion of property located at 3565 Old Clarksville Pike, approximately 580 feet east of Eatons Creek Road, zoned SCC (25.95 acres), requested by Metro Councilmember Jonathan Hall, applicant; Joe Smith, owner (see associated case #2020Z-009PR-001).

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 88P-029-001 to the May 14, 2020, Planning Commission meeting. (8-0)

34. 2020Z-013PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Patrick Napier

A request to rezone from R8 to RM15-A zoning for property located at 2607 Whites Creek Pike, approximately 440 feet south of Moormans Arm Road (1.6 acres), requested by Civic Design Group, applicant; Fed Development LLC, owner.

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-013PR-001 to the May 14, 2020, Planning Commission meeting. (8-0)

35. 2020Z-016PR-001

Council District 05 (Sean Parker)

Staff Reviewer: Abbie Rickoff

A request to rezone from R6-A and SP to 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), requested by Capital Invest, LLC, applicant; Capital Invest, LLC and Bradys Infinite Solutions, LLC, owners.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-016PR-001 to the April 23, 2020, Planning Commission meeting. (8-0)

36. 2020Z-022PR-001

Council District 33 (Antoinette Lee)

Staff Reviewer: Amelia Lewis

A request to rezone from AR2a to 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), requested by Kimley-Horn, applicant; William D. Yeargin Jr. ETUX, Billy Spaulding, and William B. Spaulding, owners.

Staff Recommendation: Withdraw.

The Metropolitan Planning Commission withdrew 2020Z-022PR-001. (8-0)

37. 2020Z-024PR-001

Council District 16 (Ginny Welsch)

Staff Reviewer: Joren Dunnavant

A request to rezone from RS7.5 to R8-A zoning for property located at 463 Radnor Street, approximately 270 feet west of Nolensville Pike (0.30 acres), requested by Mena Nady applicant and owner.

Staff Recommendation: Approve.

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 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 MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: **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.

Approve. Consent Agenda. (8-0)

Resolution No. RS2020-88

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-024PR-001 is approved. (8-0)

38. 2020Z-028PR-001

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

A request to rezone from R6 to 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), requested by Smith Gee Studio, applicant; Twenty Holdings, LLC, owner.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-028PR-001 to the April 23, 2020, Planning Commission meeting. (8-0)

39. 2020Z-029PR-001

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

A request to rezone from R6 to RM20-A zoning for property located at 3327 Felicia Street, at the southeast corner of Felicia Street and 35th Ave N (0.14 acres), requested by Smith Gee Studio, applicant; Maria Martha Garcia, owner.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-029PR-001 to the April 23, 2020, Planning Commission meeting. (8-0)

40. 2020Z-037PR-001

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

A request to rezone from RS5 to R6-A zoning for property located at 2308 Buchanan Street, approximately 170 feet east of 24th Avenue North (0.17 acres), requested by Shavkat Ashurov, applicant; Housing Investment Inc., owner.

Staff Recommendation: Approve.

The Metropolitan Planning Commission 2020Z-037PR-001 is deferred indefinitely. (8-0)

41. 2020Z-041PR-001

Council District 05 (Sean Parker)

Staff Reviewer: Logan Elliott

A request to rezone from CS to MUL-A -NS 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), requested by S + H Group LLC, applicant; 102 Duke LLC and Joyce Barnhill, owners.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from CS to MUL-A-NS.

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use Limited-Alternative-No Short Term Rental Property (MUL-A-NS) 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-NS) 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. Short Term Rental property - Owner Occupied and Short Term Rental Property - Not Owner Occupier is a prohibited use in this zoning district.

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.

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-NS 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-NS 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

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-NS

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

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

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-NS

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-NS

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-NS, 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.

Approve. Consent Agenda. (8-0)

Resolution No. RS2020-89

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-041PR-001 is approved. (8-0)

42a. 2020Z-042PR-001

Council District 10 (Zach Young)
Staff Reviewer: Jason Swaggart

A request to rezone from OR20 to 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), requested by S + H Group LLC, applicant; The Mark A. Hafner Family Trust, owner (see associated case 109-81P-005).

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-042PR-001 to the April 23, 2020, Planning Commission meeting. (8-0)

42b. 109-81P-005

RIVERGATE SQUARE (CANCELLATION)

Council District 10 (Zach Young)
Staff Reviewer: Jason Swaggart

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 OR20 (2.64 acres), requested by S + H Group LLC, applicant; The Mark A. Hafner Family Trust, owner (see associated case 2020Z-042PR-001).

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 109-81P-005 to the April 23, 2020, Planning Commission meeting. (8-0)

43. 2020Z-043PR-001

Council District 32 (Joy Styles)
Staff Reviewer: Patrick Napier

A request to rezone from SP to MUL zoning for a portion of property located at 5400 Mt. View Road, approximately 380 feet east Crossings Boulevard (2.96 acres), requested by Barge, Cauthen and Associates, applicant; RAM SAI LLC, owner.

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-043PR-001 to the May 14, 2020, Planning Commission meeting. (8-0)

44. 2020Z-045PR-001

Council District 05 (Sean Parker)
Staff Reviewer: Joren Dunnavant

On Consent: Yes
Public Hearing: Open

A request to rezone from RS5 to R6-A zoning for property located at 217 Eastmoreland Street, approximately 250 feet west of Meridian Street (0.17 acres), requested by Councilmember Sean Parker, applicant; Vernon Woodard, owner.

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 lot 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 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 MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve 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

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.

Approve. Consent Agenda. (8-0)

Resolution No. RS2020-90

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-045PR-001 is approved. (8-0)

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.

45. 2020Z-048PR-001

Council District 08 (Nancy VanReece)
 Staff Reviewer: Logan Elliott

A request to rezone from RS10 to R10 zoning for property located at 3049 Hillside Road, approximately 250 feet south of Broadmoor Drive (1.67 acres), requested by Rhythm Homes and Development LLC, applicant; Edna Janice Wilson, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS10 to R10.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 3049 Hillside Road, approximately 250 feet south of Broadmoor Drive (1.67 acres).

Existing Zoning

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. RS10 would permit a maximum of 7 units.

Proposed Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 7 lots with 1 duplex lots for a total of 8 units.*

EAST NASHVILLE COMMUNITY PLAN

T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high

levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

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

ANALYSIS

The site is approximately 1.67 acres and consists of one parcel located east of Hillside Road and south of Broadmoor Drive. The site currently consists of a single-family structure. The proposed zoning district is consistent with the goal of the policy to provide for more housing choices in a moderate density development pattern.

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 current fire hydrant flow test prior to construction.

TRAFFIC AND PARKING RECOMMENDATION

Returned for corrections

- Traffic study may be required at time of development.

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)	1.67	4.356 D	7 U	67	6	7

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	1.67	4.356 D	14 U	171	15	16

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+ 7 U	+104	+9	+9

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R10 district: 2 Elementary 1 Middle 2 High

The proposed R10 zoning district will generate 2 additional students beyond what would be generated under the existing RS10 zoning district. Students would attend Chadwell Elementary, Gra-Mar Middle School, and Maplewood High School.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (8-0)

Resolution No. RS2020-91

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-048PR-001 is approved. (8-0)

46. 2020Z-049PR-001

Council District 02 (Kyonzté Toombs)

Staff Reviewer: Jason Swaggart

A request to rezone from RS7.5 to R6-A zoning for property located at 425 Toney Road, approximately 1,000 feet north of Whites Creek Pike (0.18 acres), requested by Greg Farricielli, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS7.5 to R6-A.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential - Alternative (R6-A) zoning for property located at 425 Toney Road, approximately 1,000 feet north of Whites Creek Pike (0.18 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 one residential unit.*

Proposed Zoning

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 two residential units.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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

ANALYSIS

The proposed R6-A zoning district is consistent with the policy at this location. The policy supports a variety of residential types, including single and two-family as well as multi-family. The proposed R6-A zoning district would allow for additional density consistent with the policy. The standards of R6-A are intended to promote design that is consistent with the urban nature of the policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.18	5.808 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.18	7.26 D	2 U	15	1	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 1 Elementary 0 Middle 1 High

Projected student generation proposed R6-A district: 3 Elementary 2 Middle 2 High

The proposed R6-A zoning will generate no additional students than the existing RS7.5 zoning district. Students would attend Alex Green Elementary School, Brick Church College Prep Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends approval

Approve. Consent Agenda. (8-0)

Resolution No. RS2020-92

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-049PR-001 is approved. (8-0)

47a. 2020CP-012-002

SOUTHEAST COMMUNITY PLAN AMENDMENT

Council District 31 (John Rutherford)

Staff Reviewer: Anita McCaig

A request to amend the Southeast Community Plan by changing from T3 RC Policy to T3 NC Policy for properties located at 7236 Old Burkitt Road, 7100 Southpoint Parkway, 6930 Nolensville Pike and 6944 Nolensville Pike, at the southeast corner of Southpoint Parkway and Nolensville Pike, zoned SP and AR2a (16.62 acres), requested by Kimley-Horn, applicant; Brentwood Methodist Church, Traditions of Mill Creek LLC, Zadik Holdings LLC, Edward Johnson and Ralph Jenkins, owners (see associated case 2020Z-046PR-001).

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020CP-012-002 to the May 14, 2020, Planning Commission meeting. (8-0)

47b. 2020Z-046PR-001

Council District 31 (John Rutherford)

Staff Reviewer: Jason Swaggart

A request to rezone from AR2a to CL-A and MUL-A zoning for properties located at 6944 Nolensville Pike and 7236 Old Burkitt Road, at the northeast corner of Nolensville Pike and Old Burkitt Road (9 acres), requested by Kimley-Horn, applicant; Brentwood United Methodist Church, Edward Johnson and Ralph Jenkins, owners (see associated case 2020CP-012-002).

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-046PR-001 to the May 14, 2020, Planning Commission meeting. (8-0)

48a. 2020CP-014-001

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT

Council District 11 (Larry Hagar)
Staff Reviewer: Anita McCaig

A request to amend the Donelson - Hermitage - Old Hickory Community Plan by changing from T3 NM Policy to T3 CM Policy for properties located at 102 and 103 Fields Drive, approximately 190 feet east of Old Hickory Boulevard, zoned RS20 (0.62 acres), requested by Jason Payne and Christy Payne, applicant; Jason Payne, Christy Payne and Scott Hopkins, owners (see associated case 2020Z-050PR-001).

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020CP-014-001 to the May 14, 2020, Planning Commission meeting. (8-0)

48b. 2020Z-050PR-001

Council District 11 (Larry Hagar)
Staff Reviewer: Joren Dunnivant

A request to rezone from RS20 to MUL zoning for properties located at 103 Fields Drive, approximately 130 feet east of Old Hickory Boulevard (0.3 acres), requested by Jason Payne, applicant; Jason Payne and Christy Payne owners (see associated case 2020CP-014-001).

Staff Recommendation: Defer to the May 14, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-050PR-001 to the May 14, 2020, Planning Commission meeting. (8-0)

49. 2018S-209-001

W.E. SCOTT SUBDIVISION, RESUB PHASE 2

Council District 03 (Jennifer Gamble)
Staff Reviewer: Latisha Birkeland

A request for final plat approval to create four lots on property located at Lowes Lane (unnumbered), at the corner of Birdwell Drive and Lowes Lane, zoned R20 (2.11 acres), requested by Dale & Associates, applicant; Be a Helping Hand Foundation, owner.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2018S-209-001 to the April 23, 2020, Planning Commission meeting. (8-0)

50. 2020Z-044PR-001

Council District 02 (Kyonzté Toombs)
Staff Reviewer: Logan Elliott

A request to rezone from RS5 to R6 zoning for property located at 426 Weakley Avenue, at the northeast corner of Katie Avenue and Weakley Avenue (0.29 acres), requested by John Burls, applicant and owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from RS5 to R6.

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 426 Weakley Avenue, at the northeast corner of Katie Avenue and Weakley Avenue (0.29 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 2 units.*

Proposed 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 2 duplex lots for a total of 4 units.*

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

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

Supplemental Policy

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

ANALYSIS

The site consists of a single parcel located at the north-east corner of the intersection of Weakley Avenue and Katie Avenue. The site is currently developed with a single-family structure. Surrounding properties are primarily single-family or two-family land uses. Right-of-way for an alleyway exists at the rear of the site however, it is unimproved.

The proposed R6 zoning district is consistent with the intent of the policy to enhance housing diversity. The proximity of the site to an intersection affords an opportunity to provide for a higher density development pattern that what currently exists in the immediate area.

The requested rezoning to R6 is compatible with surrounding land uses and is consistent with the land use policy, therefore staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve 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)	0.29	8.712 D	2 U	19	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.29	7.26 D	4 U	30	2	3

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+11	0	+1

METRO SCHOOL BOARD REPORT

Projected student generation existing RS5 district: 0 Elementary 0 Middle 0 High
 Projected student generation proposed R6 district: 0 Elementary 0 Middle 0 High

The proposed R6 zoning district will generate 0 additional students beyond what would be generated under the existing RS5 zoning district. Students would attend Cumberland Elementary, Joelton Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends approval.

Approve. Consent Agenda. (8-0)

Resolution No. RS2020-93

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-044PR-001 is approved. (8-0)

51. 2020Z-053PR-001

Council District 21 (Brandon Taylor)
 Staff Reviewer: Patrick Napier

A request to rezone from CN to RM20-A zoning for property located at 2014 24th Avenue North, approximately 240 feet south of Clarksville Pike (0.19 acres), requested by Adam Myers, applicant; Mohab Khamis, owner.

Staff Recommendation: Approve.

APPLICANT REQUEST

Zone change from CN to RM20-A.

Zone Change

A request to rezone from Commercial Neighborhood (CN) to Multi-Family Residential-Alternative (RM20-A) zoning for property located at 2014 24th Avenue North, approximately 240 feet south of Clarksville Pike (0.19 acres),

Existing Zoning

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

Proposed Zoning

Multi-Family Residential-Alternative (RM20-A) Alternative is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 4 units.*

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The property to be rezoned is approximately 0.19 acres in size and located on the east side of 24th Avenue North, approximately 240 feet south of Clarksville Pike. The property is currently vacant. The adjacent property to the north is zoned RM40. The adjacent property to the south is zoned RS5 and is located within a large area of T4 NE policy. The surrounding neighborhood contains a diverse mixture of zoning districts and uses. Residential uses range from single and two-family to multi-family residential. There are several institutional and commercial uses within the

surrounding neighborhood as well, including McGruder Family Resource Center and a religious institution, located directly across 24th Avenue North.

The requested zoning, RM20-A, permits multi-family residential uses at an intensity on the lower end of the range supported by T4 CM policy and the higher end of the range supported by the adjacent T4 NE policy. RM20-A zoning will permit the site to develop in a manner that is both sensitive to the existing lower intensity one and two-family residential uses in the neighborhood and that will remain consistent with the policy and context as the larger area intensifies under the applicable policies.

The requested zoning would limit parking to a single bay in the front of the site, the remaining parking must be located to the side or rear of the buildings, thus improving the streetscape along 24th Avenue North. The maximum height permitted by the RM20-A zoning district is 45 feet, which is generally consistent with the allowance for heights of up to 3 stories in the existing RS5 zoning applied to the neighborhood to the south.

T4 CM policy supports a diverse mix of moderate to high density residential, commercial, office and even light industrial land uses. The requested RM20-A zoning will permit a moderate intensity of residential use on the site, allowing the property to serve as a transition from more intense development along the corridor to the lower intensity residential uses in the neighborhood. The requested zoning will allow for development of the property in a manner that is consistent with the goals of the policy given the property's location and context. Therefore, staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at the time of development.

Maximum Uses in Proposed Zoning District: CN

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.19	0.25 F	2,069 SF	132	7	15

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)	0.19	20 D	3 U	22	2	2

Traffic changes between maximum: CN and RM20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-110	-5	-13

METRO SCHOOL BOARD REPORT

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

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

The proposed RM20-A zoning district would generate 3 students beyond what would be generated under the existing CN zoning. Students would attend Churchwell Elementary School, John Early Middle School, and Pearl-Cohn High School.

STAFF RECOMMENDATION

Staff recommends approval with a condition as the request is consistent with the T4 Urban Mixed- Use Corridor policy in this location.

Approve. Consent Agenda. (8-0)

Resolution No. RS2020-94

"BE IT RESOLVED by The Metropolitan Planning Commission that 2020Z-053PR-001 is approved. (8-0)

52. 2019Z-015TX-001

BL2019-8/Roberts
Council District 20 (Mary Carolyn Roberts)
Staff Reviewer: Lisa Milligan

A request for an ordinance amending Section 17.20.120 of Title 17 of the Metropolitan Code pertaining to the provision of sidewalks (Proposal No. 2019Z-015TX-001).

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-042PR-001 to the April 23, 2020, Planning Commission meeting. (8-0)

53. 2020Z-006TX-001

BL2020-187/Pulley
Staff Reviewer: Lisa Milligan

A request to amend Titles 6 and 17 of the Metropolitan Code, Zoning Regulations, pertaining to Short Term Rental Properties.

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-042PR-001 to the April 23, 2020, Planning Commission meeting. (8-0)

54. 2020Z-007TX-001

BL2020-188/Henderson
Staff Reviewer: Lisa Milligan

A request for an ordinance amending Metropolitan Code Chapters 15.64 and 17.20 to require all driveways to have an apron to be paved with a hard surface and to prohibit the runoff of gravel into the public rights of way (Proposal No. 2020Z-007TX-001).

Staff Recommendation: Defer to the April 23, 2020, Metro Planning Commission meeting.

The Metropolitan Planning Commission deferred 2020Z-042PR-001 to the April 23, 2020, Planning Commission meeting. (8-0)

I: OTHER BUSINESS

- 55. Historic Zoning Commission Report
- 56. Board of Parks and Recreation Report
- 57. Executive Committee Report
- 58. Accept the Director's Report

Resolution No. RS2020-95

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

- 59. Legislative Update

J: MPC CALENDAR OF UPCOMING EVENTS

April 23, 2020

MPC Meeting

4 pm, Location to be determined

May 14, 2020

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

May 28, 2020

MPC Meeting

4 pm, 700 Second Ave. South, Howard Office Building, Sonny West Conference Center

K: ADJOURNMENT

The meeting adjourned at 5:02 p.m.