

# Metropolitan Planning Commission



## Staff Reports

**May 14, 2020**



## Metro Planning Commission Meeting of 5/14/20

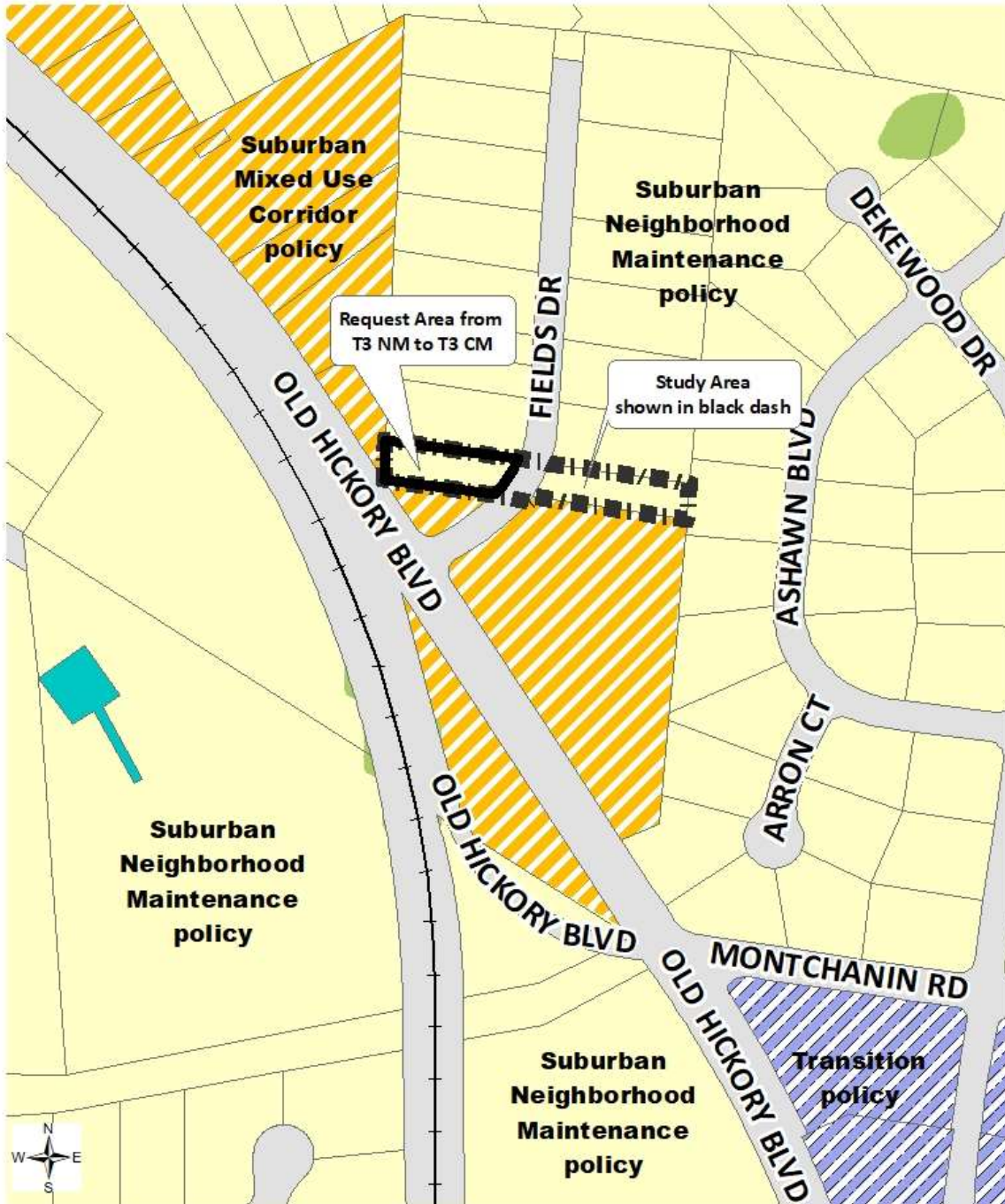
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 5/14/20



**2020CP-014-001**  
DONELSON-HERMITAGE-OLD HICKORY  
COMMUNITY PLAN AMENDMENT  
Map 054-13, Parcel(s) 092-093  
14, Donelson-Hermitage-Old Hickory  
11 (Larry Hagar)



**Project No.** Major Plan Amendment 2020CP-014-001  
**Project Name** Donelson-Hermitage-Old Hickory  
**Community Plan Amendment**  
**Associated Cases** 2020Z-50PR-001  
**Council District** 11 – Hagar  
**School District** 4– Shepherd  
**Requested by** Jason Payne and Christy Payne, applicant; Jason Payne, Christy Payne, and Scott Hopkins, owner.

**Deferrals** This item was deferred at the April 9, 2020, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** McCaig  
**Staff Recommendation** *Defer indefinitely.*

**APPLICANT REQUEST**

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

Major Plan Amendment

A request to amend the Donelson-Hermitage-Old Hickory Community Plan by changing from T3 Suburban Neighborhood Maintenance policy to T3 Suburban Mixed Use Corridor policy for properties located at 102 and 103 Fields Drive, approximately 190 feet east of Old Hickory Boulevard, zoned Single-Family Residential (RS20) (0.62) acres.

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral until a community meeting can be held.



# Metro Planning Commission Meeting of 5/14/20



## 2020Z-050PR-001

Map 054-06, Parcel 092

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



<b>Project No.</b>	<b>Zone Change 2020Z-050PR-001</b>
<b>Associated Case</b>	2020CP-014-001
<b>Council District</b>	11 - Hagar
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	Jason Payne, applicant and owner.

Deferrals	This item was deferred at the April 9, 2020, Planning Commission meeting. No public hearing was held.
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<b>Staff Reviewer</b>	Dunnavant
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

**APPLICANT REQUEST**

**Zone change from RS20 to MUL.**

Zone Change

A request to rezone from Single-Family Residential (RS20) to Mixed Use Limited (MUL) zoning for property located at 103 Fields Drive, approximately 130 feet east of Old Hickory Boulevard (0.3 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral.



## Metro Planning Commission Meeting of 5/14/20



**2015SP-062-002**

**BRENTWOOD SKYLINE (AMENDMENT)**

Map 171, Parcel(s) 159

12, Southeast

04 (Robert Swope)





<b>Project No.</b>	<b>Specific Plan 2015SP-062-002</b>
<b>Project Name</b>	<b>Brentwood Skyline (Amendment)</b>
<b>Council District</b>	04 - Swope
<b>School District</b>	8 – Pupo-Walker
<b>Requested by</b>	Lukens Engineering Consultants, applicant; Mt View, LLC, owners.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Defer to the May 28, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Amend preliminary SP to permit an additional 55 multi-family units for a total of 195 multi-family units.**

SP Amendment

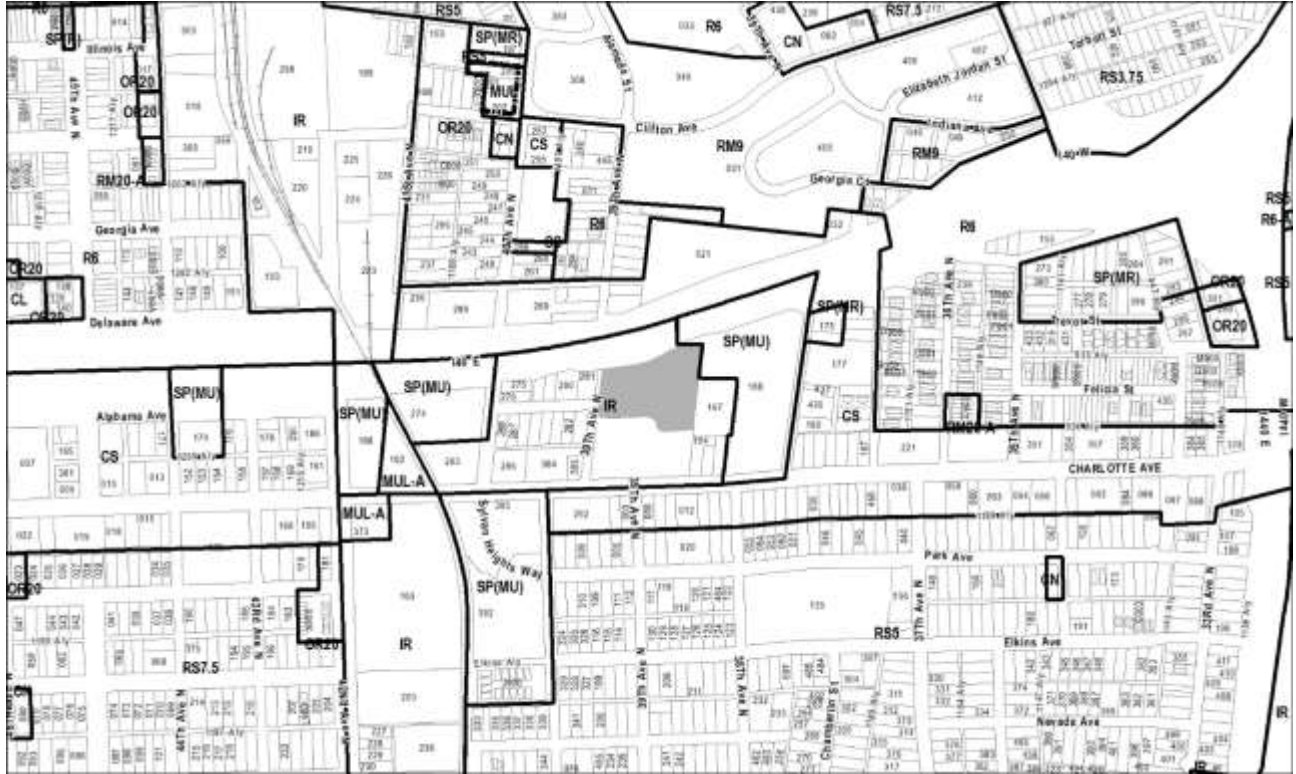
A request to amend the Brentwood Skyline Specific Plan for property located at Stone Brook Drive (unnumbered), approximately 170 feet south of Fox Ridge Drive, (6.56 acres), to permit an additional 55 multi-family residential units for a total of 195 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/14/20



### **2020SP-012-001**

SOLIS L&L MARKETPLACE

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

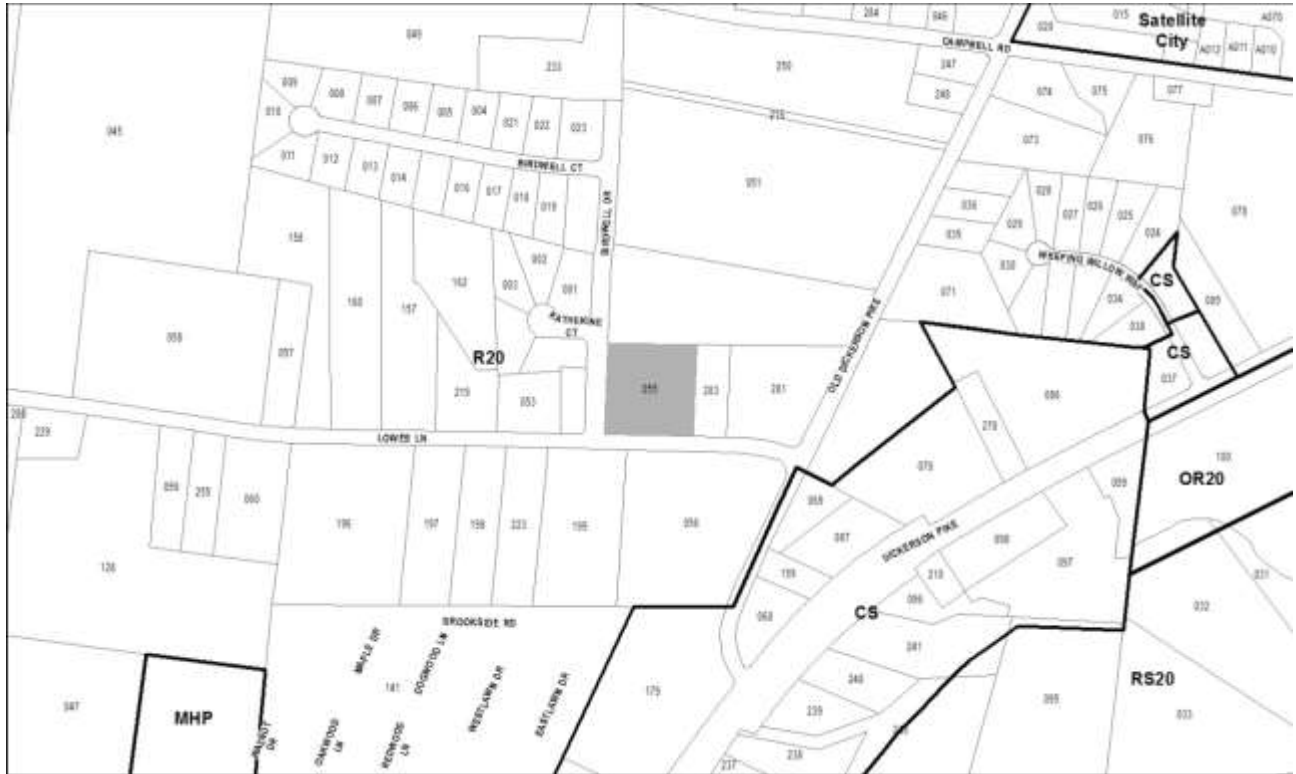
07, West Nashville

24 (Kathleen Murphy)





## Metro Planning Commission Meeting of 5/14/20



**2018S-209-001**

W.E. SCOTT SUBDIVISION, RESUB PHASE 2

Map 033, Parcel(s) 055

02, Parkwood – Union Hill

03 (Jennifer Gamble)



**Project No.** Final Plat 2018S-209-001  
**Project Name** W. E. Scott Subdivision, Resub Phase 2  
**Council District** 03- Gamble  
**School District** 3- Speering  
**Requested by** Dale & Associates, applicant; Be a Helping Hand Foundation, owner.

**Deferrals** This item was deferred at the April 9, 2020, and the April 23, 2020 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

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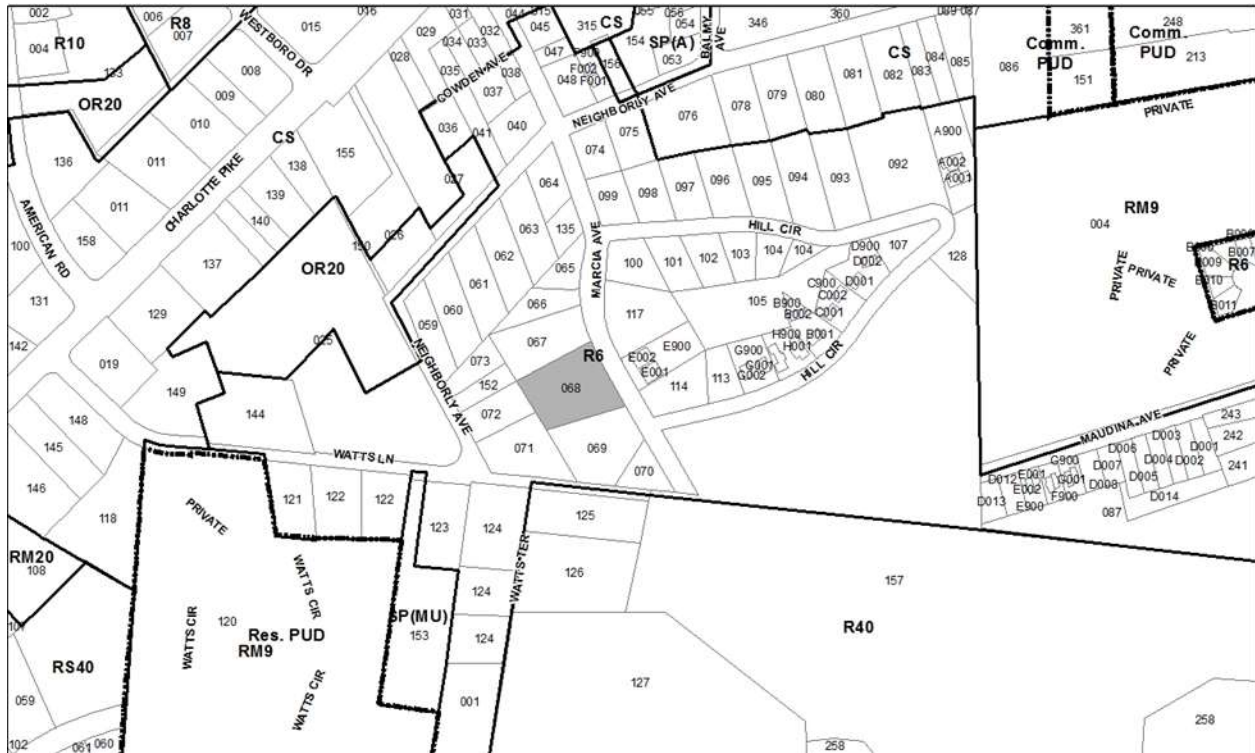
**APPLICANT REQUEST**  
**Final plat to create four lots.**

Final Plat  
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 One and Two-Family Residential (R20) (2.11 acres).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the May 28, 2020, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/14/20



**2019S-086-001**

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

Map 103-01, Parcel(s) 068

07, West Nashville

20 (Mary Carolyn Roberts)



**Project No.** **Final Plat 2019S-086-001**  
**Project Name** **Resubdivision of Lots 3 & 4 on the Plat Showing the Division of the John B Cowden Property**  
**Council District** 05- Roberts  
**School District** 9 – Frogge  
**Requested by** Clint T. Elliott Surveying, applicant; Luke and Hom, Xenia Ryan.

**Deferrals** This request was deferred at the March 12, 2020, March 26, 2020, April 9, 2020, and April 23, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Dunnivant  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

**APPLICANT REQUEST**

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

Final Plat

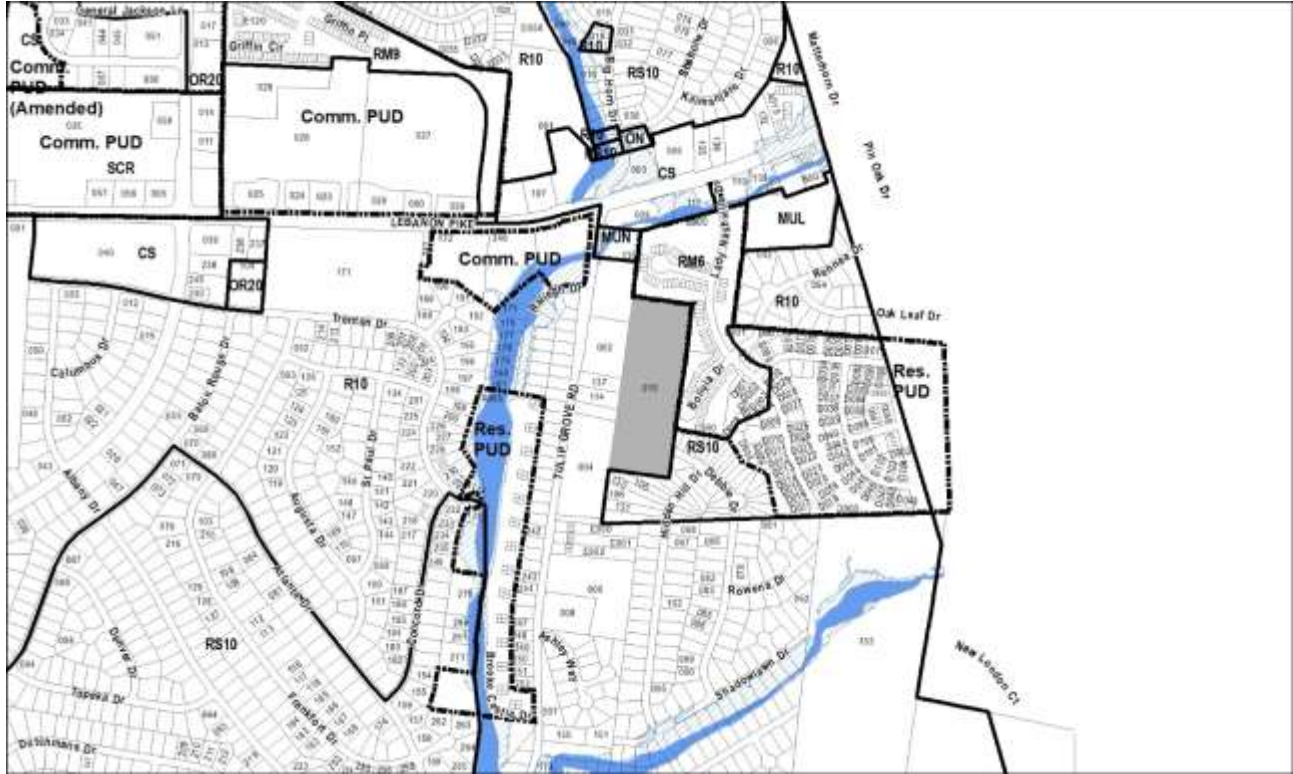
A request for final plat approval to create three lots on property located at 227 Marcia Avenue, approximately 545 feet south of Neighborly Avenue, zoned One and Two-Family Residential (R6) (0.91 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/14/20



**2020S-041-001**

**TULIP GROVE SUBDIVISION**

Map 076-01, Parcel(s) 010

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)





**Project No** Concept Plan 2020S-041-001  
**Project Name** Tulip Grove Subdivision  
**Council District** 11 - Hagar  
**School District** 4 – Shepherd  
**Requested by** Civil and Environmental Engineering Services, LLC,  
applicant; Alsi Construction, owners

**Deferrals** This item was deferred at the April 23, 2020, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Concept plan to create 32 single family lots and four two-family lots for a total of 36 lots.**

Concept Plan

A request for concept plan approval to create 23 single family lots and seven two-family lots for a total of 30 lots for property located at Tulip Grove Road (unnumbered), at the terminus of Debbie Drive, zoned One and Two-Family Residential (R10) (10.26 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/14/20



**2020S-066-001**  
**DARROW DOWNS SUBDIVISION**  
Map 133-03, Parcel(s) 049  
11, South Nashville  
16 (Ginny Welsch)



<b>Project No.</b>	<b>Final Plat 2020S-066-001</b>
<b>Project Name</b>	<b>Darrow Downs Subdivision</b>
<b>Council District</b>	16- Welsch
<b>School District</b>	7- Player-Peters
<b>Requested by</b>	Sanders Surveying, applicant; Raymond Company, LLC, owner.

**Deferrals** This item was deferred at the March 26, 2020, and April 9, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Dunnavant  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

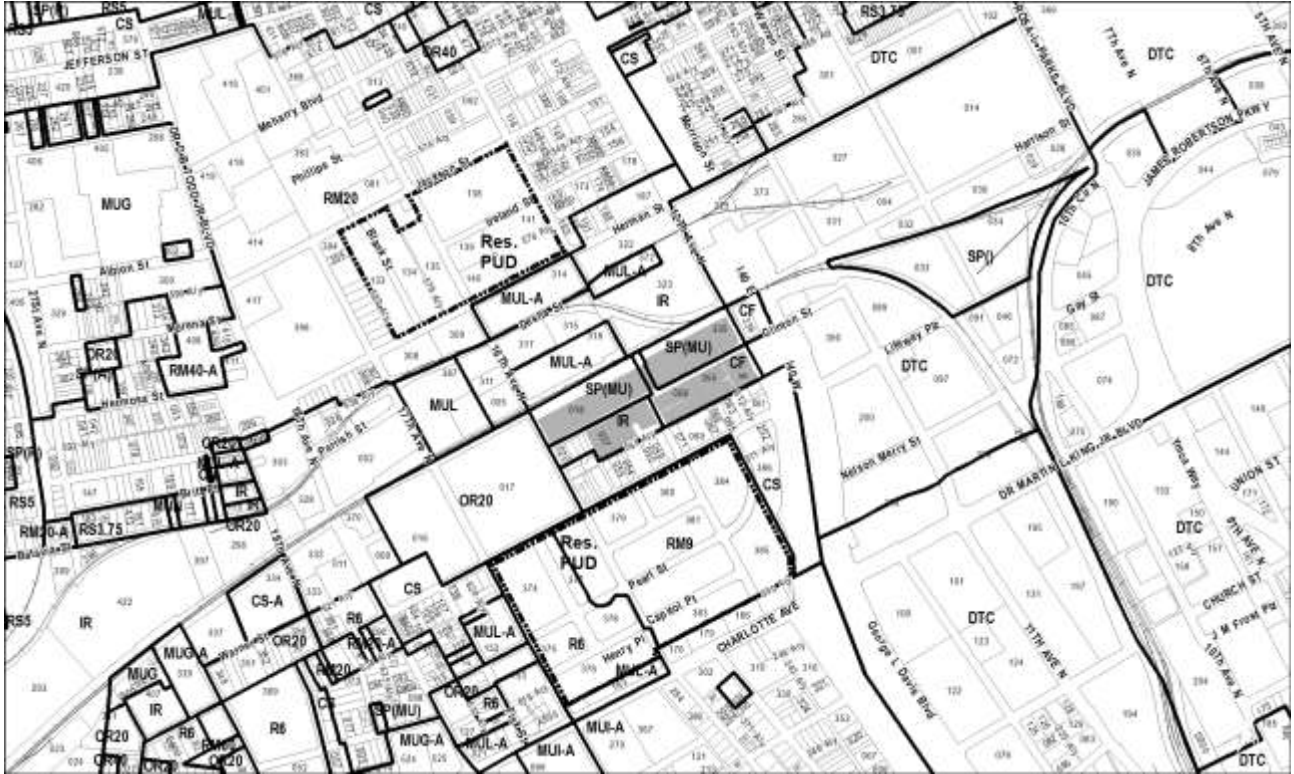
**APPLICANT REQUEST**  
**Final plat approval to create four lots.**

Final Plat  
 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 Single-Family Residential (RS7.5) (0.91 acres).

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the May 28, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/14/20



**2019HP-001-001**

### **MARATHON VILLAGE HISTORIC PRESERVATION OVERLAY**

Various Maps, Various Parcels

08, North Nashville

19 (Freddie O'Connell)



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

**Project Name** **Marathon Village**

**Council Bill No.** BL2020-256

**Council District** 19 – O’Connell

**School District** 5 – Buggs

**Requested by** Councilmember Freddie O’Connell; various owners.

**Deferrals** This item was heard at the February 27, 2020, Planning Commission meeting. A public hearing was held and closed. The item was deferred at the March 12, 2020, March 27, 2020, April 9, 2020, and April 23, 2020, Planning Commission meetings.

**Staff Reviewer** Lewis

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

**APPLICANT REQUEST**

**Apply Historic Preservation Overlay District.**

Historic Preservation Overlay District

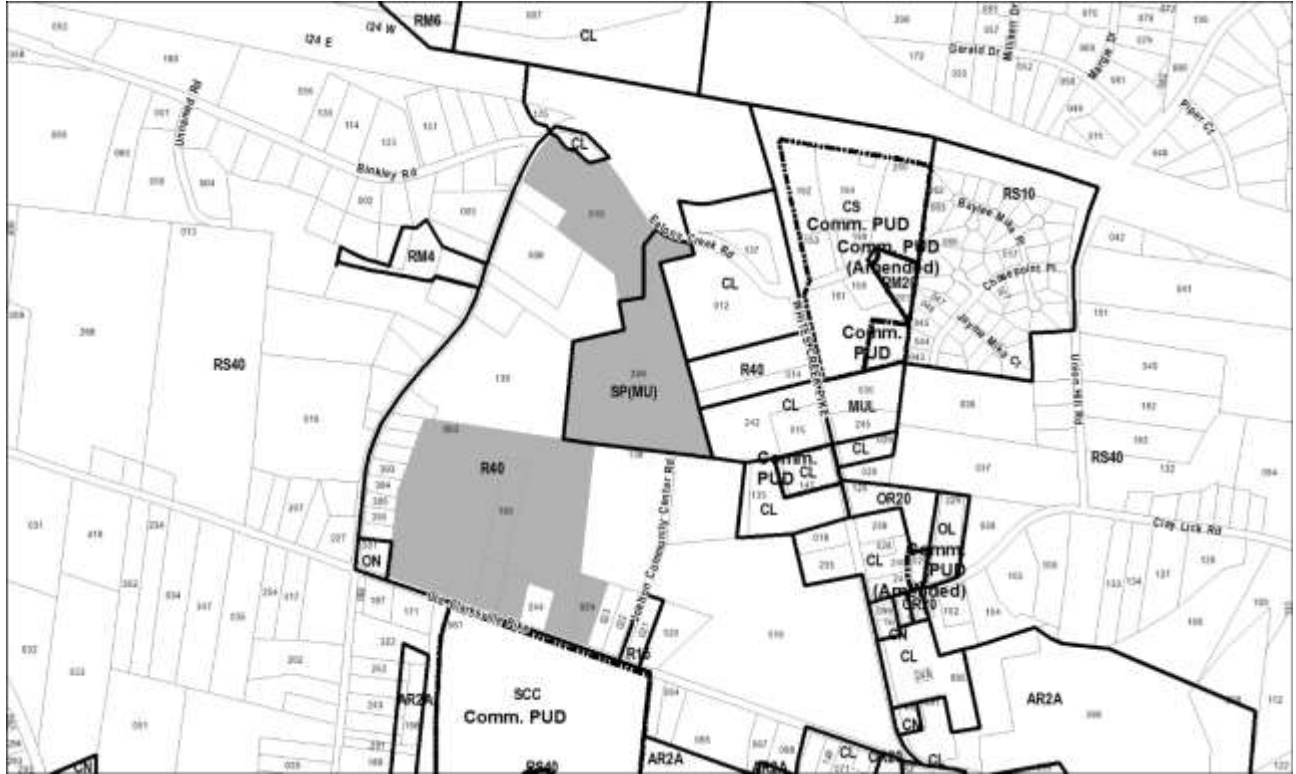
A request to apply a Historic Preservation Overlay District to various properties located along Clinton Street, from 16th Avenue North to 12th Avenue North, zoned Core Frame (CF), Industrial Restrictive (IR) and Specific Plan (SP) (8.19 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/14/20



**2020Z-007PR-001**

Map 022, Parcel Various

01, Joelton

01 (Jonathan Hall)



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

**Deferrals** This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020 and April 9, 2020, Planning Commission meetings. A public hearing was held and closed on February 13, 2020.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

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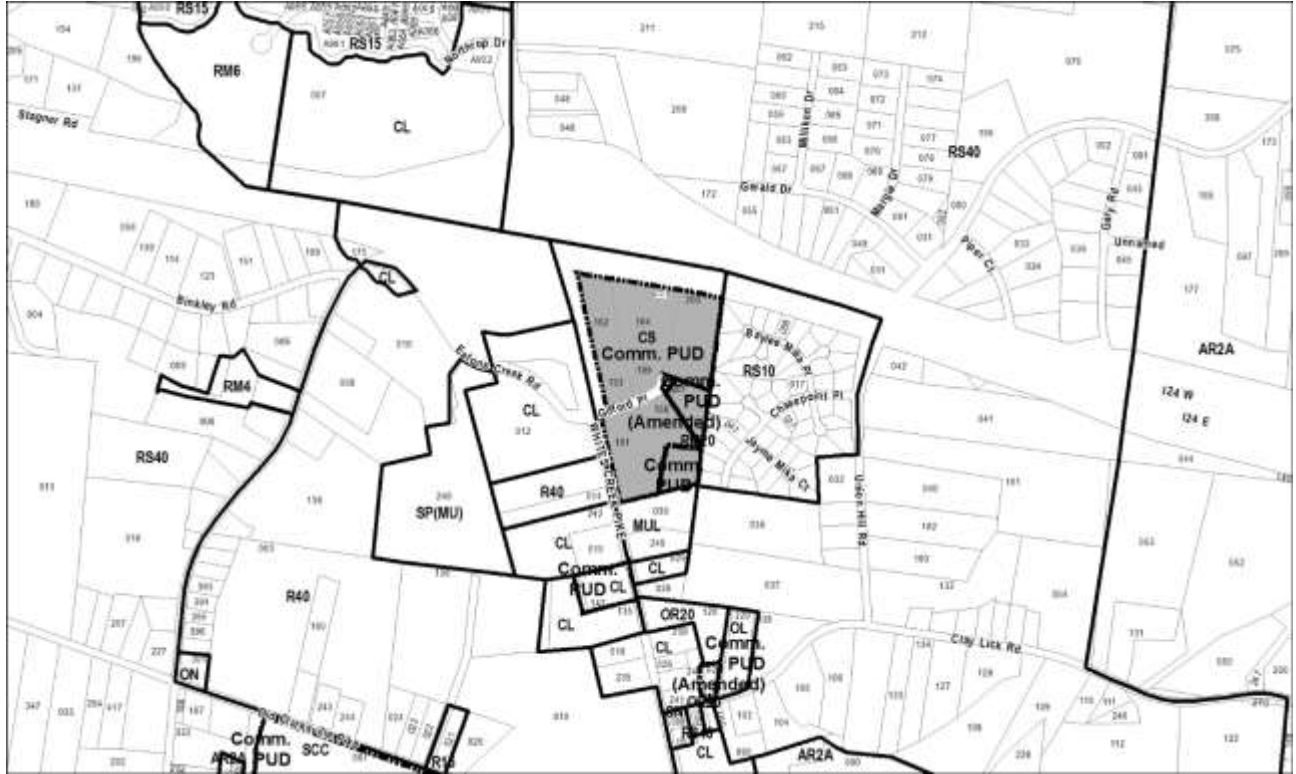
**APPLICANT REQUEST**  
**Zone change from SP and R40 to MUN-A.**

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

**STAFF RECOMMENDATION**  
Staff recommends deferral to the May 28, 2020, Planning Commission meeting.



## Metro Planning Commission Meeting of 5/14/20



### 2020Z-008PR-001

Map 022, Parcel Various

01, Joelton

01 (Jonathan Hall)





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

**Deferrals** This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020 and April 9, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Zone change from CS and RM20 to MUN-A.**

Zone Change

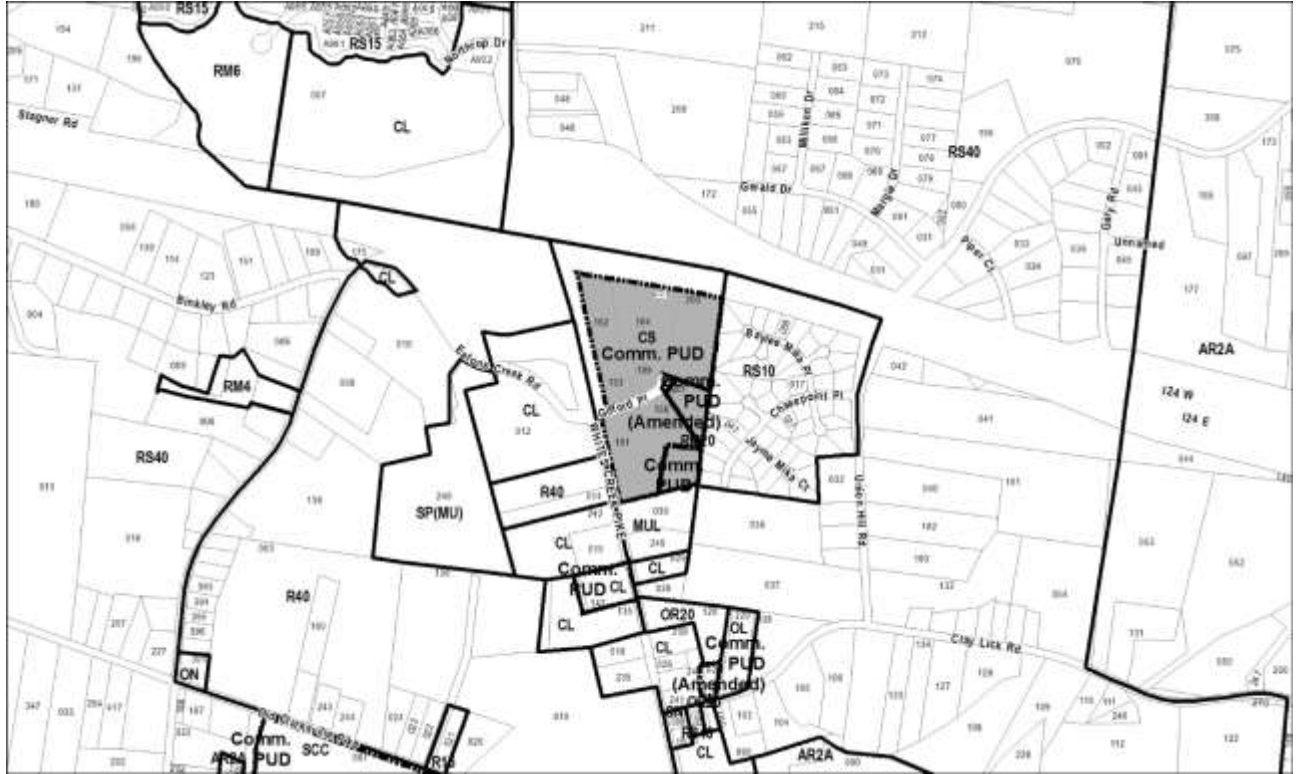
A request to rezone from Commercial Services (CS) and Multi-Family Residential (RM20) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for properties located at 201, 204, 205, 210, 220, 221, 225, and 231 Gifford Place, at the southeast corner of Interstate 24 and Whites Creek Pike and within a Planned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

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting.



## Metro Planning Commission Meeting of 5/14/20



### **61-77P-004**

**GIFFORD COMMERCIAL PUD (CANCELLATION)**

Map 022, Parcel Various

01, Joelton

01 (Jonathan Hall)



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

**Deferrals** This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020 and April 9, 2020, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the May 28, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**  
**Cancel PUD.**

PUD Cancellation

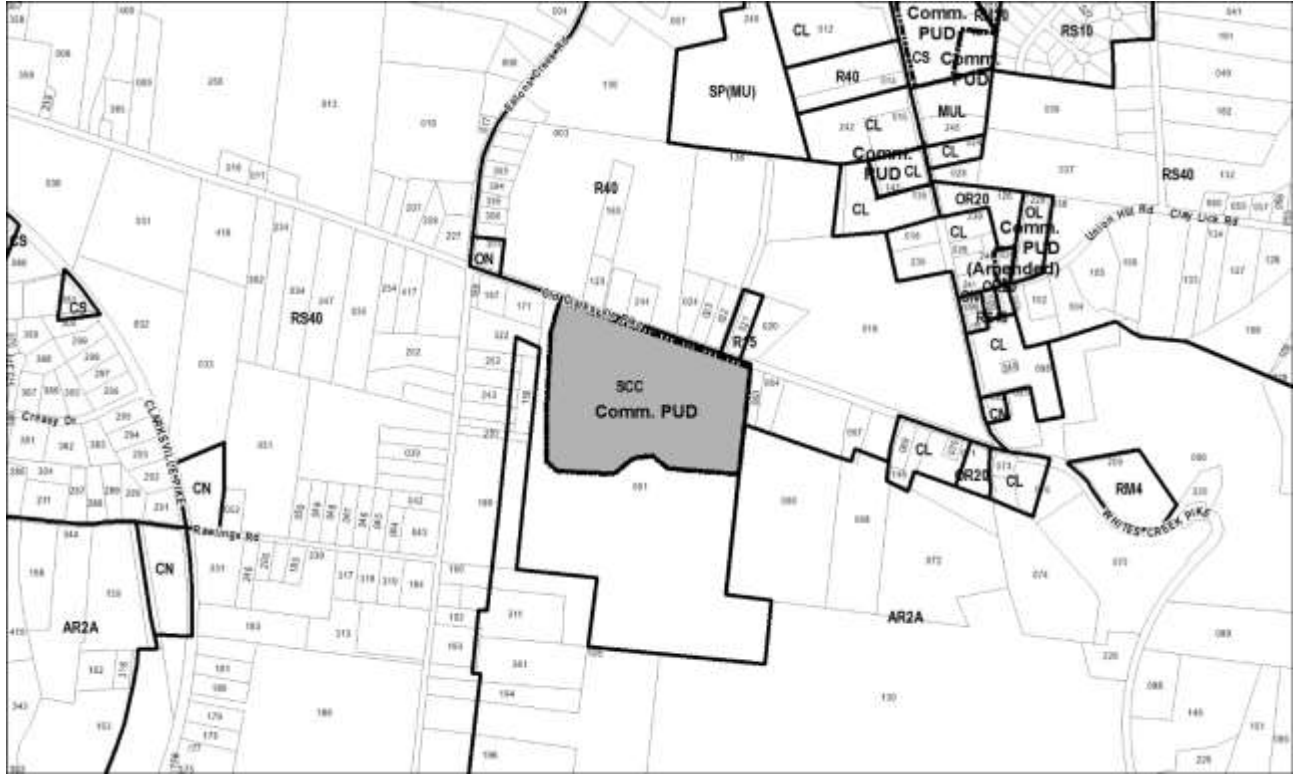
A request to cancel a Planned Unit Development Overlay District (PUD) for properties located at 201, 204, 205, 210, 220, 221, 225, and 231 Gifford Place, at the southeast corner of Interstate 24 and Whites Creek Pike, zoned Commercial Services (CS) and Multi-Family Residential (RM20), (22.12 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/14/20



## **2020Z-009PR-001**

Map 022, Part of Parcel(s) 061

01, Joelton

01 (Jonathan Hall)



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

**Deferrals** This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020 and April 9, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

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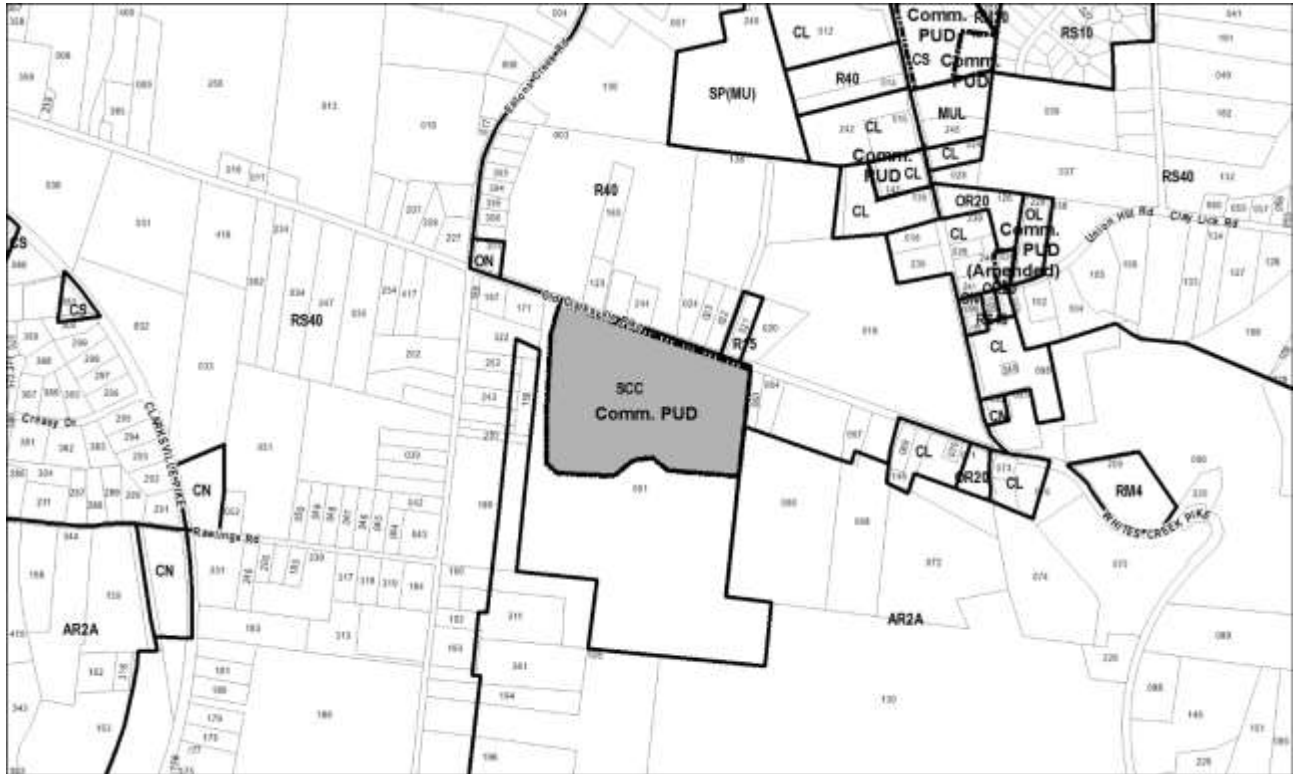
**APPLICANT REQUEST**  
**Zone change from SCC to MUN-A.**

Zone Change  
A request to rezone from Shopping Center Community (SCC) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for a portion of property located at 3565 Old Clarksville Pike, approximately 580 feet east of Eatons Creek Road and within a Commercial Planned Unit Development Overlay District, (25.95 acres).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the May 28, 2020, Planning Commission meeting.



## Metro Planning Commission Meeting of 5/14/20



### **88P-029-001**

JOELTON COMMERCIAL PUD (CANCELLATION)

Map 022, Part of parcel(s) 061

01, Joelton

01 (Jonathan Hall)



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

**Deferrals** This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020 and April 9, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**  
**Cancel PUD.**

PUD Cancellation

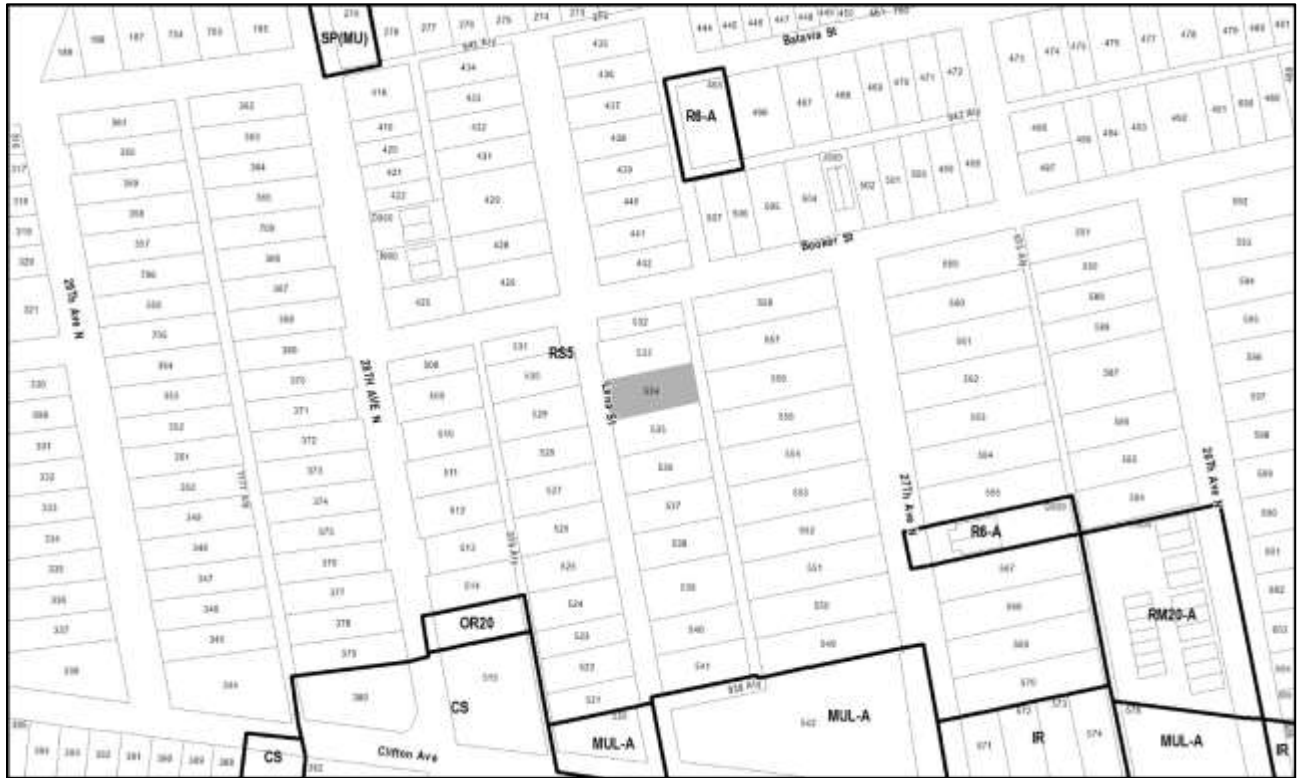
A request to cancel a Commercial Planned Unit Development Overlay District for a portion of property located at 7174 Whites Creek Pike, approximately 580 feet east of Eatons Creek Road, zoned Shopping Center Community (SCC), (25.95 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/14/20



**2020Z-027PR-001**  
Map 092-06, Parcel(s) 534  
08, North Nashville  
21 (Brandon Taylor)





<b>Project No.</b>	<b>Zone Change 2020Z-027PR-001</b>
<b>Council District</b>	21 - Taylor
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Goodhope Development Consulting Group, Inc., applicant; Lorenzo Wright, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Defer to the May 28, 2020, Planning Commission meeting.</i>

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**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 720 Lena Street, approximately 80 feet south of Booker Street (0.14 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/14/20



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



**Project No.** **Zone Change 2020Z-029PR-001**  
**Council District** 21 - Taylor  
**School District** 5 – Buggs  
**Requested by** Smith Gee Studio, applicant; Maria Martha Garcia, owner.

**Deferrals** This request was deferred from the March 12, 2020, March 26, 2020, April 9, 2020 and April 23, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer Indefinitely.*

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**APPLICANT REQUEST**  
**Zone change from R6 to RM20-A.**

Zone Change

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

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



## Metro Planning Commission Meeting of 5/14/20



### 2020Z-043PR-001

Map 163, Part of Parcel 339

13, Antioch – Priest Lake

32 (Joy Styles)



**Project No.**  
**Council District**  
**School District**  
**Requested by**

**Zone Change 2020Z-043PR-001**  
32 - Styles  
6 - Bush  
Barge, Cauthen and Associates, applicant; RAM SAI LLC, owner.

**Deferrals**

This item was deferred at the March 26, 2020, April 9, 2020, and April 23, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer**  
**Staff Recommendation**

Napier  
*Defer indefinitely.*

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**APPLICANT REQUEST**

**Zone change from SP-MU to MUL.**

Zone Change

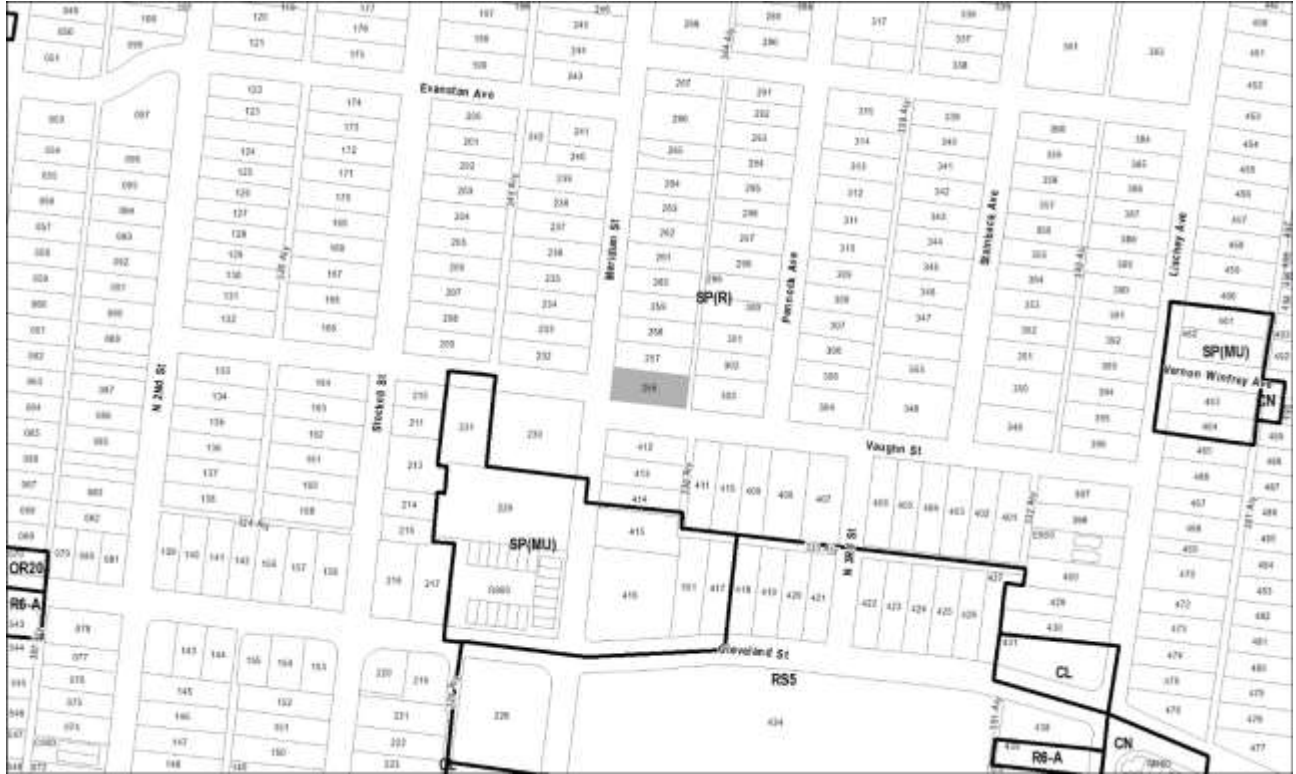
A request to rezone from Specific Plan – Mixed Use (SP-MU) to Mixed Use Limited (MUL) zoning for a portion of property located at 5400 Mt. View Road, at the southeast corner of Crossings Boulevard and Mt. View Road (2.96 acres).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral at the request of the applicant.



# Metro Planning Commission Meeting of 5/14/20



**2020Z-058PR-001**  
Map 082-03, Parcel(s) 256  
05, East Nashville  
05 (Sean Parker)



**Project No.** **Zone Change 2020Z-058PR-001**  
**Council District** 05 – Parker  
**School District** 5 – Buggs  
**Requested by** Crye Leike, applicant; Lamont Jordan, owner.

**Deferrals** This request was deferred from the April 23, 2020, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Withdraw.*

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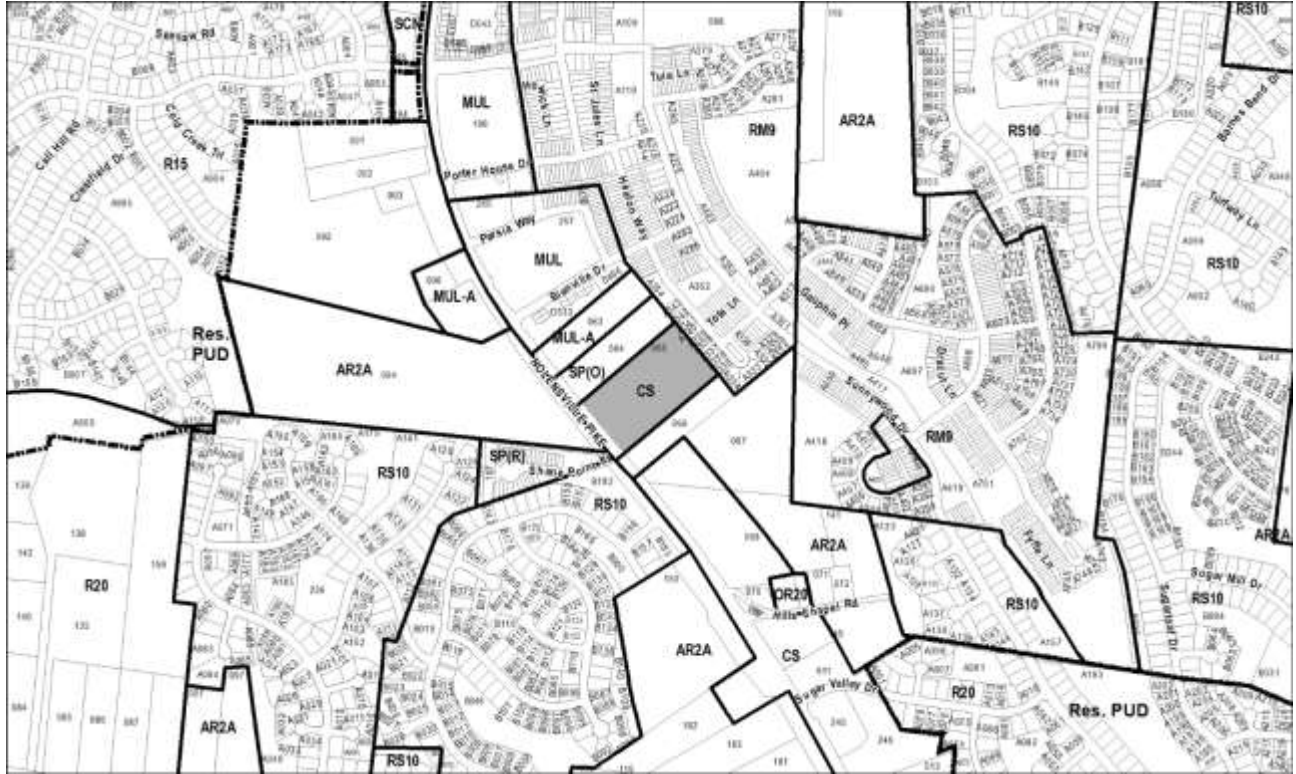
**APPLICANT REQUEST**  
**Zone change from SP to R6-A.**

Zone Change  
A request to rezone from Specific Plan (SP) to One and Two Family Residential - Alternative (R6-A) zoning for property located at 1001 Meridian Street, at the northeast corner of Meridian Street and Vaughn Street (0.22 acres).

**STAFF RECOMMENDATION**  
Staff recommends withdrawal at the request of the applicant.



## Metro Planning Commission Meeting of 5/14/20



**2020Z-062PR-001**

Map 173, Parcel(s) 065

12, Southeast

31 (John Rutherford)





<b>Project No.</b>	<b>Zone Change 2020Z-062PR-001</b>
<b>Council District</b>	31 - Rutherford
<b>School District</b>	2 – Elrod
<b>Requested by</b>	Dale and Associates, applicant; Rebecca Bowling and Linda Shores, owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the May 28, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

Zone change from CS to MUL-A.

Specific Plan

A request to rezone from Commercial Service (CS) to Mixed Use Limited - Alternative (MUL-A) zoning for property located at 6228 Nolensville Pike, approximately 580 feet southeast of Bienville Drive and located within a Corridor Design Overlay District (6.55 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting at the request of the applicant.



**NO SKETCH**



<b>Project Nos.</b>	<b>Text Amendment 2019Z-015TX-001</b>
<b>Project Name</b>	<b>Sidewalk Fund In Lieu of Construction</b>
<b>Council Bill No.</b>	BL2019-8
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Mary Carolyn Roberts

**Deferrals** This item was deferred at the April 23, 2020, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Milligan  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

Amend Section 17.12.120 of Title 17 of the Metropolitan Code pertaining to the provision of sidewalks.

**PROPOSED AMENDMENTS TO TITLE 17**

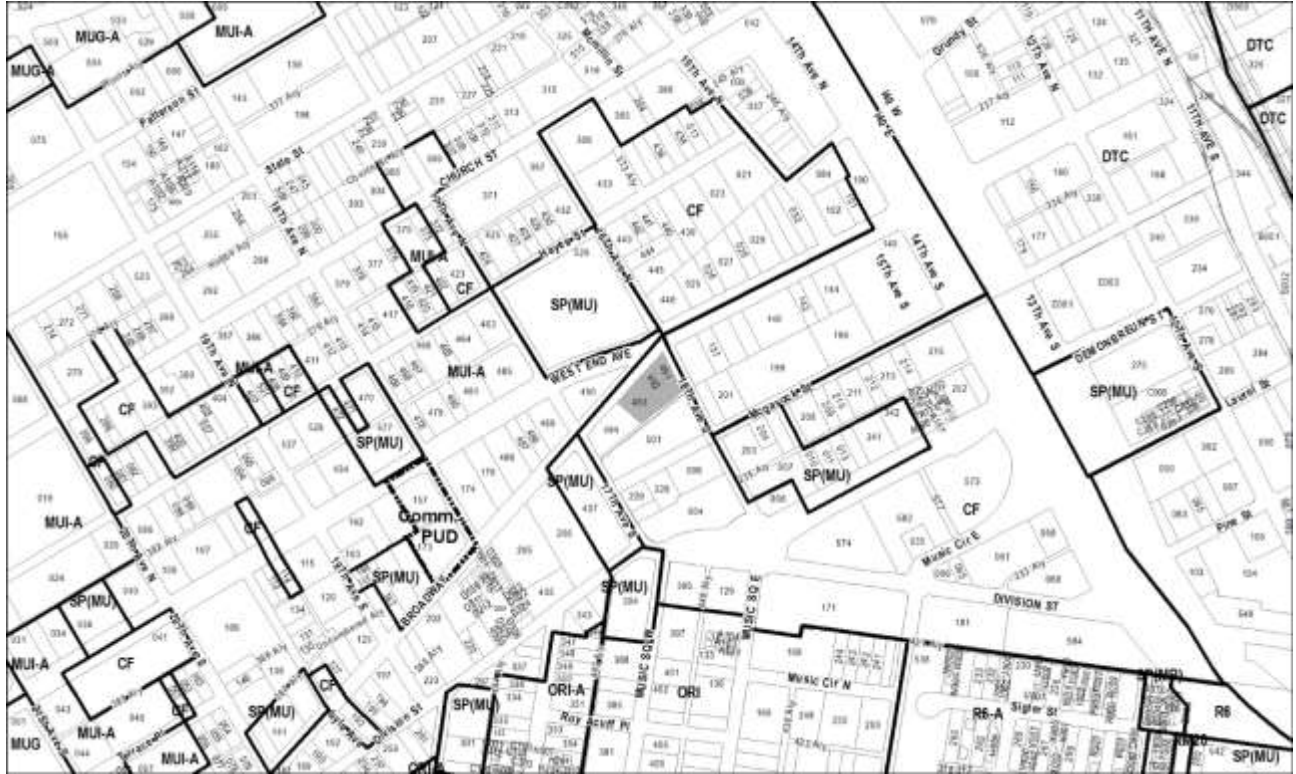
The proposed bill would amend Subsection D of Section 17.20.120 of the Zoning code by replacing pedestrian benefits zones with council districts for the purposes of sidewalk in lieu payments.

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting.



## Metro Planning Commission Meeting of 5/14/20



**2001UD-002-011**

1601 BROADWAY

Map 092-12, Parcel(s) 491-493

10, Green Hills-Midtown

19 (Freddie O'Connell)



<b>Project No.</b>	<b>UDO Modification 2001UD-002-011</b>
<b>Project Name</b>	<b>1601 Broadway</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Smith Gee Studio, applicant; Caldwell, Wentworth, Jr. et al, owner.
<b>Staff Reviewer</b>	Brooks
<b>Staff Recommendation</b>	<i>Defer to the May 28, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Modification of the height standard of the Music Row Urban Design Overlay.**

UDO Major Modification

A request for a modification to the Music Row Urban Design Overlay District for properties located at 1601, 1605, and 1607 Broadway, at the southwest corner of 16<sup>th</sup> Avenue South and Broadway, zoned Core Frame (CF) (0.77 acres), to permit a maximum building height of 316 feet.

**STAFF RECOMMENDATION**

Staff recommends deferral to the May 28, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/14/20



**2020SP-019-001**

**CROSSINGS MIXED USE DEVELOPMENT**

Map 163, Parcel(s) 142, 345

Map 163, Part of Parcel(s) 417

13, Antioch – Priest Lake

32 (Joy Styles)



**Project No.** Specific Plan 2020SP-019-001  
**Project Name** Crossings Mixed Use Development  
**Associated Case** 84-87P-007  
**Council District** 32 – Styles  
**School District** 6 – Bush  
**Requested by** Catalyst Design Group, LLC, applicant; V2 Capital, LLC, and Metro Government, owners.

**Deferrals** This item was deferred at the March 12, 2020, March 26, 2020, April 9, 2020, and April 23, 2020 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer to the May 28, 2020, Planning Commission meeting.*

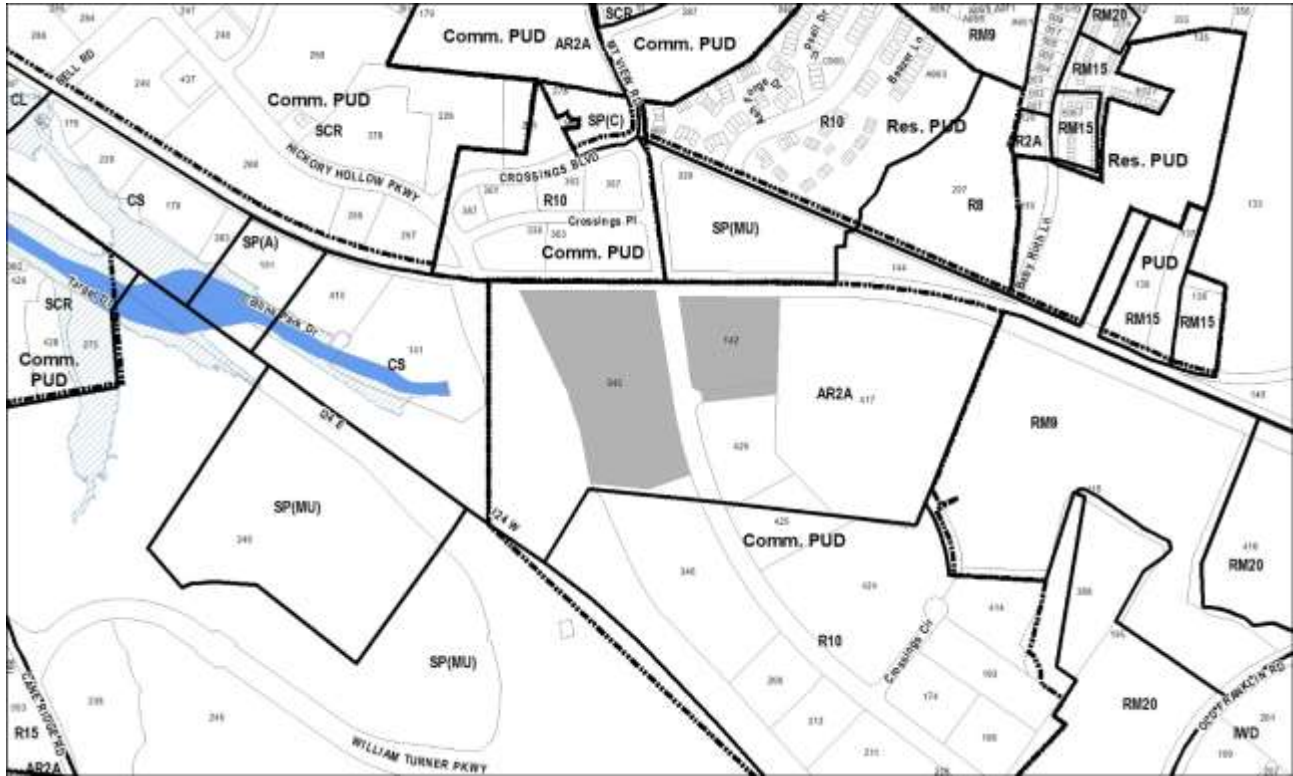
**APPLICANT REQUEST**  
**Preliminary SP to permit a mixed-use development.**

Preliminary SP  
 A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Mixed Use (SP-MU) zoning for properties located at Mt. View Road (unnumbered) and Crossings Boulevard (unnumbered) and a portion of property located at Crossings Boulevard (unnumbered), approximately 200 feet east of Hickory Hollow Parkway and within a Commercial Planned Unit Development (19.08 acres), to permit a mixed use development.

**STAFF RECOMMENDATION**  
 Staff recommends deferral to the May 28, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/14/20



**84-87P-007**

**THE CROSSINGS PUD (CANCELLATION)**

Map 163, Parcel(s) 142 & 345

Map 163, Part of Parcel(s) 417

13, Antioch-Priest Lake

32 (Joy Styles)





<b>Project No.</b>	<b>Planned Unit Development</b>
	<b>84-87P-007</b>
<b>Project Name</b>	<b>The Crossings PUD (Cancellation)</b>
<b>Associated Case</b>	2020SP-019-001
<b>Council District</b>	32 – Styles
<b>School District</b>	6 – Bush
<b>Requested by</b>	Catalyst Design Group, LLC, applicant; V2 Capital, LLC, and Metro Government, owners.

**Deferrals** This item was deferred at the March 12, 2020, March 26, 2020, April 9, 2020, and April 23, 2020, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	Defer to the May 28, 2020, Planning Commission meeting.

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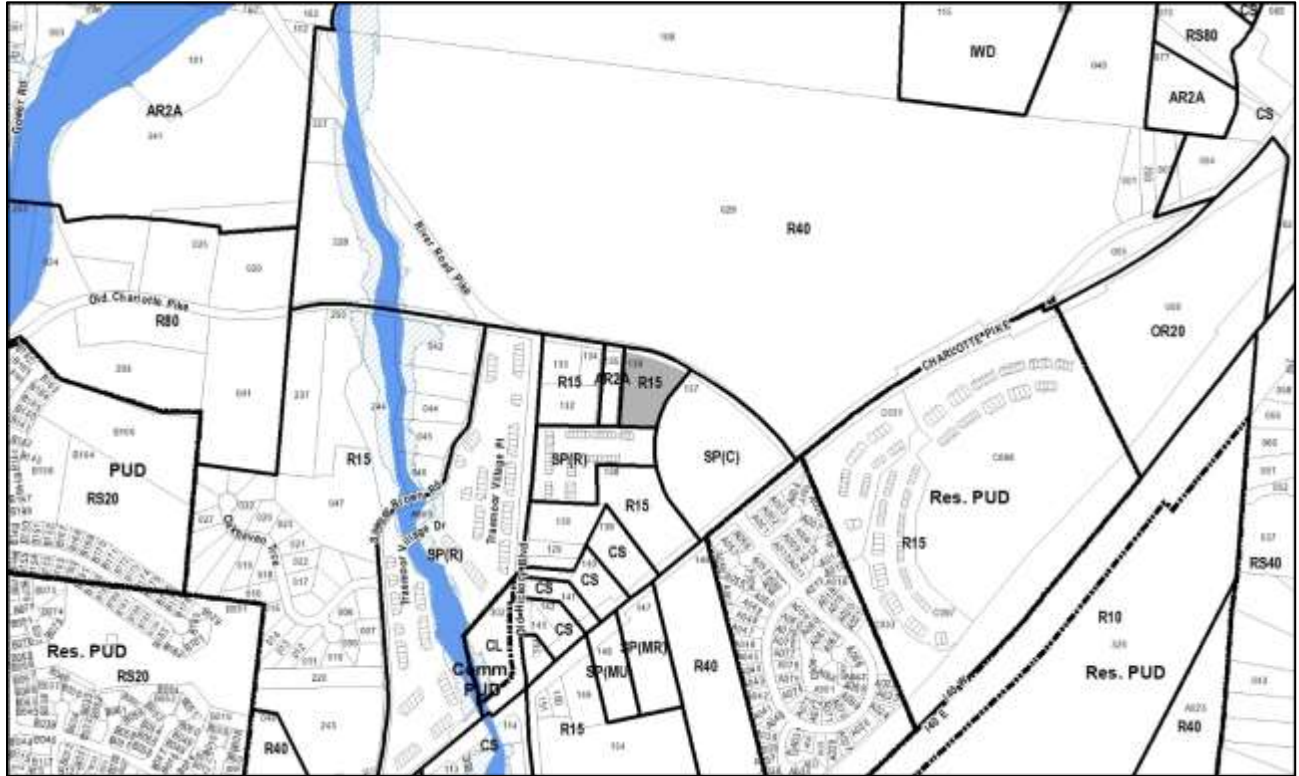
**APPLICANT REQUEST**  
**Cancel a portion of an existing PUD.**

PUD Cancellation  
 A request to cancel a portion of a Commercial Planned Unit Development Overlay District (PUD) for properties located at Mt. View Road (unnumbered) and Crossings Boulevard (unnumbered), approximately 200 feet east of Hickory Hollow Parkway (19.08 acres).

**Existing Zoning**  
**STAFF RECOMMENDATION**  
 Staff recommends deferral to the May 28, 2020, Planning Commission meeting.



## Metro Planning Commission Meeting of 5/14/20



**2020SP-023-001**  
7335 OLD CHARLOTTE PIKE  
Map 114, Parcel 136  
6, Bellevue  
22 (Gloria Hausser)



<b>Project No.</b>	<b>Specific Plan 2020SP-023-001</b>
<b>Project Name</b>	<b>7335 Old Charlotte Pike</b>
<b>Council District</b>	22-Hausser
<b>School District</b>	9 -Frogge
<b>Requested by</b>	Dale and Associates, applicant; Debbie & Phillip Denning, owner.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change from R15 to SP-R zoning**

Preliminary SP

A request to rezone from One and Two-Family Residential (R15) to Specific Plan-Residential (SP-R) zoning on property located at 7335 Old Charlotte Pike, approximately 700 feet west of Charlotte Pike, (2.21 acres), to permit a maximum of 28 multi-family residential units.

**Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 6 lots with 1 duplex lot for a total of 7 units.*

**Proposed Zoning**

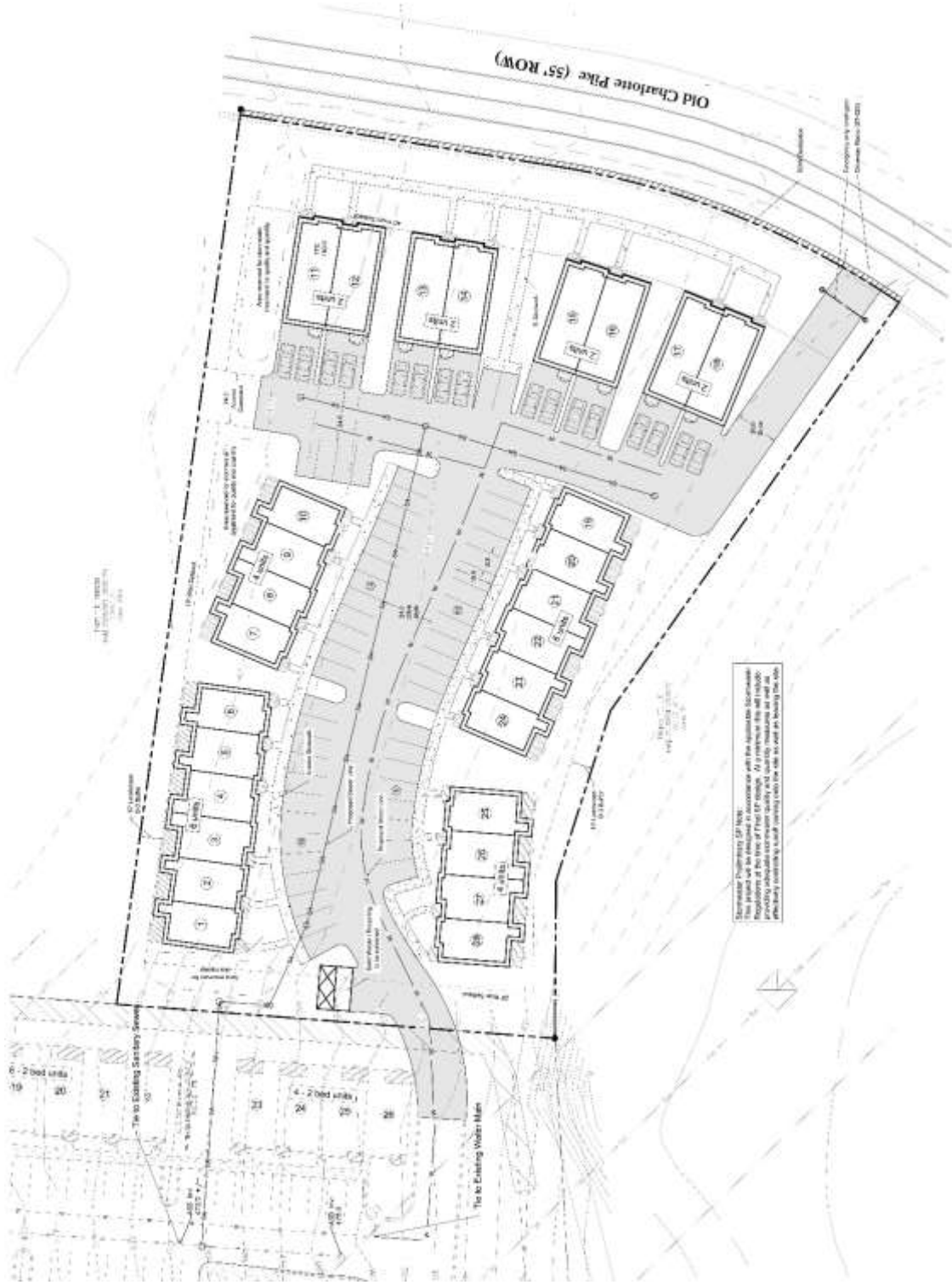
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building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

**BELLEVUE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 5/14/20



**Proposed Site Plan**



## **Metro Planning Commission Meeting of 5/14/20**

### **PLAN DETAILS**

The site is located 700 feet west of Charlotte Pike on the south side of Old Charlotte Pike. The site is approximately 2.21 acres in size. The plan proposes a maximum of 28 multi-family residential units. The site plan proposes surface parking for all units and sidewalks are provided along interior drives. The plan meets the parking requirements per the Metro Zoning Code and sidewalks will be provided along Old Charlotte Pike consistent with the MCSP. This plan includes a connection to an adjacent SP to the south which was previously approved by the Planning Commission.

### **ANALYSIS**

The proposed site plan is consistent with the T3 Neighborhood Evolving Policy in this location. The development proposes to connect with the SP to the south, which meets the intent of the policy. This development would create additional housing diversity within the area and provides a new pedestrian network along Old Charlotte Pike.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

- Limited building details provided. Any additional access or fire code issues will be addressed prior to permitting for construction.

### **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, submit cross access agreement (deed book, page) with South parcel.
- Private hauler will be required for waste/recycle disposal for site.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Provide the FEMA Note to plans – change date to 4/5/2017 under standard SP notes (C0.0).
- Show Bearing Information – NAD 83.

### **WATER SERVICES RECOMMENDATION**

- Harpeth Valley Utility District

### **HARPETH VALLEY UTILITY DISTRICT**

#### **Approve with conditions**

- Approved as a preliminary only. All construction must shall be in accordance with the District's specifications.



# Metro Planning Commission Meeting of 5/14/20

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- A TIS is required prior to final SP approval, since drive connects to adjacent SP development with access on Charlotte pk. Access on Old Charlotte is gated emergency drive only on revised plan. A left turn lane on Charlotte Pike at access may be required. Identify speed limit on Charlotte Pike.

Maximum Uses in Existing Zoning District: **R15**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	2.21	2.9 D	7 U	91	10	8

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.21		28 U	205	13	16

Traffic changes between maximum: **R15 and SP-R**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+21 U	+114	+3	+8

## SCHOOL BOARD REPORT

Projected student generation existing R15 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-R district: 1 Elementary 1 Middle 0 High

The proposed SP-R zoning district will generate 2 additional students than what would be generated under the existing R15 zoning. Students would attend Gower Elementary School, H.G. Hill Middle School, and Hillwood High School. H.G.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted land uses shall be limited to a maximum of 28 residential multi-family units. Short term rental properties- owner occupied and short-term rental properties- not-owner occupied shall be prohibited.
2. All internal sidewalks shall be dimensioned to a minimum width of 5 feet.
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 RM15 zoning district as of the date of the applicable request or application.



## Metro Planning Commission Meeting of 5/14/20

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.



## Metro Planning Commission Meeting of 5/14/20



**2020HL-006-001**

1600 10<sup>TH</sup> AVENUE NORTH

Map 081-12, Parcel(s) 451

08, North Nashville

19 (Freddie O'Connell)





<b>Project No.</b>	<b>Historic Landmark Overlay District 2020HL-006-001</b>
<b>Project Name</b>	<b>1600 10<sup>th</sup> Avenue North</b>
<b>Council District</b>	19- O’Connell
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Councilmember Freddie O’Connell, applicant; Amani Kelly, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Apply a Historic Landmark Overlay District.**

Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District on property located at 1600 10th Avenue North, at the northern corner of Garfield Street and 10th Avenue North, zoned One and Two-Family Residential-Alternative (R6-A) (0.36 acres).

**Existing Zoning**

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

**Pending Overlay**

This property has a Neighborhood Landmark Overlay District application pending Council approval that received a recommendation of approval with conditions from the Planning Commission at the February 27, 2020 meeting. The Neighborhood Landmark, if approved, would permit seven multi-family residential units within the existing building.

**Proposed Overlay**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 5/14/20

### REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its February 19, 2020, meeting. Historic Zoning Commission staff recommended approval of this application. MHZC staff provided the following background information:

#### **Background:**

The Polk Street Day Home for Working Women's Children is listed in the Buena Vista National Register of Historic Places historic district (1979) as a contributing building. It was constructed in 1892 and is described as a two-story brick building with terra cotta ornamentation. The National Register nomination notes the building as an example of an institution which gave evidence of the concern for children and family in a suburban society.

The Buena Vista area – so named because of its views of the State Capitol building – sits to the immediate north of downtown Nashville. The land, owned by the McGavock family, was platted in 1856. Lot 234 is situated at the northeast corner of Polk Street (also called 10th Avenue North) and Scott Street (now Garfield Street), and lots 233 and 232 are to the immediate northeast, along Polk Street. In 1889, the area was still outside of the corporate limits of Nashville, to the immediate south, and was known as the Town of McGavock.

Development began in earnest in the late 19th century and the area emerged as a working class streetcar suburb. A few commercial buildings were constructed along Monroe Street in the 1870s, but the majority of development occurred around the turn of the century with homes being constructed along 8th, 9th and 10th Avenues throughout the 1890s and 1900s. The neighborhood was populated by working class families and included buildings that catered to the needs of families, including the North Branch of the Nashville Public Library (1915) a Beaux Arts style Carnegie Library at 1001 Monroe Street, corner groceries, the Buena Vista Public School at Buena Vista Avenue (9th Avenue) and Scott Street, and several churches including Mt. Zion Baptist (1905) at 1112 Jefferson Street, Hopewell Baptist Church (1899) at 908 Monroe Street, First Street Baptist Church (1891) at 1212 9th Avenue North.

In 1891, a group of young women organized to form the Flower Mission with the purpose of providing flowers, ice and 'delicacies' to the poor sick. They quickly saw a greater need and shifted focus to caring for children whose mothers worked during the day. The Flower Mission rented a small home, hired an employee and started caring for thirteen children a day within the year. They began raising funds to construct a building of their own and were able to secure a \$2,500 appropriation from the county. The Flower Mission incorporated in 1892 and this same year, they purchased lots 233 and 234 at the corner of Polk Street and Scott Avenue (now 10th Avenue and Garfield Streets) from J.C. Martin and his wife for \$1,300. This site was considered ideal for the establishment of a day home, due to its



## Metro Planning Commission Meeting of 5/14/20

proximity to both the Buena Vista School and the cotton mills. The two-story brick building was constructed at a cost of \$4,400 and opened in April of 1893. The Home initially served thirty-five children from 15 months to 13 years old. The original front facade included the three-bay hip-roofed wing at the street corner and the slightly projecting front-gabled entry. The one-story kitchen wing on the rear with its rounded wall is a very early, if not original, portion of the building.

In 1894, the Flower Mission changed its name to The Day Home for Working Women's Children. The Day Home was a charitable organization where the children of poor or widowed working women were cared for during the day, while their mothers worked outside of the home. The property is identified by various names during this period including 'Polk and Scott Street Day Home', 'Flower Mission' and 'Polk Street Day Home'. A 1909 article in the Nashville American Sun described the home as hosting an average of forty-five children a day, and states that they were fed lunch and dinner daily. The article also references the various classes offered at the Home, including sewing, housekeeping and kindergarten. A 1917 article in The Tennessean credits the Home with "caring for the little ones of working mothers. Besides feeding them, it bathes and clothes them for school, and in every way looks after their mental and physical welfare."

In the early 1900s, a second wing was constructed to the north of the entry projection. This wing creates a fairly symmetrical façade with three bays of tall windows on both floors to match the existing south wing. The brickwork, terracotta detailing and stone foundation are replicated on this newer wing as well. The hipped roof has a lower ridge and shallower pitch than on the original wing. This addition created an L-shaped footprint and a one-story open porch was constructed along this L to the rear.

The unimproved lot 232 to the immediate north was purchased by the Day Home for Working Women's Children in 1905 from H.G. & Barbara Distikar. The Home does not appear to have ever developed the lot, but it remained with the property and sold along with lots 233 and 234 up until 1965, when it was sold off separately.

The property was presented to the Junior League of Nashville in 1924 to benefit their Home for Crippled Children, which was located nearby at 9th Avenue and Monroe Streets. The Junior League owned the property for six years before selling it to a church. From 1930 through 1965 the Cofer's Chapel Free Will Baptist Church owned all three lots and held services in the main building. In 1952, the congregation constructed a modest one-story parsonage next door to the main structure, on the unimproved lot 232. The Lshape of the main building was altered during the 1950s as well: The L was filled in with a one-story cinderblock addition resulting in a nearly rectangular footprint.

In 1965, Cofer Chapel sold the main building to another church, the Christ Temple Apostolic Faith Church. The parsonage, on lot 232, was sold separately to a



## Metro Planning Commission Meeting of 5/14/20

different property owner. Christ Temple Apostolic Faith Church continued to own the property up through 2018, when it was sold to a private owner.

### **Analysis and Findings:**

A written recommendation to the planning commission on any alterations proposed to the feature is required for a Neighborhood Landmark request. A review of proposed work is also necessary for the Historic Landmark, to ensure that planned work will not result in the building no longer being eligible to be a Historic Landmark.

The property is noted as a contributing building in Buena Vista Historic District which was listed in the National Register of Historic Places in 1979. It has not undergone changes that would change its contributory status.

The future plans for the building also will not change the contributory status. Follows is an analysis of planned exterior work.

**Partial Demolition:** The fire escape will be removed. Although likely an original, or early, feature it is not a significant feature; therefore, removal is appropriate. (See Figure 5.)

Several openings on the front of the building will be bricked in, to restore original conditions. (See Figure 6.) Staff recommends final review of replacement brick.

There may be the possibility of salvaging brick in those areas where it will be removed.

Several windows that have been bricked in will have the brick removed and new windows installed to restore original conditions. On the left-side/first floor the third window from the front will be turned into a door but remain an opening. On the rightside/first floor, an already bricked-in window of the rear wing will be turned into an entrance and the other two bricked-in windows will be windows again. (See Figure 7.) A window on the rear of the right wing/first floor, that is currently bricked-in, will be reestablished. Two enclosed windows on the rear of the upper level will become doors to a rooftop deck. The third window will be reestablished. The window/door alterations either restore original conditions or openings remain openings, albeit of a different type. Because original openings will remain openings and all changes are located on the rear and side, staff finds the alterations to be appropriate. Staff recommends review of brick, where new brick is needed. With this condition, the project meets section IV.A and B of the Historic Landmark design guidelines for demolition.

**Massing, Form & Scale:** The massing of the building will not change as no additions are planned. A portion of the roof of the 1950s cinder block addition will be used for an upper level deck, accessed from rear windows altered to doors. (See



## Metro Planning Commission Meeting of 5/14/20

Figure 8.) Staff finds this alteration to be appropriate as the deck will be on a non-historic portion of the building and does not require new openings for access, just a revision to existing openings. (Also see discussion regarding partial demolition.) The project meets sections II.B.1 and 2 of the Historic Landmark design guidelines.

**Windows & Doors:** The windows and doors are not original and are planned to be replaced, mostly with their original dimensions. (Also see discussion regarding partial demolition.) The windows are proposed to be multi-light operable aluminum clad singlehung windows with simulated divided lights. In 1979, the windows were one-over-one double hung windows with clear glass. (See Figure 9.) A photograph from the 1940s (Figure 10) shows double-hung windows with a clear textured glass. These are the earliest photos staff has found. Staff recommends that the windows be one-over-one single- or double-hung and with clear glass, with administrative review of the final materials, make and manufacturer unless the applicant has evidence of an earlier window design. This will prevent the addition of a “conjectural feature” which would not meet II.B.3.

The current main entrance appears to have the same door that was in place in 1979. The materials and the manner in which the door is installed are evidence that it is not original; therefore, replacement is appropriate. A 1930s or 40s photograph from the Cofer’s Chapel Free Will Baptist Church website shows the design of the original or early double-front door. (See Figure 11.) Staff recommends a new door of similar design to the earlier door be installed, rather than the multilight door proposed. The proposed drawings show a narrow straight transom rather than the semielliptical arch that is there now. (See Figures 12-15.) Staff recommends reconstruction of the original transom dimensions.

The new doors on the side and rear elevations are appropriate as they are not character defining entrances. With the condition that the transom dimensions are retained, and the new front entrance is similar to the historic entrance, the project meets section II.B.2 and 5 of the design guidelines.

**Trim & Details:** Railings are not shown on the plans for the front and side exterior stairs. They are shown on the rear, but materials are not noted. Staff recommends a final review of railing materials and designs, prior to issuing a permit.

The applicant states that wood trim will be repaired or replaced. Staff recommends final review of a scope of work that details manner of wood repair and identifies areas to be replaced. The front gable-field is currently plywood and is planned to be replaced with a composite panel. Staff recommends more information about the type of composite and its texture. With this condition, the project meets section II.B.2, 5 and 6.



## **Metro Planning Commission Meeting of 5/14/20**

Masonry is planned to be cleaned and tuckpointed; however, more work than that may be necessary in some areas due to decay or previous inappropriate repairs. (See Figures 16 and 17.)

Staff recommends review and approval of scope of work for masonry cleaning and repair prior to issuing a permit. With this condition, the project meets section II.B.2, 5 and 6. The metal bell tower will be cleaned and painted. Staff recommends additional information regarding how the metal will be cleaned and final review of such prior to issuing a permit. With this condition, the project meets section II.B.2, 5 and 6. Fencing will be added around the private side yards and waste cans. Staff recommends obtaining final approval of design and materials for fencing. With this condition, the project meets section II.B.9. The existing rear parking area will remain asphalt. The roof will not be replaced.

### **METRO HISTORIC ZONING COMMISSION RECOMMENDATION**

On February 19, 2020, the Metro Historic Zoning Commission reviewed the request and recommended approval of the Historic Landmark designation. In addition, they adopted the existing design guidelines for Historic Landmarks to guide changes on the property.

### **STAFF RECOMMENDATION**

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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/14/20



**2020Z-047PR-001**

Map 042-16, Parcel 093

04, Madison

08 (Nancy VanReece)





<b>Project No.</b>	<b>Zone Change 2020Z-047PR-001</b>
<b>Council District</b>	08 - VanReece
<b>School District</b>	3 - Speering
<b>Requested by</b>	Olympus Rentals, LLC, applicant and owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from CS to MUL-A.**

Zone Change

A request to rezone from Commercial Service (CS) to Mixed-Use Limited Alternative (MUL-A) zoning for property located at 204 Woodruff Street, approximately 230 feet east of Madison Station Boulevard (0.44 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**MADISON 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.

**ANALYSIS**

The site is located on the north side of Woodruff Street, west of the intersection of Gallatin Pike and Woodruff Street. The 0.44 acre site has been developed with a single story residential structure. The surrounding properties are zoned CS with primarily commercially developed properties. The site directly to the east is a Firestone auto center and to the north is a Metro owned electric facility site.

T4-MU policy is typically applied in areas where there is an expressed interest in the area’s development pattern progressing to promote a mixture of housing types, commercial, light industrial land uses, and greater connectivity. The proposed rezoning would permit mixed-use development on the property, in addition to a variety of non-residential uses.



## Metro Planning Commission Meeting of 5/14/20

For zone changes, the following factors are considered: a site’s location in relation to centers and corridors, the size of the site, and the character of adjacent transect and policy areas. The site is nearly half an acre and is likely able to support a mixed-use or small-scale commercial development. The site is located off Gallatin Pike, an existing commercial corridor. Urban Neighborhood Center policy runs north south along Gallatin. The intent of this policy is to create urban neighborhood centers including commercial and residential development, which is complementary to the adjacent policy and proposed zoning district. The proposed zoning district supports the intent of the T4-MU policy.

### FIRE RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.44	0.6 F	11,499 SF	730	37	79

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.22	1.0 F	9 U	66	5	6

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.11	1.0 F	4,791 SF	305	16	33

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.11	1.0 F	4,791 SF	402	4	38



## Metro Planning Commission Meeting of 5/14/20

Traffic changes between maximum: CS and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+43	-12	-2

### METRO SCHOOL BOARD REPORT

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

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

The proposed MUL-A zoning is anticipated to generate three more students than the existing CS zoning district. Students would attend Stratton Elementary School, Madison Middle School, and Hunters Lane High School.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 5/14/20



**2020Z-051PR-001**

Map 071-15, Parcel(s) 048

05, East Nashville

05 (Sean Parker)



<b>Project No.</b>	<b>Zone Change 2020Z-051PR-001</b>
<b>Council District</b>	05 – Parker
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Benjamin Stauffer, applicant and owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**  
**Zone change from RS5 to R6-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 118 Lucile Street, approximately 470 feet east of Dickerson Pike (0.17 acres).

**Existing Zoning**

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of one 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 one duplex lot for a total of two units, as confirmed by the Codes Department.*

**EAST NASHVILLE COMMUNITY PLAN**

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

Highland Heights Study Supplemental Policy

The site is within the Highland Heights Study Supplemental Policy which was approved and adopted by the Planning Commission on June 14, 2018. The Highland Heights Study was



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completed after an extensive community engagement process and resulted in updates to the community character policies for the area, as well as establishment of a supplementary Building Regulating Plan and Mobility Plan for the area. The 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. The R4 Subdistrict also supports a variety of building forms, including house (1 unit), detached accessory dwelling unit, house (2 unit), plex or manor house, house court, and low rise townhouse.

There is an unbuilt right-of-way associated with Alley #2015 to the rear of this property and other lots on the south side of Lucile Street between Meridian Street and Dickerson Pike. The Mobility Plan component of the Highland Heights Study, which was incorporated into the Major and Collector Street Plan (MCSP), calls for this alley right-of-way to be constructed as a public alley with any new development or redevelopment.

### **SITE AND CONTEXT**

The 0.17-acre site is located midblock on Lucile Street, between Meridian Street and Dickerson Pike. The site contains an existing single-family residential use and accessory structure. The development pattern along the south side of Lucile Street is primarily single-family, with one two-family residential unit located midblock and a multi-family residential development located closer to Dickerson Pike. A Specific Plan permitting 18 multi-family residential units was approved in 2015 for property on the north side of Lucile Street, opposite this site. Property located two parcels over, approximately 50 feet west of the site, was rezoned to R6-A in 2018. Commercial uses and parking are located along Dickerson Pike, approximately 350 feet to the west. The majority of the properties on the south side of the unbuilt alley, oriented to Eastmoreland Street are also zoned RS5, with the exception of one property immediately south of the R6-A-zoned parcel; Metro Council approved a rezoning to R6-A for that parcel in 2017.

### **ANALYSIS**

The requested R6-A zoning is supported by the T4 NE policy and the R4 Subdistrict of the Highland Heights Study. The proposed zoning allows for one or two-family residential uses, which would increase housing choice in the area. The standards for building placement, parking and access included in the R6-A district would also improve the relationship of development to the street, creating a more walkable neighborhood consistent with the goals of the T4 NE policy and R4 Subdistrict.

The Highland Heights Study envisioned that the R4 area would accommodate additional density in concert with the installation of infrastructure, specifically an integrated road and alley network. The Mobility Plan provides a blueprint for this road and alley network and identifies unbuilt Alley #2015 as part of the future network. The existing right-of-way associated with Alley #2015 is approximately 10 feet in width, where 20 feet is required to meet the Public Works standard. The alley right-of-way does not extend all the way to Meridian Street on the



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east or Dickerson Pike on the west, but instead turns north and south behind the properties fronting those two corridors.

The R6-A zoning district requires access to be taken from the alley if an improved alley exists, but construction of an unbuilt alley is not a requirement of the zoning district. Additionally, for the alley to meet all Metro Public Works standards and be acceptable for public maintenance, the alley would need to be designed, engineered and constructed in a cohesive manner, rather than on a lot-by-lot basis. To ensure that the intent of the policy regarding the alley is met, staff recommends a condition requiring that one-half of the additional alley right-of-way necessary to meet Public Works standards be dedicated prior to building permit. The right-of-way dedication will ensure that the alley can be constructed through this area in the future, as more lots along the block redevelop, implementing the goals of the policy over time.

The requested R6-A district is on the lower end of the range of zoning districts supported by T4 NE policy and in the R4 Subdistrict of the Highland Heights Study, and represents a modest increase in intensity consistent with the zoning of the parcel immediately south of this site. As conditioned by staff, the requested zoning is consistent with the goals of the policy to increase intensity in concert with infrastructure improvements and will allow for implementation of the policy goals over time.

### 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

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	8.71 D	1 U	16	6	2

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 (210)	0.17	7.26 D	2 U	29	7	3

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	+13	+1	+1



## Metro Planning Commission Meeting of 5/14/20

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS5 zoning districts: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed R6-A district: 0 Elementary 0 Middle 0 High**

The proposed R6-A zoning is not expected to generate any additional students beyond the existing RS5 zoning. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions, as the requested rezoning is consistent with the T4 NE policy and Supplemental Policy.

### **CONDITIONS**

1. Prior to the issuance of building permits, half of the remaining right-of-way for Alley #2015 required to meet the Public Works standard shall be dedicated.





**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 5/14/20



**2020Z-063PR-001**  
Map 119-05, Parcel(s) 372-373  
11, South Nashville  
16 (Ginny Welsch)



<b>Project No.</b>	<b>Zone Change 2020Z-063PR-001</b>
<b>Council District</b>	16 – Welsch
<b>School District</b>	7 – Player-Peters
<b>Requested by</b>	XE Development Company, LLC, applicant; Dwight Beard and Beard Property Maintenance, Inc., owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from RS5 to RM20-A-NS.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Multi-Family Residential-Alternative-No STRP (RM20-A-NS) zoning for properties located at 327 and 331 Whitsett Road, approximately 150 feet east of Nolensville Road (0.53 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 4 units. However, application of the Subdivision Regulations may result in fewer units at this site.*

**Proposed Zoning**

Multi-Family Residential-Alternative-No STRP (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property - Not-Owner Occupied uses from the district. *RM20-A-NS would permit a maximum of 11 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 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.



## Metro Planning Commission Meeting of 5/14/20

### ANALYSIS

The 0.53-acre site includes two parcels located on the south side of Whitsett Road, approximately 150 feet east of Nolensville Pike, which is designated as an arterial-boulevard by the Major and Collector Street Plan. The western parcel is vacant and the eastern parcel contains a single-family residential use. Unimproved alley right-of-way associated with Alley #1878 extends from Whitsett Road to the south, forming the western property line and separating the site from properties that front onto Nolensville Pike. The alley right-of-way terminates midway down the western property line. The surrounding development pattern along Whitsett Road includes primarily single and two-family residential uses, with a larger cluster of industrial uses located further to the east, near and along Foster Avenue. Properties to the west, located opposite the Alley #1878 right-of-way, include predominately commercial land uses which front onto Nolensville Pike, with the exception of a smaller parcel located immediately west of the alley that fronts Whitsett Road and contains an office use.

The site is located on the western edge of a T4 NE policy area, adjacent to commercial and non-residential development located in the T4 CC, Urban Community Center, policy area along the Nolensville Pike corridor, where additional intensity would be appropriate. The site is also located immediately adjacent to properties within an area identified by NashvilleNext as a Tier 1 Center. Areas identified as centers contain pedestrian-friendly areas with frequent transit services that contain a dense mixture of land uses. Rezoning to RM20-A-NS will create more opportunity for housing choice, consistent with the T4 NE policy, in a manner that transitions from the existing residential development interior to the neighborhood to the more intense land uses along the corridor. The bulk and building placement standards associated with the RM20-A-NS district ensure that development addresses the pedestrian realm and limits the amount of parking between the building and the street, and the surrounding street network and public transportation service allows for improved pedestrian, bicycle and vehicular connectivity.

### 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

- TIS may be required at 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)	0.53	8.712 D	4 U	38	3	4



## Metro Planning Commission Meeting of 5/14/20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.53	20 D	11 U	82	6	7

Traffic changes between maximum: **RS5 and RM20-A-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+7 U	+46	+3	+3

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS5 zoning districts: 1 Elementary 0 Middle 0 High**

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

The proposed RM20-A-NS zoning is expected to generate 2 additional students than what would be generated under the existing RS5 zoning. Students would attend Whitsett Elementary School, Cameron College Prep Middle School, and Glenclyff High School.

### STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 5/14/20



**2020Z-065PR-001**

Map 082-09, Parcel(s) 273-274

08, North Nashville

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Zone Change 2020Z-065PR-001</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Gullett Sanford Robinson and Martin PLLC, applicant; The Craig R. Fruin Living Trust, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IR to MUN-NS.**

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Neighborhood – (MUN-NS) zoning for properties located at 1220 and 1222 6th Avenue North, approximately 210 feet southeast of Monroe Street and located within the Germantown Historic Preservation District Overlay and within the Phillips-Jackson Street Redevelopment District Overlay (0.28 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use Neighborhood-NS (MUN-NS) is intended for a low intensity mixture of residential, retail, and office uses. The NS districts prohibit short term rental properties – owner occupied and short term rental properties – not-owner occupied.

**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.

**ANALYSIS**

The site is located on the east side of 6<sup>th</sup> Avenue North between Monroe Street and Madison Street. Records identify the property as vacant commercial land and the site includes a surface parking lot. Surrounding uses along 6<sup>th</sup> Avenue North include primarily residential in the form of single and multi-family as well as office. There is also a church just north of the subject site (proposed for MUN-NS).

Staff finds that the proposed MUN-NS zoning district is consistent with the T4 MU policy. The surrounding area includes a variety of commercial, office and various types of residential options consistent with T4 MU policy areas. The proposed MUN-NS zoning district further allows for more diversity in housing and nonresidential uses consistent with the goals of the policy. The



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NS designation prohibits Short Term Rental Properties (owner and not-owner occupied) while allowing for a mixture of uses consistent with the policy. Since the proposed MUN-NS zoning district is consistent with the policy, staff recommends approval of the request.

### METRO HISTORIC ZONING COMMISSION RECOMMENDATION

**Approve**

### FIRE RECOMMENDATION

**Approve**

### TRAFFIC AND PARKING RECOMMENDATION

**Approve with conditions**

- TIS may be warranted at time of development.

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)	0.28	0.6 F	7,318 SF	58	27	29

Maximum Uses in Proposed Zoning District: **MUN-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)	0.14	0.6 F	3 U	22	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.07	0.6 F	1,829 SF	117	6	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.07	0.6 F	1,829 SF	154	2	15

Traffic changes between maximum: **IR and MUN-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+235	-17	+1





## **Metro Planning Commission Meeting of 5/14/20**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed MUN-NS district: 0 Elementary 0 Middle 0 High**

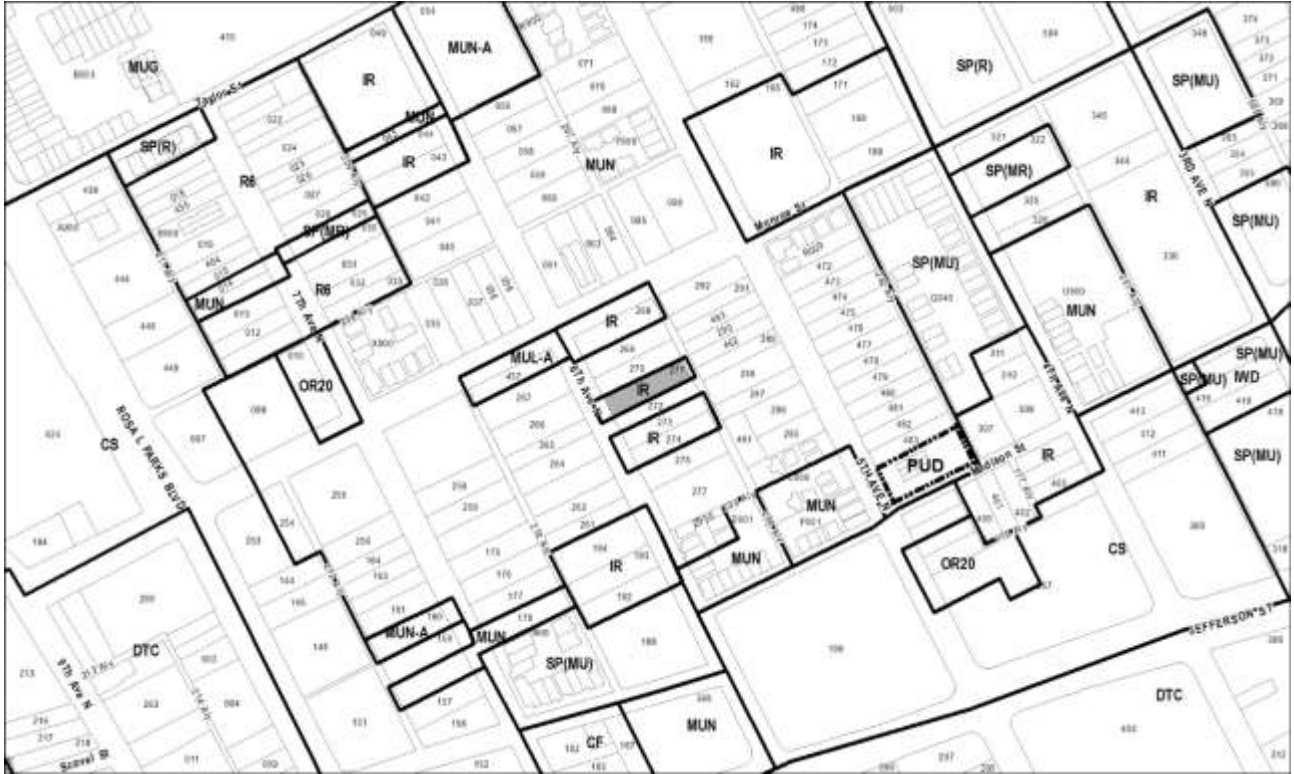
The proposed MUN-NS zoning is not anticipated to generate any more students than the existing IR zoning district. Students would attend Buena Vista Elementary School, John-Early Middle School, and Pear-Cohn High School.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 5/14/20



**2020Z-066PR-001**

Map 082-09, Parcel(s) 271

08, North Nashville

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Zone Change 2020Z-066PR-001</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Gullett Sanford Robinson and Martin PLLC, applicant; The Craig R. Fruin Living Trust, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from IR to MUN-NS.**

Zone Change

A request to rezone from Industrial Restrictive (IR) to Mixed Use Neighborhood – (MUN-NS) zoning for properties located at 1226 6th Avenue North, approximately 130 feet southeast of Monroe Street and located within the Germantown Historic Preservation District Overlay and within the Phillips-Jackson Street Redevelopment District Overlay (0.16 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use Neighborhood-NS (MUN-NS) is intended for a low intensity mixture of residential, retail, and office uses. The NS districts prohibit short term rental properties – owner occupied and short term rental properties – not-owner occupied.

**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.

**ANALYSIS**

The site is located on the east side of 6<sup>th</sup> Avenue North between Monroe Street and Madison Street. A church building is located on the site. Surrounding uses along 6<sup>th</sup> Avenue North include primarily residential in the form of single and multi-family and there are also some office uses.

Staff finds that the proposed MUN-NS zoning district is consistent with the T4 MU policy. The surrounding area includes a variety of commercial, office and various types of residential options consistent with T4 MU policy areas. The proposed MUN-NS zoning district further allows for more diversity in housing and nonresidential uses consistent with the goals of the policy. The NS designation prohibits Short Term Rental Properties (owner and not-owner occupied) while



## Metro Planning Commission Meeting of 5/14/20

allowing for a mixture of uses consistent with the policy. Since the proposed MUN-NS zoning district is consistent with the policy, staff recommends approval of the request.

### METRO HISTORIC ZONING COMMISSION RECOMMENDATION

**Approve**

### FIRE RECOMMENDATION

**Approve**

### TRAFFIC AND PARKING RECOMMENDATION

**Approve with conditions**

- TIS may be warranted at time of development.

#### 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)	0.16	0.6 F	4,181 SF	53	26	29

#### Maximum Uses in Proposed Zoning District: MUN-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)	0.08	0.6 F	2 U	15	1	2

#### Maximum Uses in Proposed Zoning District: MUN-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.04	0.6 F	1,045 SF	67	4	8

#### Maximum Uses in Proposed Zoning District: MUN-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.04	0.6 F	1,045 SF	88	1	9

#### Traffic changes between maximum: IR and MUN-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+117	-20	-10



## **Metro Planning Commission Meeting of 5/14/20**

### **METRO SCHOOL BOARD REPORT**

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

**Projected student generation proposed MUN-NS district: 0 Elementary 0 Middle 0 High**

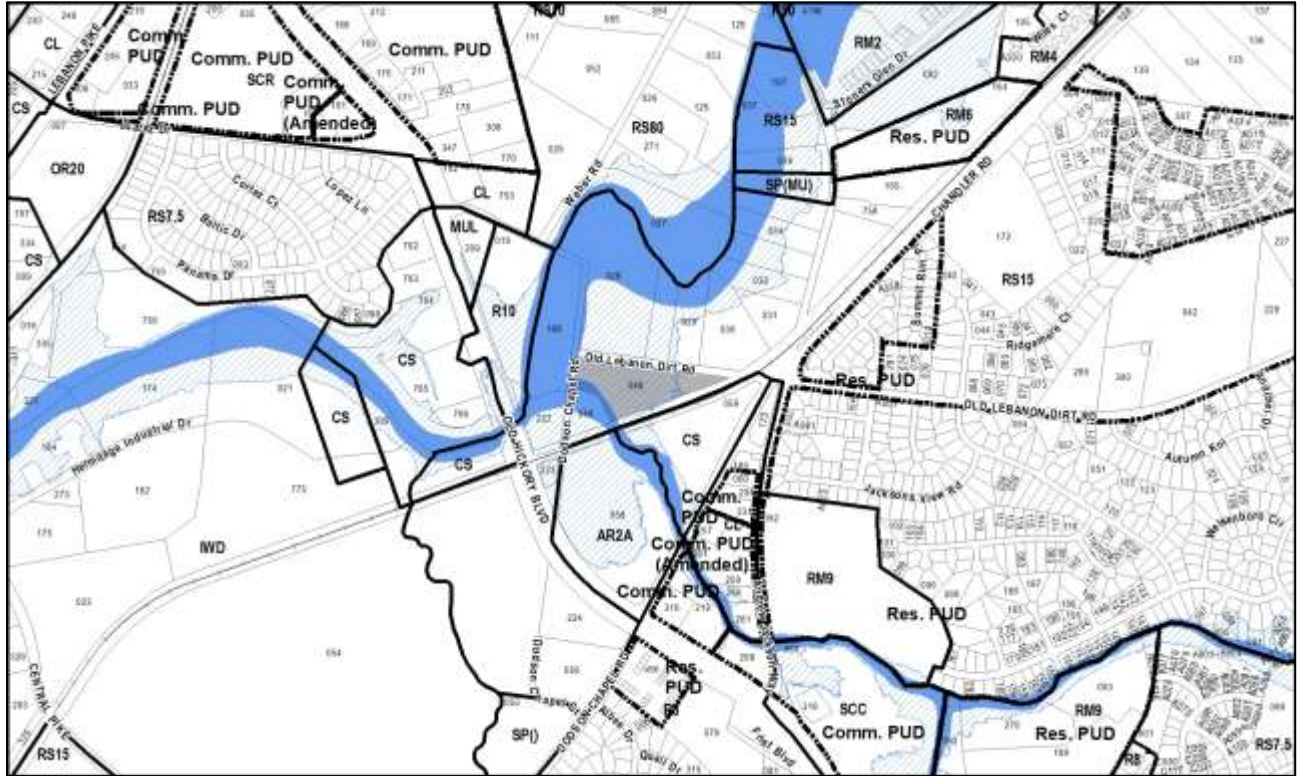
The proposed MUN-NS zoning is not anticipated to generate any more students than the existing IR zoning district. Students would attend Buena Vista Elementary School, John-Early Middle School, and Pear-Cohn High School.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 5/14/20



**2020Z-067PR-001**

Map 086, Parcel(s) 048

14, Donelson-Hermitage-Old Hickory

11 (Larry Hagar)



<b>Project No.</b>	<b>Zone Change 2020Z-067PR-001</b>
<b>Council District</b>	11 – Hagar
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Dean Design Group, applicant; James Reddick III, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from RS15 to RM2.**

Zone Change

A request to rezone from Single-Family Residential (RS15) to Multi-Family Residential (RM2) zoning for property located at 428 Old Lebanon Dirt Road, at the southeast corner of Old Lebanon Dirt Road and Dodson Chapel Road (5.83 acres).

**Existing Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of 14 units. However, application of the Subdivision Regulations may result in fewer lots at this site.*

**Proposed Zoning**

Multi-Family Residential (RM2) is intended for single-family, duplex, and multi-family dwellings at a density of two dwelling units per acre. *RM2 would permit a maximum of 12 units.*

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

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

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



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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.

Conservation policy is located on the western portion of the site identifying floodplain, floodway, and stormwater regulation buffers associated with Stoner Creek and Dry Fork streams.

### **ANALYSIS**

The vacant site comprises 5.83 acres and is located on the south side of Old Lebanon Dirt Road, west of the intersection of Old Lebanon Dirt Road and Andrew Jackson Parkway, and east of Old Hickory Boulevard. The site has frontage on Old Lebanon Dirt Road, Dodson Chapel Road to the west, and an existing rail line which forms the southeastern property line. Dodson Chapel Road is partially improved west of the site. Surrounding land uses east of Old Hickory Boulevard include larger vacant and single-family residential uses, with scattered commercial and multi-family residential development located south of the rail line and Old Lebanon Dirt Road. On the west side of Old Hickory Boulevard, land uses include commercial and industrial development, including a large mineral processing facility. The Dry Fork stream runs along the southwestern corner of the site.

Multi-family development at this site will enhance the area with more housing choice, consistent with the goals of the T3 NC and T3 NE policy areas, which are located towards the northeastern corner of the site near Andrew Jackson Parkway. The site is located opposite of several streets designated as arterial-boulevards by the Major and Collector Street Plan, including Andrew Jackson Parkway, Chandler Road, and Old Lebanon Dirt Road, located east of the rail line, where additional intensity would be appropriate. The site is also surrounded by existing transportation networks, including Old Hickory Boulevard and Lebanon Pike. The proposed RM2 zoning district would permit a multi-family development product, consistent with T3 NC and T3 NE policy goals, and would also create opportunities to cluster development outside of the CO policy areas. The requested RM2 district permits development at a lower level of intensity than would ordinarily be supported, which is appropriate given the CO policy areas on site.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Traffic study may be warranted at time of development.





## Metro Planning Commission Meeting of 5/14/20

Maximum Uses in Existing Zoning District: **RS15**

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)	5.83	2.904 D	14 U	171	15	16

Maximum Uses in Proposed Zoning District: **RM2**

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)	5.83	2 D	12 U	88	6	7

Traffic changes between maximum: **RS15 and RM2**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	-83	-9	-9

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS15 district: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed RM2 district: 2 Elementary 2 Middle 2 High**

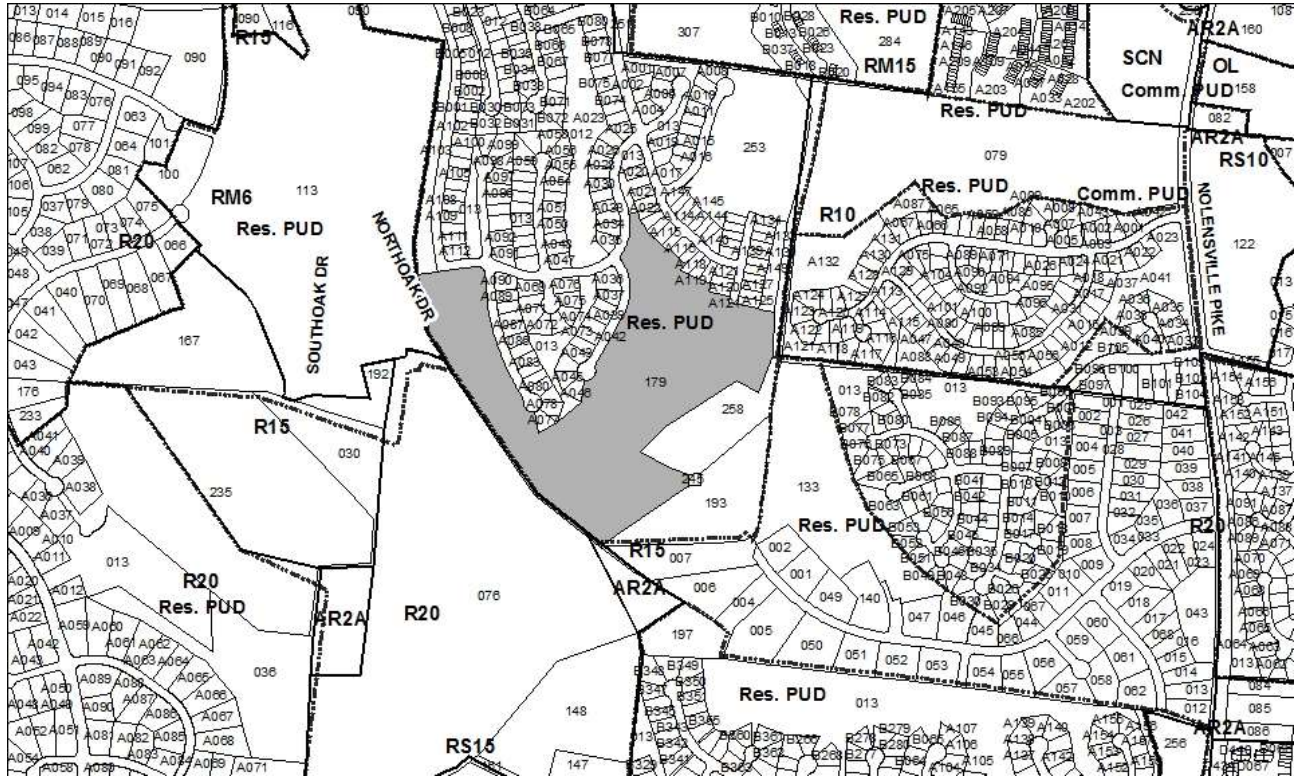
The proposed RM2 zoning is expected to generate 3 additional students beyond the existing RS15 zoning. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 5/14/20



**122-83P-003**

**THE WOODLANDS PHASE 3 (REVISION AND FINAL)**

Map 172, Parcel(s) 179

12, Southeast

04 (Robert Swope)



<b>Project No.</b>	<b>Planned Unit Development 122-83P-003</b>
<b>Project Name</b>	<b>The Woodlands Phase 3 (Revision and Final)</b>
<b>Council District</b>	04 - Swope
<b>School District</b>	2 – Elrod
<b>Requested by</b>	Dewey Engineering, applicant; D & A Ventures, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise a portion of the Planned Unit Development and final site plan to permit the development of 45 single-family residential lots.**

Revise PUD and Final Site Plan Approval

A request to revise the preliminary plan for a portion of a Planned Unit Development Overlay District and for final site plan approval on a portion of property located at 1203 Pineview Lane, at the current terminus of Boxwood Drive, zoned Single-Family residential (RS15) (7.33 acres), to permit 45 residential lots.

**Existing Zoning**

One and Two-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *Overall density is regulated by the PUD.*

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

**PLAN DETAILS**

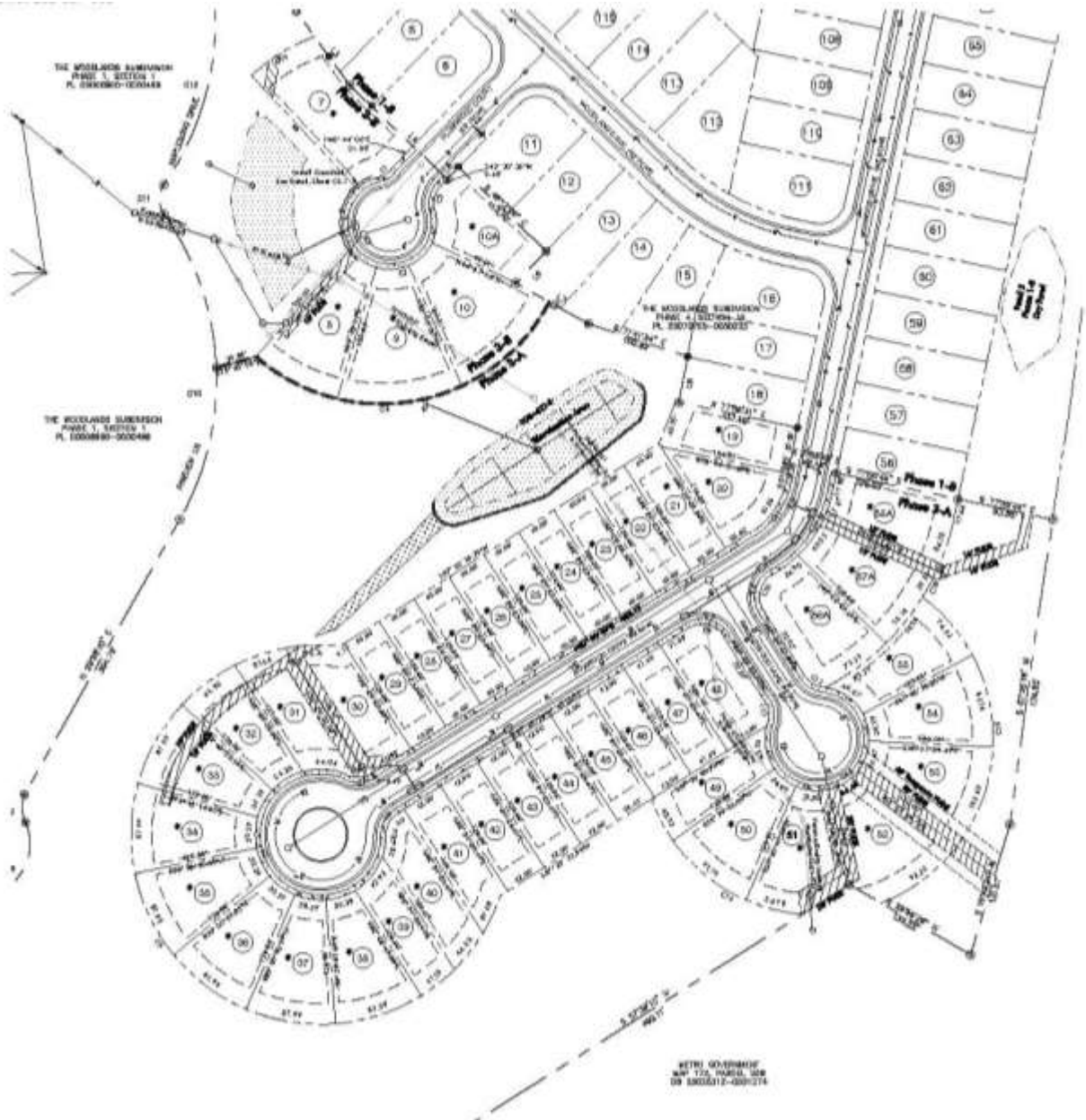
The Woodlands PUD was originally approved in 1983 for a total of 829 residential units consisting of 239 single-family lots, and 590 multi-family units. Since the original approval the plan has been revised numerous times. In 2019, the Planning Commission approved a revision and final site plan for 41 residential lots for the subject site.

Site Plan

The plan proposes a total of 45 single-family residential lots. Due to steep slopes that encumber the site, all lots are denoted as critical.



# Metro Planning Commission Meeting of 5/14/20



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/14/20

Access to 40 lots is from the extension of Boxwood Drive. The remaining five lots are accessed from Woodlands Avenue. Approximately 23 acres of the site is in open space and includes large areas of steep slopes.

### 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 and meets all of the criteria of Section 17.40.120.G, and 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,



## Metro Planning Commission Meeting of 5/14/20

- 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.

As proposed, the final site plan does not call for any significant changes to the last approved plan, nor does it increase the density above what was last approved by Council. As proposed, the plan modifies the layout. The modifications are intended to reduce the development footprint due to issues with developing on the steeper slopes. These changes are appropriate and reduce the overall impact of the development. Since the proposed revision is consistent with the overall concept approved by Council, staff recommends approval with conditions.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire Code issues will be addressed in the permit phase.
- Water flow requirements for single-family homes that do not exceed 3600 sq. ft. is a minimum of 1000 gpm @ 20 psi. Provide this data to pre-approve the future homes.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**



## **Metro Planning Commission Meeting of 5/14/20**

### **TRAFFIC & PARKING RECOMMENDATION**

#### **Approve with conditions**

- Refurbish pavement markings on Woodlands Ave at Old Hickory Blvd as necessary.
- All previous traffic conditions apply.

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

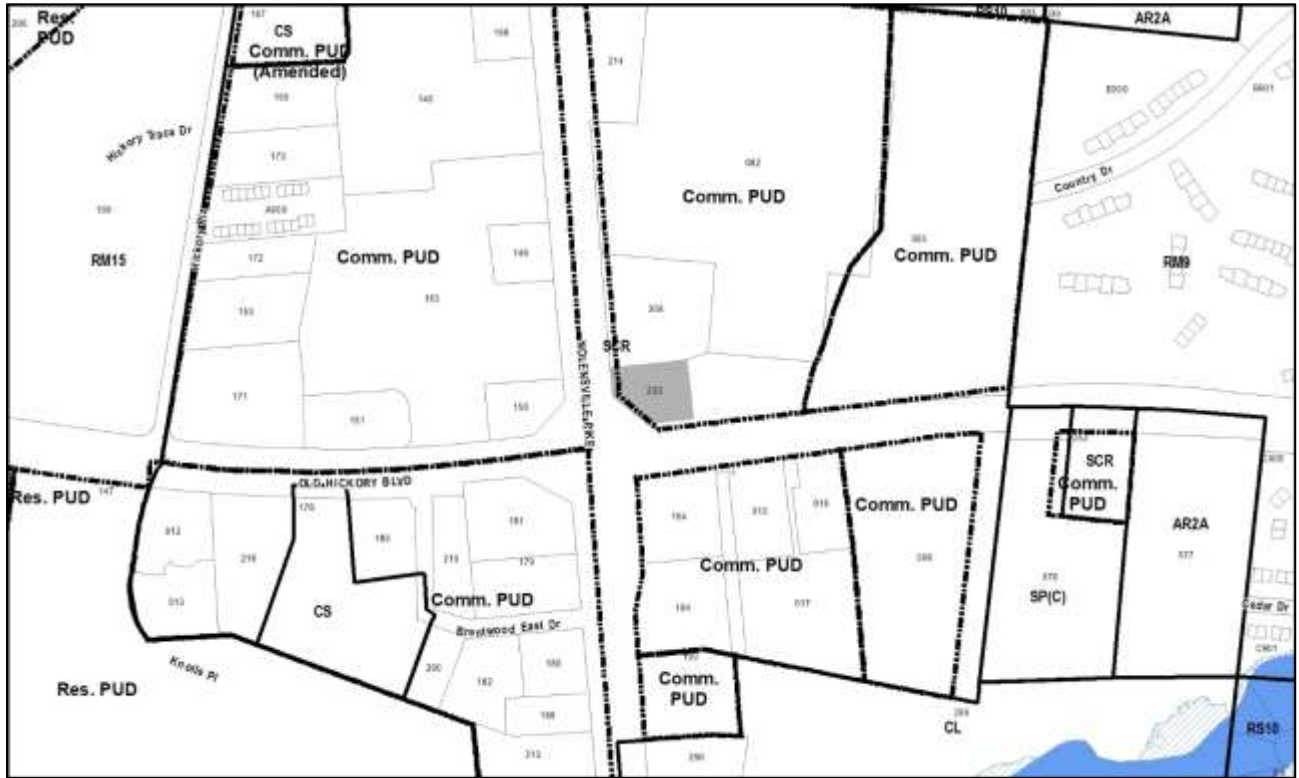
Staff recommends approval with conditions.

### **CONDITIONS**

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



## Metro Planning Commission Meeting of 5/14/20



**247-84P-003**

**SOUTH PLAZA SHOPPING CENTER (REVISION AND FINAL)**

Map 161, Parcel 233

12, Southeast

27 (Robert Nash)





<b>Project No.</b>	<b>Planned Unit Development 247-84P-003</b>
<b>Project Name</b>	<b>South Plaza Shopping Center (Revision and Final)</b>
<b>Council District</b>	27 - Nash
<b>School District</b>	2 – Elrod
<b>Requested by</b>	Kimley-Horn and Associates, applicant; Nolensville Old Hickory LLC, owner.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise a portion of the Planned Unit Development and for final site plan approval to permit a 3,298 square feet financial institution.**

Revise PUD and Final Site Plan

A request to revise a portion of the South Plaza Shopping Center Planned Unit Development Overlay District and for final site plan approval for property located at 5750 Nolensville Pike, at the northeast corner of Old Hickory Boulevard and Nolensville Pike, zoned Shopping Center Regional (SCR) and within a Corridor Design Overlay District (CDO) (0.64 acres).

**Existing Zoning**

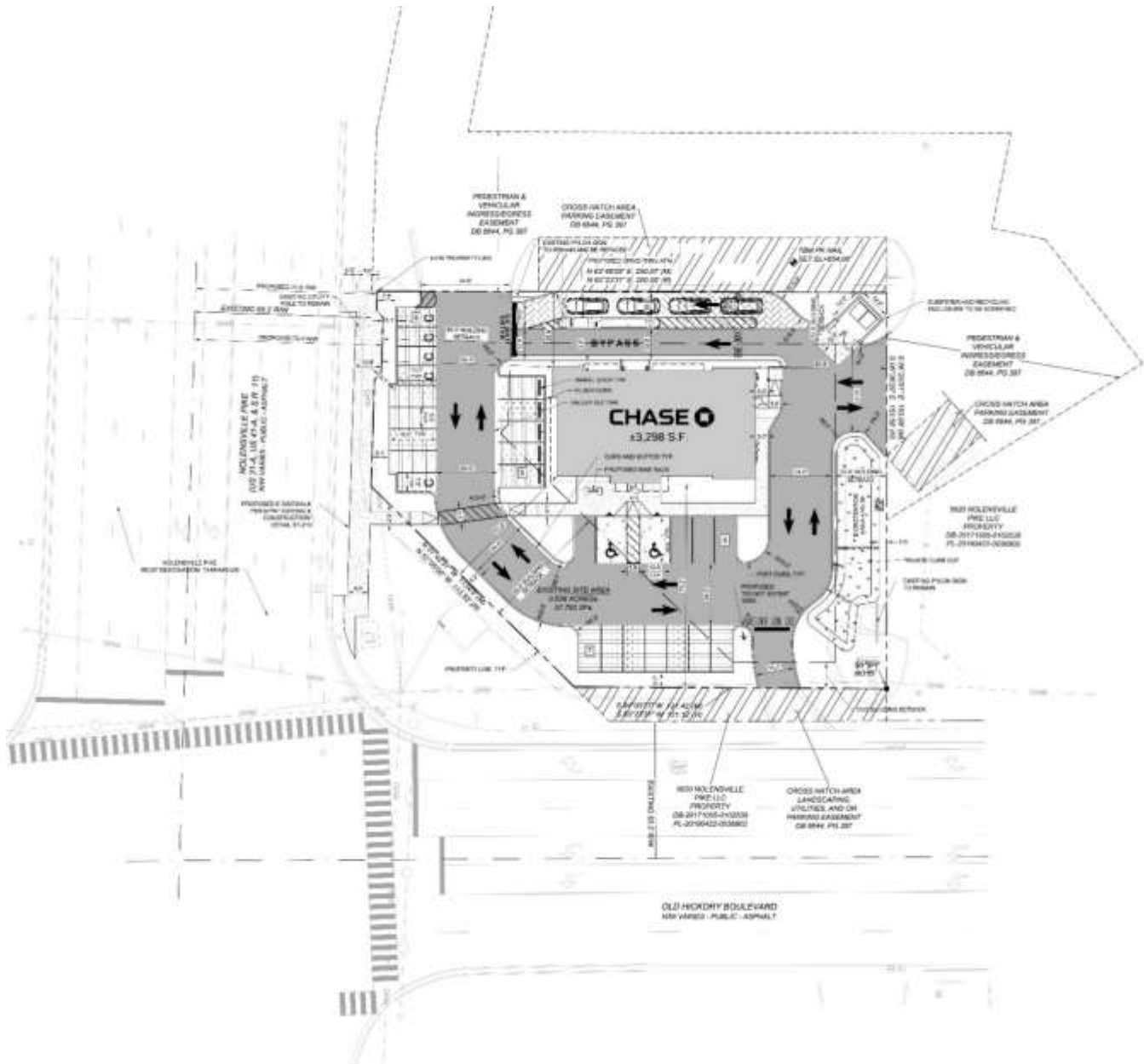
Shopping Center Regional (SCR) is intended for high intensity retail, office, and consumer service uses for a regional market area.

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

Corridor Design Overlay District (CDO) is an overlay intended to provide incremental improvements to the aesthetics of Nashville’s commercial districts and corridors. The CDO provides standards for signage, landscaping and materials that are derived from standards of base zoning districts. The CDO does not regulate uses. Uses within a CDO are regulated by the base zoning district.



# Metro Planning Commission Meeting of 5/14/20



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/14/20

### BACKGROUND

The PUD was originally approved in 1984 and consists of 337,063 square feet of various uses. The PUD is currently developed and includes a Lowes, along with other retail, office, and restaurants. The portion of the site being revised is currently a 2,500 square foot Krystal Burger.

A variance was issued by the Metropolitan Board of Zoning Appeals, Case No. 2006-127, to permit fewer parking spaces than what was required by the Zoning Code. The proposed modification does not generate any additional required parking spaces; the existing parking variance remains in effect.

### PLAN DETAILS

The 0.64 acre-site at the corner of Old Hickory Boulevard and Nolensville Pike is currently developed with a 2,500 square foot Krystal Burger. The proposed 3,298 square foot financial institution (Chase Bank) will front Old Hickory Boulevard. Nolensville Pike is identified as an Arterial-Boulevard and Old Hickory Boulevard as a Scenic Arterial-Boulevard the Major and Collector Street Plan and both Old Hickory Boulevard and Nolensville Pike call for sidewalk and bike path improvements. The plan includes improvements along Nolensville Pike, but because the portion of the plan that fronts Old Hickory Boulevard is separated by a narrow piece of land from street, sidewalk and bike path improvements will not be required along this section. A landscape plan has been included to buffer the parking areas from Nolensville Pike and Old Hickory Boulevard and to meet the landscaping criteria of the Corridor Design Overlay.

### 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 and meets all the criteria of Section 17.40.120. These standards are 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;



## Metro Planning Commission Meeting of 5/14/20

- 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.

This request can be considered a minor modification because there is no proposed change in land use or development type beyond that permitted by approved Planned Unit Development Overlay district. The proposed building is within the square footage allowances permitted by the PUD



## **Metro Planning Commission Meeting of 5/14/20**

and meets the standards of the Corridor Design Overlay. As proposed, the plan is consistent with the Council approved plan, and meets all the criteria for being considered a minor modification.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Limited building details provided. Subject to full and complete plan review for compliance with adopted codes prior to construction permit.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **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.
- Submit copy of private hauler agreement for waste disposal to MPW for bldg. permit approval.

### **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;2) Capacity fees must also be reserved before issuance of building permits for additional lots before their construction may begin.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

5. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
6. The standards for building materials on the front facades of buildings within the CDO must be met:
  - The front façade of a building must be at least 75% brick, brick veneer, stone, cast stone, or architecturally treated concrete masonry units. The remaining 25% may be any material except exposed untreated concrete masonry units.



## **Metro Planning Commission Meeting of 5/14/20**

- The zoning administrator has the authority to grant modifications to the standards of the CDO that do not exceed twenty percent of any signage standard, landscaping requirement, or dimensional requirement relating to building materials. At the zoning administrator's discretion, any modification may be referred to the board of zoning appeals for review and action.
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. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 5/14/20



**2020S-064-001**

3901 - 3905 IVY DRIVE

Map 073, Parcel(s) 078-80, 082

05, East Nashville

07 (Emily Benedict)





**Project No.** Concept Plan 2020S-064-001  
**Project Name** 3901 - 3905 Ivy Drive  
**Council District** 07 - Benedict  
**School District** 5 - Buggs  
**Requested by** Dale and Associates, applicant; Marcia Malone and Charles T. Wehbly and Saly J. Living Trust, owners.

**Deferrals** This item was deferred at the March 26, 2020, April 9, 2020, and April 23, 2020 Planning Commission meetings. A public hearing was held at the April 23, 2020 meeting and remains open.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Disapprove.*

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**APPLICANT REQUEST**

**Concept plan approval to create 30 cluster lots.**

Concept Plan

A request for concept plan approval to create 30 lots for properties located at 3901 and 3905 Ivy Drive and Ivy Drive (unnumbered), approximately 175 feet west of Moss Rose Drive, zoned Single-Family Residential (RS10) (9.05 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 33 lots.*

**Community Character Manual Policy**

The site is within the Urban Neighborhood Maintenance (T4 NM) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T3 NM, the conventional regulations found in Chapter 3 are utilized.

**PLAN DETAILS**

The approximately 9 acre site is located south of the bend in Ivy Drive in East Nashville. The site currently contains 2 single-family houses. The plan proposes 30 single-family residential cluster lots total with 2 lots fronting onto Ivy Drive and the remaining 28 lots fronting onto two proposed streets. The lots are proposed to be a minimum of 5,000 square feet with the two lots that front onto Ivy Drive being approximately half-acre lots. The plan as proposed includes nine critical lots. These critical lots would be subject to the Hillside Development standards within the Metro Zoning Code. A stream bisects a portion of the property and separates the two larger lots on Ivy Drive from the clustered lots to the west. The plan also proposes the required open space and stormwater management facilities to be centrally located near stream and outside the required stream buffers. The applicant is providing a 20 foot landscape buffer on the western and southern property boundary to buffer the development from the adjacent existing lots.



# Metro Planning Commission Meeting of 5/14/20



**Proposed Concept Plan**



## Metro Planning Commission Meeting of 5/14/20

### ANALYSIS

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

This concept plan includes 30 cluster lots under the RS5 zoning, two reductions from the underlying RS10 zoning. In cluster lot subdivisions, a minimum of 15% of the development must be set aside as open space. This development includes 1.85 acres of common open space which is 20% of the site gross acreage.

Section 3-5.2 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Maintenance policies. Infill lots that front onto an existing street are required to meet dimensional standards determined by the surrounding lots on the existing street. An analysis of the surrounding lots yields the following standards that the proposed infill lots onto the existing Ivy Drive must meet:

Minimum lot area: 22,892 square feet

Minimum lot frontage: 76 feet

This subdivision proposes two lots that are subject to these standards and both lots provide sufficient area and frontage as required by the Subdivision Regulations. The remainder of the lots front onto a newly proposed street and are not subject to these compatibility standards.

Section 17.28.030 - Hillside Development Standards of the Metro Zoning Code, encourages areas characterized by 20% or greater slopes to employ the cluster lot provisions for subdivision of land. The Zoning Code states, "In general, lots so created shall be clustered on those portions of the site that have natural slopes of less than 20 percent." The code specifies that the Planning Commission may authorize lots on natural slopes ranging up to twenty five percent, subject to special standards and conditions established in the zoning code.

At the April 23, 2020 Planning Commission meeting, the Commission found that the application as originally presented did not comply with the standard of the Code that requires lots to be clustered outside of areas of 20% slope. The Commission directed the applicant to revise the plan to locate lots outside of areas of 20% slopes, and to provide additional grading information to demonstrate how the lots and infrastructure would relate to areas of slope. Following the meeting, the applicant submitted an updated plan which included a grading plan, but the location and number of lots remains unchanged. The concept plan, as proposed, does not comply with the standards of Section 17.28.030.A.2 which requires lots to be generally clustered outside areas of 20% or greater slopes. Therefore, staff recommends disapproval.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Limited buildings details provided. subject to further review and approval.



## **Metro Planning Commission Meeting of 5/14/20**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approved as a Concept Plan only, Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/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 disapproval.



**SEE NEXT PAGE**



**NO SKETCH**



<b>Project Nos.</b>	<b>Text Amendment 2020Z-009TX-001</b>
<b>Project Name</b>	<b>Street Trees</b>
<b>Council Bill No.</b>	BL2020-288
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Angie Henderson
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

Amend Section 17.20.120 of the Metropolitan Code related to street trees.

**PROPOSED AMENDMENTS TO TITLE 17**

The proposed bill would amend Section 17.20.120 of the Zoning Code by adding the following language as subsection C.2.c (new text shown in underline):

- c. For multi-family and nonresidential development or redevelopment, street trees shall be required within the grass strip/green zone or frontage zone for any sidewalk constructed within a center designated in the general plan.
  - i. Trees shall be installed at a rate of one tree per 30’ of frontage, or portion thereof.
  - ii. Street trees shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List and shall be a minimum of two-inch caliper and a minimum of six feet in overall height. Canopy trees shall be installed except where conflicts with overhead utility lines exist. In those instances, understory trees may be substituted.
  - iii. The final location and spacing of street trees and proposed planting area dimensions and standards shall be subject to review and approval by the Urban Forester and Metro Public Works.
  - iv. The owner of the property frontage along which the street trees are installed shall maintain the street trees installed per this title to the International Society of Arboriculture Standards.
  - v. Required street trees shall be depicted on a landscape plan, which shall be submitted with construction drawings for the sidewalks.
  - vi. Trees installed pursuant to this section shall be eligible for credit toward the tree density required by Chapter 17.24 of this title.

**ANALYSIS**

Section 17.20.120 of the Zoning Code establishes requirements for sidewalks to be constructed with certain types of development and based on certain locational criteria. Subsection 17.20.120.C establishes standards for installation of public sidewalks, including sidewalk design standards; the sidewalk dimensions and required elements shall comply with the Major and Collector Street Plan (MCSP) sections or with adopted Public Works standards for local streets. The proposed amendments specify that when sidewalks are triggered in association with multi-family or nonresidential development located within a center identified in NashvilleNext, the



## Metro Planning Commission Meeting of 5/14/20

developer is required to install street trees within the required grass strip/green zone (planting strip) or frontage zone component of the overall sidewalk.

The proposed amendments establish a minimum number of trees required based on the length of the property frontage, with final placement subject to review by Metro Public Works and the Urban Forester. Maintenance of the installed street trees remains the responsibility of the developer or property owner. The proposed amendments do not impact properties within the Downtown Code (DTC), as the DTC includes separate standards for street trees, nor do the amendments impact one or two-family residential development or multi-family or nonresidential development located outside of NashvilleNext centers.

Over the last few years, Metro Nashville has updated and refined its development regulations pertaining to sidewalks and pedestrian infrastructure. Those standards focus on construction of sidewalks within and around NashvilleNext centers and corridors to benefit residents, visitors, neighborhoods and businesses. Metro has also updated its development regulations pertaining to tree retention and replacement found in Chapter 17.24 of the Zoning Code to increase Nashville's overall tree canopy, enhance the pedestrian realm, and improve and beautify Nashville's developed areas. The most recent update to Chapter 17.24, enacted in September 2019, allowed for developers and property owners to receive tree density (TDU) credit for street trees that meet certain standards.

The proposed amendments link together recent efforts related to sidewalks and trees with a focus on centers as identified in NashvilleNext. Centers should accommodate growth, improve public spaces, support transit, sustain economic activity, and provide walkable access to goods and services close to most parts of the county. Public and private investment should support these goals within centers. Sidewalks constructed within centers include a planting strip or frontage zone, the width of which varies based on context and MCSP requirements. Requiring the installation of street trees within the planting strip will help achieve multiple goals of NashvilleNext.

While the proposed amendments lay out certain minimum standards for street tree installation, the final spacing and location of trees, must ultimately take into account unique site conditions including the locations of intersections and driveways, street lighting and other utilities, and street trees on adjacent sites. Likewise, the appropriate species and planting specifications may also vary by site to account for underground utilities, width of the planting strip, orientation and aspect, and other factors. In order to provide predictability for design professionals and the public as well as consistent implementation of the Zoning Code, a set of planting, installation and maintenance specifications and guidelines are currently being developed with input from various Metro agencies including Stormwater, Public Works, Urban Forestry, Planning, and Codes. These specifications and guidelines, once finalized, will be incorporated into policy manuals maintained by Metro Stormwater, and will guide review of plans that incorporate street trees during the permit process.

As a part of the sidewalk design standards in Section 17.20.120, an applicant seeking relief from the requirements of this proposed amendment would seek relief pursuant to Subsection 17.20.120.A.3, which outlines the provisions for waiver of the requirements of the section by the





## Metro Planning Commission Meeting of 5/14/20

Zoning Administrator, commonly referred to as a sidewalk waiver. If a sidewalk waiver is granted, that waiver could include an alternative design that reduces or eliminates the required street trees, just as sidewalk waivers sometimes reduce or eliminate the required planting strip or other elements in order to prioritize safe pedestrian movement given the site conditions. It is important to note that the tree bank, established in Section 17.40.480, is an alternative method of complying with the tree density requirements in Chapter 17.24 of the zoning code. If the Zoning Administrator determines that a fee-in-lieu of construction is appropriate for any part of the required sidewalk including required street trees, that fee-in-lieu will be assessed per the sidewalk fee-in-lieu process, not via the tree bank.

### **Zoning Administrator Recommendation**

No exception taken.

### **Fiscal Impact Recommendation**

The Metro Codes Department will implement this section of the Zoning Code at the time of building permit review as is their current enforcement practice, and building permits will continue to be referred to Public Works, Urban Forestry, Metro Water Services and Stormwater as applicable for review. The Codes Department anticipates the proposed amendment to be revenue neutral in regards to review of permits.

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### **Bill BL2020-288**

An ordinance to amend Section 17.20.120 of the Metropolitan Code related to street trees (Proposal No. 2020Z-009TX-001).

WHEREAS, Nashville's General Plan, NashvilleNext, provides guidelines by which Metropolitan Nashville grows and develops; and

WHEREAS, an important feature in this growth includes improvements of public spaces, safely walkable access to goods and service throughout the county, and other benefits to residents, neighborhoods, and businesses; and

WHEREAS, beginning July 2017, Metro expanded the strategic framework for sidewalk requirements and has over the last several years focused on improved implementation of sidewalks across Nashville and Davidson County; and

WHEREAS, Metro updated development regulations for tree retention and replacement to increase Nashville's overall tree canopy, enhance the pedestrian realm, retain stormwater, and beautify Nashville's developed areas; and

WHEREAS, pursuant to Section 17.20.120 of the Metropolitan Code of Laws, sidewalks are required to be constructed with certain types of development and based on certain locational criteria, including for multi-family and nonresidential development in NashvilleNext centers; and

WHEREAS, requiring street trees to be planted in the furnishing/green zone for sidewalks



## Metro Planning Commission Meeting of 5/14/20

constructed meeting these criteria will help the Metropolitan Government meet multiple strategic goals.

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

Section 1. That Section 17.20.120 of the Metropolitan Code, the Zoning Ordinance for the Metropolitan Government of Nashville and Davidson County, is hereby amended by adding the following provisions as subsection C.2.c:

- c. For multi-family and nonresidential development or redevelopment, street trees shall be required within the grass strip/green zone or frontage zone for any sidewalk constructed within a center designated in the general plan.
  - i. Trees shall be installed at a rate of one tree per thirty feet of frontage, or portion thereof.
  - ii. Street trees shall be chosen from the Urban Forestry Recommended and Prohibited Tree and Shrub List and shall be a minimum of two-inch caliper and a minimum of six feet in overall height. Canopy trees shall be installed except where conflicts with overhead utility lines exist. In those instances, understory trees may be substituted.
  - iii. The final location and spacing of street trees and proposed planting area dimensions and standards shall be subject to review and approval by the Urban Forester and Metro Public Works.
  - iv. The owner of the property frontage along which the street trees are installed shall maintain the street trees installed per this title to the International Society of Arboriculture Standards.
  - v. Required street trees shall be depicted on a landscape plan, which shall be submitted with construction drawings for the sidewalks.
  - vi. Trees installed pursuant to this section shall be eligible for credit toward the tree density required by Chapter 17.24 of this title.

Section 2. This ordinance shall take effect from and after its passage and such change be published in a newspaper of general circulation, the welfare of the Metropolitan Government of Nashville and Davidson County requiring it.

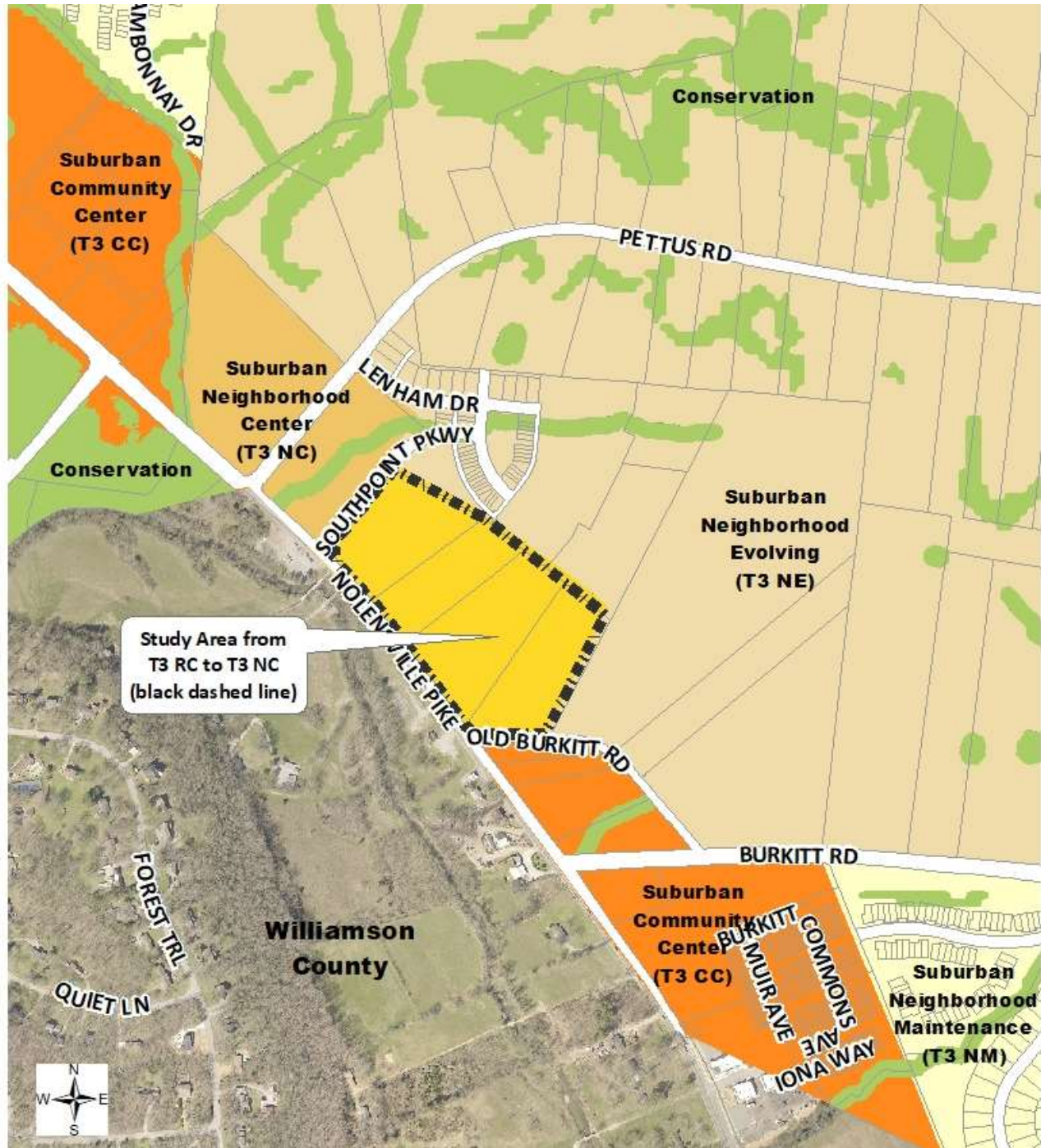
**Sponsor(s)** Angie Henderson



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 5/14/20



**2020CP-012-002**

**SOUTHEAST COMMUNITY PLAN AMENDMENT**

Map 181, Parcel(s) 085; Map 186, Parcel(s) 001-003

12, Southeast

31 (John Rutherford)



**Project No.** Major Plan Amendment 2020CP-012-002  
**Project Name** Southeast Community Plan Amendment  
**Associated Cases** 2020Z-046PR-001  
**Council District** 31 – Rutherford  
**School District** 2 – Elrod  
**Requested by** Kimley-Horn, applicant; Brentwood Methodist Church, Traditions of Mill Creek, LLC, Zadik Holdings, LLC, and Ralph Jenkins, owners.

**Deferrals** This request was deferred from the April 9, 2020, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** McCaig  
**Staff Recommendation** Approve.

**APPLICANT REQUEST**

**Amend Southeast Community Plan to change the policy.**

Major Plan Amendment

A request to amend the Southeast Community Plan by changing from T3 Suburban Residential Corridor policy to T3 Suburban Neighborhood Center 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 Specific Plan (SP) and Agricultural and Residential (AR2a) (16.62 acres).

**SOUTHEAST COMMUNITY PLAN**

**Current Policy**

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

**Proposed Policy**

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve neighborhoods generally within a five-minute drive. These centers are pedestrian friendly areas, generally located at street intersections that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served by well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.



## Metro Planning Commission Meeting of 5/14/20

### BACKGROUND

The study area, consisting of four large properties, is located along Nolensville Pike near the Williamson County Line. It is located between Suburban Community Center (T3 CC) policy and T3 NC policy. Properties on the west side of Nolensville Pike are in Williamson County. In recent years, many properties along Nolensville Pike have been rezoned to allow for a mix of uses. Off the corridor in both counties, many properties remain large-lot single family homes, along with smaller lot subdivisions.

The applicant requested this plan amendment in conjunction with Case #2020Z-046PR-001, a request to rezone two of the four properties, 6944 Nolensville Pike and 7236 Old Burkitt Road, from AR2a (agricultural and residential on two-acre minimum lots) to CL-A (commercial limited alternative) and MUL-A (mixed use limited alternative). These two properties comprise 9 acres out of the study area's total 16.62 acres and currently contain single family residences on large lots with stands of mature trees.

The third property at 6930 Nolensville Pike also contains a single-family home and trees. The fourth property at 7100 Southpoint Parkway was rezoned to SP (specific plan) in 2017 to allow for an assisted living facility which is now operational. Adjacent to the north is a commercial development, not yet under construction, rezoned to SP in 2018. Adjacent to the south are commercial properties, also not yet developed, that were rezoned in 2016 to SP.

To the west across Nolensville Pike is Williamson County with some services and retail uses along with Mill Creek and floodplain. The surrounding area in Williamson County is comprised of residential uses, including subdivisions.

### 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 coordinated with the applicant, the Cane Ridge Community Club, and the Cane Ridge Community Trust to hold a community meeting on March 11, 2020. Planning staff discussed the long-range planning process and the proposed amendment. Approximately 20 people attended the meeting, including staff, the applicant team, and the district councilmember. At the meeting, community leaders outlined their preferred process of potential applicants working with the community on project ideas prior to official submittal of applications to the Planning Department. Also at the meeting, the Cane Ridge Community Club leadership outlined its Resource Declaration which discusses the importance of protecting the natural environment, historical features and people, and rural character.

Attendees at the meeting expressed:

- Concern about losing all the natural features, including groves of large trees, with development as has been the case on adjacent sites.
- Concern about stormwater drainage and landscape buffers.
- Concern about accessing a historic site on the adjacent property.
- Holding more discussions with the applicant to address concerns.



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The applicant team agreed to continue discussions with community leaders to address concerns and see if concerns could be addressed through the proposed zoning districts (CL-A and MUL-A). The applicant told staff that they have held subsequent discussions with community leaders since the meeting.

### **ANALYSIS OF SUBURBAN NEIGHBORHOOD CENTER POLICY**

The application of T3 NC policy is consistent with surrounding policy currently applied to properties on the east side of Nolensville Pike.

### ***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 this portion of Nolensville Pike as "Neighborhood," residential areas offering a mix of housing types and character with smaller civic and employment areas and small neighborhood centers. To the north and south along Nolensville Pike are "Transition or Infill" areas, supporting a variety of uses that transition in scale between residential areas and mixed use "Center" areas. 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, along a major corridor, makes it appropriate to add the study area to the adjacent T3 NC policy area.

### **Community Character Policy Application**

"Neighborhood" and "Transition or 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.

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 Southeast Community Plan uses Community Character Policies that are tailored to the suburban and rural character of neighborhoods throughout its geographic area. 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 Southeast Plan area also has numerous natural features including significant floodplain areas and steep slopes that warrant preservation and, where previously disturbed, reclamation.

The T3 Suburban Transect category is the bridge between the Rural and Urban Transect areas. Development within T3 Suburban is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environments. Suburban centers play an integral role in complete neighborhoods. T3 Suburban policies encourage the evolution of suburban centers into more mixed use and commercial nodes along major corridors with the goal of creating a neighborhood or community center rather than strip commercial.



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T3 Suburban policies also encourage redevelopment of centers into destinations that appeal to pedestrians and cyclists (e.g. multi-modal access with less reliance on the automobile). While suburban commercial centers have traditionally served pass-through customers, the evolving suburban mixed use centers will be accessible via auto, existing or planned transit, bike, or on foot, truly serving the surrounding neighborhoods.

The proposed expansion of the T3 NC policy is consistent with the intent of the application of this policy category. T3 NC policy should be applied to areas that are suitable for creating services to meet the daily needs of the surrounding neighborhoods within a five-minute drive. T3 NC areas are pedestrian-friendly areas, generally located at intersections of suburban streets, where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access such as arterial-boulevard and collector-avenue streets. It is also preferable that the same policy categories are applied along street frontages, and the proposed expansion of the policy area will make it more closely align with the adjacent T3 NC policy across to the north. The study area includes a recent development, an assisted living facility. The area is also adjacent to a new residential subdivision. Both developments will benefit from an easily accessible center and additional consumer goods and services to support the growing neighborhood.

### Key Findings

- T3 NC's intent of providing services to meet the neighborhood's daily needs make it an appropriate policy for this location.
- The subject property's location makes it appropriate to add to the adjacent T3 NC area.
- Adjacent developments will benefit from increased neighborhood services.

### **Transportation and Connectivity**

The proposed expansion of the T3 NC policy is appropriate, given the high level of existing and proposed connectivity along this section of Nolensville Pike, a major arterial. The study area is also between Pettus Road, a collector avenue, and Burkitt Road, an arterial boulevard. The study area also accesses Old Burkitt Road, a local street, on the south side. The pedestrian realm will be enhanced through the construction of sidewalks which are consistent with the Major and Collector Street Plan and local street standards. This section of Nolensville Pike is in the process of being widened, and sidewalk construction for properties in this area will occur along with road construction.

### Key Findings

- While the area lacks transportation options other than driving, the existing street network is adequate to support intensity/density envisioned by T3 NC for this location.
- Multimodal connectivity will be improved with the development's construction of sidewalks along the street frontage.

### **Relationship to Surrounding Policy**

The study area is surrounded by three policy areas in Davidson County:

- T3 Suburban Community Center (T3 CC) to the northwest and adjacent to the southeast, which is applied to existing center areas along Nolensville Pike.
- T3 Suburban Neighborhood Center (T3 NC) adjacent to the northwest.





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- T3 Suburban Neighborhood Evolving (T3 NE) to the east, which is applied to the mixture of housing, ranging from large agricultural lots to newer small lots, in the adjacent residential areas.

The study area is adjacent to Williamson County, which is across Nolensville Pike to the west. There are some services and retail uses, along with Mill Creek and floodplain. The larger area is comprised of residential uses, including subdivisions.

### Key Finding

- There is a mixture of policy categories in this area due to its location along the Nolensville Pike corridor and adjacency to Williamson County.

### **Analysis Summary**

Amending the Community Character Policy to T3 NC is appropriate at this location. In summary, the change in policy for the study area is appropriate due to the following:

- Concept Map's vision for this area makes it appropriate to add the study area to the adjacent T3 NC policy area.
- T3 NC's intent of providing services to meet the neighborhood's daily needs make it an appropriate policy for this location.
- There is a mixture of policy categories in this area due to its location along the Nolensville Pike corridor and adjacency to Williamson County.
- The subject property's location along a major corridor makes it appropriate to add to the adjacent T3 NC area.
- Adjacent developments will benefit from increased neighborhood services.
- While the area currently lacks transportation options other than driving, the existing street network is adequate to support intensity/density envisioned by T3 NC for this location.
- Multimodal connectivity will be improved with the development's construction of sidewalks along the street frontage.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 5/14/20



**2020Z-046PR-001**

Map 186, Part of Parcel(s) 002, 003

12, Southeast

31 (John Rutherford)



**Project No.** Zone Change 2020Z-046PR-001  
**Associated Case No.** 2020CP-012-002  
**Council District** 31 - Rutherford  
**School District** 2 - Elrod  
**Requested by** Kimley-Horn, applicant; Brentwood United Methodist Church, Edward Johnson and Ralph Jenkins, owners.

**Deferrals** This request was deferred from the April 9, 2020, Planning Commission meeting. No public hearing was held.

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

**APPLICANT REQUEST**

**Zone change from AR2a to CL-A and MUL-A.**

Zone Change

A request to rezone from Agricultural and Residential (AR2a) to Commercial Limited – Alternative (CL-A) and Mixed Use Limited – Alternative (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 (8.6 acres).

**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 four lots with one duplex lot for a total of five residential units.*

**Proposed Zoning**

Commercial Limited – Alternative (CL-A) is intended for retail, consumer service, financial, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

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

**SOUTHEAST COMMUNITY PLAN**

**Existing Policy**

T3 Suburban Residential Corridor (T3 RC) is intended to maintain, enhance, and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and



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operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

### **Proposed Policy**

T3 Suburban Neighborhood Center (T3 NC) is intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

### **ANALYSIS**

The request includes two separate properties. Combined the two properties are approximately 8.6 acres in size. The site is located along the east side of Nolensville Pike. Surrounding land uses consist of single-family residential, multi-family residential and nonresidential. As proposed, the request calls for approximately five acres along Nolensville Pike be rezoned to CL-A and the remaining approximately 3 acres at the rear of the site to be rezoned to MUL-A.

The T3 RC policy that applies to the two properties proposed to be rezoned supports only residential development. While the proposed MUL-A zoning district permits residential it also permits nonresidential uses. The proposed CL-A zoning district would only permit commercial uses. Since the proposed zoning districts permit nonresidential uses, then they are not consistent with the existing residential policy.

The proposed CL-A and MUL-A zoning districts are consistent with the proposed T3 NC policy. Unlike the T3 RC policy, the proposed T3 NC policy supports nonresidential uses. The proposed MUL-A zoning district also supports residential uses. Both proposed districts include design standards intended to implement the goals of the proposed T3 NC policy. Since MUL-A permits residential it can provide for a transition between commercial uses along Nolensville Pike and the residential zoning district adjacent to the subject site's eastern property boundary. The Zoning Code will require any new development in the MUL-A zoning district provide a landscape buffer yard along the eastern property boundary which will provide for a smoother transition. If the proposed policy amendment is approved, the staff recommends approval of the proposed CL-A and MUL-A zoning districts. If the proposed policy amendment is disapproved, then staff recommends disapproval of the proposed CL-A and MUL-A zoning districts.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

Rezoning analysis was conducted for 100 multi-family units, 89,500 square feet of retail, and 89,500 square feet of restaurant to assess the transportation impacts at the intersection of



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Nolensville Pike at Burkitt Road, Nolensville Pike at Old Burkitt Road, Nolensville Pike at Pettus Road, and Burkitt Road at Old Burkitt Road.

TDOT is currently creating construction plans to widen Nolensville Pike within the vicinity of the application to a five-lane roadway. The analysis assumed completion of this roadway widening.

The following roadway improvements may be warranted at full theoretical buildout of the site:

### Nolensville Road at Old Burkitt Road

- Widen the westbound approach to include one left-turn lane and one right-turn lane.
- Construct a northbound right-turn lane.

### Nolensville Pike at Pettus Road

- Roadway improvements proposed with approved background developments shall be sufficient.

### Burkitt Road at Old Burkitt Road

- Widen the southbound approach to include one left-turn lane and one right-turn lane.
- Construct a westbound right-turn lane.
- Construct an eastbound left-turn lane.

#### Maximum Uses in Existing Zoning District: CL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	5.6	0.6 F	146,361 SF	277	43	46

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	-	0.6 F	100 U	716	48	60

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	0.6 F	89,500 SF	5681	285	613

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	-	0.6 F	89,500 SF	7504	66	699



## Metro Planning Commission Meeting of 5/14/20

Traffic changes between maximum: CL-A and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+13624	+356	+1326

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 1 Elementary 1 Middle 1 High**

**Projected student generation proposed CL-A and MUL-A districts: 13 Elementary 10 Middle 7 High**

The proposed CL-A and MUL-A zoning districts would generate 27 more students than the existing AR2a zoning district. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School.

### STAFF RECOMMENDATION

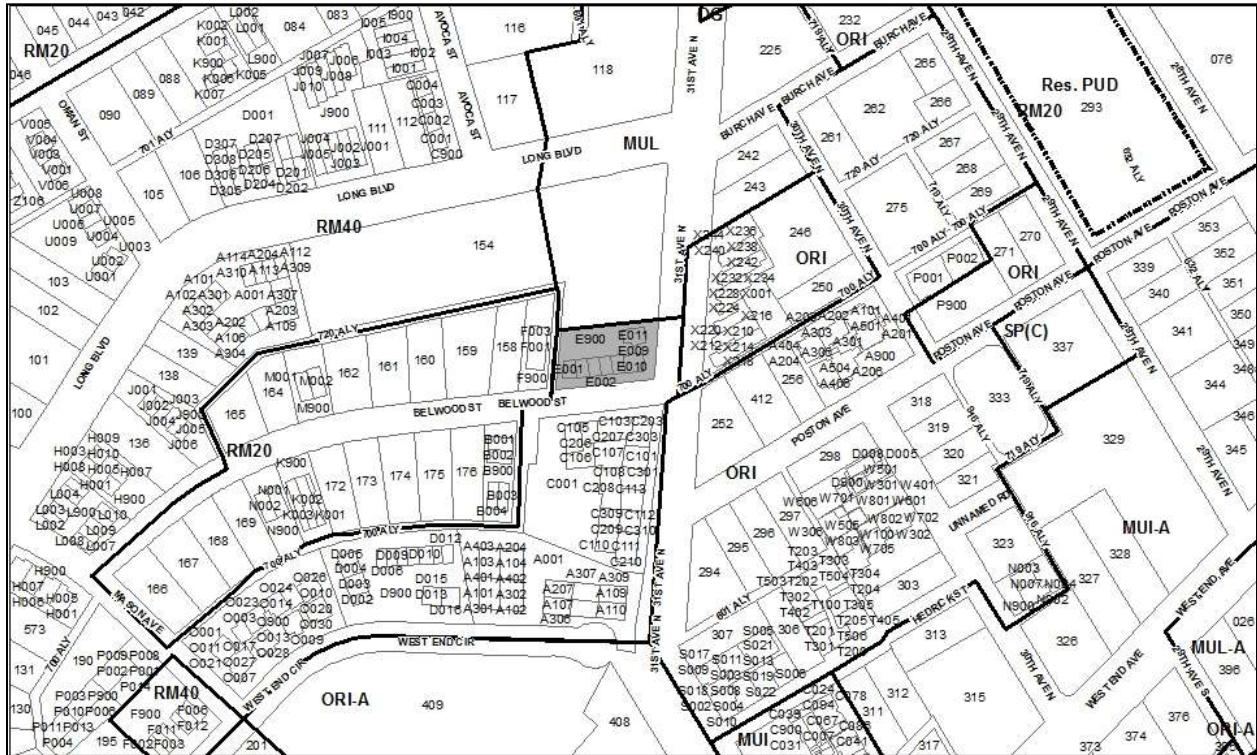
Staff recommends approval subject to the approval of the associated plan amendment and disapprove if the associated plan amendment is not approved.



## Metro Planning Commission Meeting of 5/14/20



# Metro Planning Commission Meeting of 5/14/20



**2005UD-006-043**

**31<sup>ST</sup> AND BELWOOD**

Map 104-02-2-E, Parcel(s) 006-013, 900

10, Green Hills – Midtown

21 (Brandon Taylor)





**Project No.** UDO Modification 2005UD-006-043  
**Project Name** 31st and Belwood  
**Council District** 21 – Taylor  
**School District** 8 – Pupo-Walker  
**Requested by** Michael Garrigan, Dale & Associates, applicant; Ross Schilling, owner

**Deferrals** This item was deferred at the April 9, 2020, and April 23, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Hammer  
**Staff Recommendation** Approve.

**APPLICANT REQUEST**

**Modifications to the side yard setback standard of the 31st Avenue & Long Boulevard Urban Design Overlay.**

UDO Modification

A requested modification to the standards of the 31st Avenue & Long Boulevard Urban Design Overlay on property located at 215 31st Avenue North, at the corner of 31st Avenue North and Belwood Street, zoned Multi-Family Residential (RM40) (0.33 acres) to permit the reduction of a side yard setback from 5 feet to 2 feet.

**Existing Zoning**

Multi-Family Residential (RM40) is intended for single-family, duplex, and multi-family dwellings at a density of 40 dwelling units per acre. *RM40 would permit a maximum of 13 units.*

**Existing Overlay Zoning**

31st Avenue & Long Boulevard Urban Design Overlay is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the urban setting, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not ensured by the application of the conventional bulk, landscaping and parking standards of the Metro Zoning Code.

**GREEN HILLS – MIDTOWN 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



# Metro Planning Commission Meeting of 5/14/20

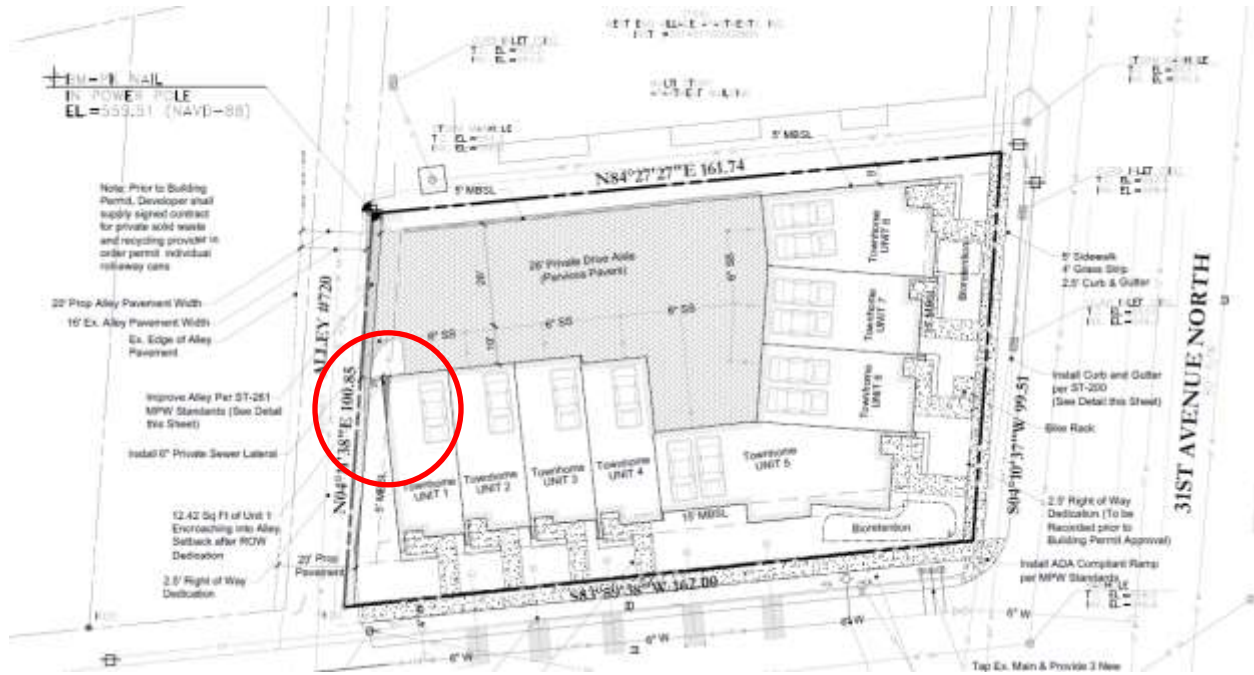


Figure 1: Site Plan (modification location shown in red)



Figure 2: Perspectives



## Metro Planning Commission Meeting of 5/14/20

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.

### Consistent with Policy?

Yes. The project proposes a moderate density development with shallow setbacks. The project allows vehicular access from the alleyway, utilizing the existing block structure.

### **PROPOSAL DETAILS**

The property is located at the northwest corner of 31<sup>st</sup> Avenue North and Belwood Street. The project consists of eight townhomes with 12 parking spaces. The property has frontage on 31<sup>st</sup> Avenue North and Belwood Street and on-street parking is available along Belwood Street. Vehicular access is taken from a rear alley.

The 31<sup>st</sup> Avenue & Long Boulevard UDO is divided into subdistricts and standards apply to building types within sub-districts. The property is within the G-1 General subdistrict, which is intended to remain predominantly residential with a consistent streetscape without sacrificing variety in housing type and design. Design standards are not the same for every property because the streets have a variety of characters.

A 5-foot side yard setback is required for townhomes within the G-1 subdistrict. The applicant is proposing a 2-foot side yard setback for the western façade of Unit 1, adjacent to an alley.

### **DESIGN REVIEW COMMITTEE RECOMMENDATION**

The 31<sup>st</sup> Avenue & Long Boulevard Design Review Committee (DRC) met March 12, 2020 to discuss the project. The DRC recommended approval of the request, noting that it was substantially similar with the site plan exhibits viewed previously. The DRC did note that if any life safety concerns preclude the reduction in step-back, other solutions should be explored.

### **ANALYSIS**

The property is located on the corner of Belwood Street and 31<sup>st</sup> Avenue North. 31<sup>st</sup> Avenue North is a high intensity corridor, especially at its intersection with Long Boulevard. Previously, the Planning Commission approved a modification to reduce the build-to line of several units from the required 15' build-to line. These reductions ranged from 13 feet to 9 feet, 6.5 inches and were applied to Units 4, 5, and 8. After this modification was approved, the applicants submitted a final site plan that reflected these reductions.

During the final site plan review process, staff identified that a portion of one of the units encroached substantially into the side yard setback. The conceptual plans produced for the modification did not account for comments from Public Works regarding widening the alley right-of-way from 7.5 feet to 10 feet from centerline. After staff relayed these comments to the applicant, Planning was not contacted again regarding the project and placed the final site plan on hold.



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However, a building permit for this site was issued in error, without the knowledge or approval of the Planning Department. In January, it was discovered that the project had commenced construction and had been issued a permit in error, without a review from Planning. After contacting the Codes Department, a Stop Work Order (SWO) was issued for Unit 1, the specific portion of the project in violation of the UDO.



**Figure 3: Existing Non-compliant Construction**

Planning staff does not approve of the circumstances of the modification and would typically recommend disapproval for modifications sought to justify an error. However, after discussion and a holistic consideration of all the issues at hand, the DRC for this UDO recommended approval of the modification. This UDO was amended in 2007 to create the DRC and give the community a formal role in the redevelopment of the neighborhood. The DRC relies on staff to provide accurate review of overlay standards and staff relies on the DRC to help guide this change and to monitor the success of the overlay. The DRC felt that the modification, regardless of the circumstances, could be supported and also felt that the modification was not detrimental to the project from an urban design perspective.

Recognizing that the building exists and that the DRC believes the modification to the side yard setback is consistent with the intent of the overlay, staff recommends approval of the modification to reduce the side yard setback from 5 feet to 2 feet for Unit 1 of the project. Staff notes that this recommendation neither justifies past errors nor excuses future projects from full compliance. Staff has had extensive conversations with the Codes department regarding this case to prevent this type of situation from occurring in the future. Staff has been advised that Planning must receive a review on all permits when they are within an Urban Design Overlay.

Regardless of the outcome of this modification request, a full, revised final site plan set must be submitted to Planning staff. This set should be consistent with the decision of the Planning



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Commission regarding this modification and will require the review of all departments under the existing final site plan case. In the absence of this, Planning may recommend that the Codes Department issue a SWO for the remainder of the units.

### **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**

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **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.
- Comply w/ MPW traffic engineer comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with Conditions**

- Provide guest parking on site. Apply to T&P to sign bulb in parking on 31st Avenue for rideshare and short-term delivery and no parking a minimum of 25' to corner of Belwood St.

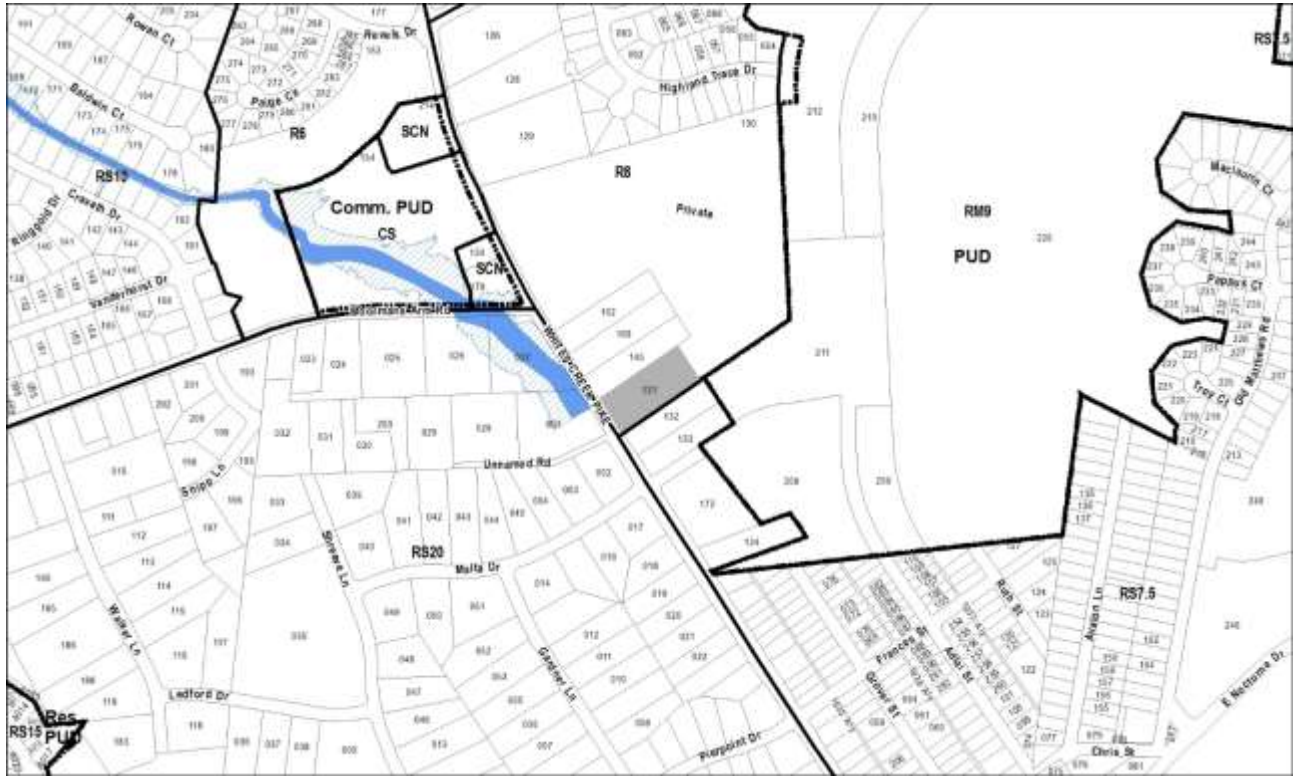
### **STAFF RECOMMENDATION**

Staff recommends approval of this modification to reduce the side yard setback from 5 feet to 2 feet for Unit 1.





# Metro Planning Commission Meeting of 5/14/20



**2020Z-013PR-001**

Map 059, Parcel(s) 131

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



<b>Project No.</b>	<b>Zone Change 2020Z-013PR-001</b>
<b>Council District</b>	02 - Toombs
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Civic Design Group, applicant; Fed Development LLC, owner.
 <b>Deferrals</b>	 This item was deferred at the March 26, 2020, and April 23, 2020, Planning Commission meetings. No public hearing was held.
 <b>Staff Reviewer</b>	 Napier
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from R8 to RM15-A.**

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Multi-Family Residential – Alternative (RM15-A) zoning for property located at 2607 Whites Creek Pike, approximately 440 feet south of Moormans Arm Road (1.6 acres).

**Existing Zoning**

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 8 lots with 2 duplex lots for a total of 10 residential units, based upon acreage alone; application of the subdivision regulations may result in fewer lots.*

**Proposed Zoning**

Multi-Family Residential – Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of 24 residential units.*

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

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



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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 they have already been disturbed. In this instance the conservation policy identifies the presence of a stream, however the applicant provided a determination received from the Tennessee Department of Environmental Conservation (TDEC) which classifies the water feature as a wet weather conveyance. Wet weather conveyance water features do not represent sensitive environmental resources and may be altered or impacted to a greater extent than water features which are classified as streams. Permits are required for alterations to wet weather conveyances and must be approved by TDEC.

### 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. The Supplemental policy identifies a planned bikeway along Whites Creek Pike. The requirements of the Major and Collector Street Plan note a 6 foot bike lane, 8 foot wide grass strip, and 6 foot wide sidewalk are required along the entire frontage of the site.

### **ANALYSIS**

The proposed RM15-A is consistent with the T3 NE policy at this location. The policy recognizes that the area will change over time. The site fronts Whites Creek Pike which is classified as a major arterial street within the Major and Collector Street Plan. Due to the property's frontage along Whites Creek Pike additional density is appropriate. Additional density supports commercial uses located to the south east of the site along the West Trinity Lane corridor. The property is also located adjacent to other multi-family zoning districts and existing apartment buildings.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Traffic study may be required at time of development.





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Maximum Uses in Existing Zoning District: **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)	1.6	5.445 D	16 U	118	8	9

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	1.6	D	23 U	169	9	13

Traffic changes between maximum: **R8 and RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+5 U	+218	+13	+17

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed RM15-A district: 3 Elementary 2 Middle 1 High**

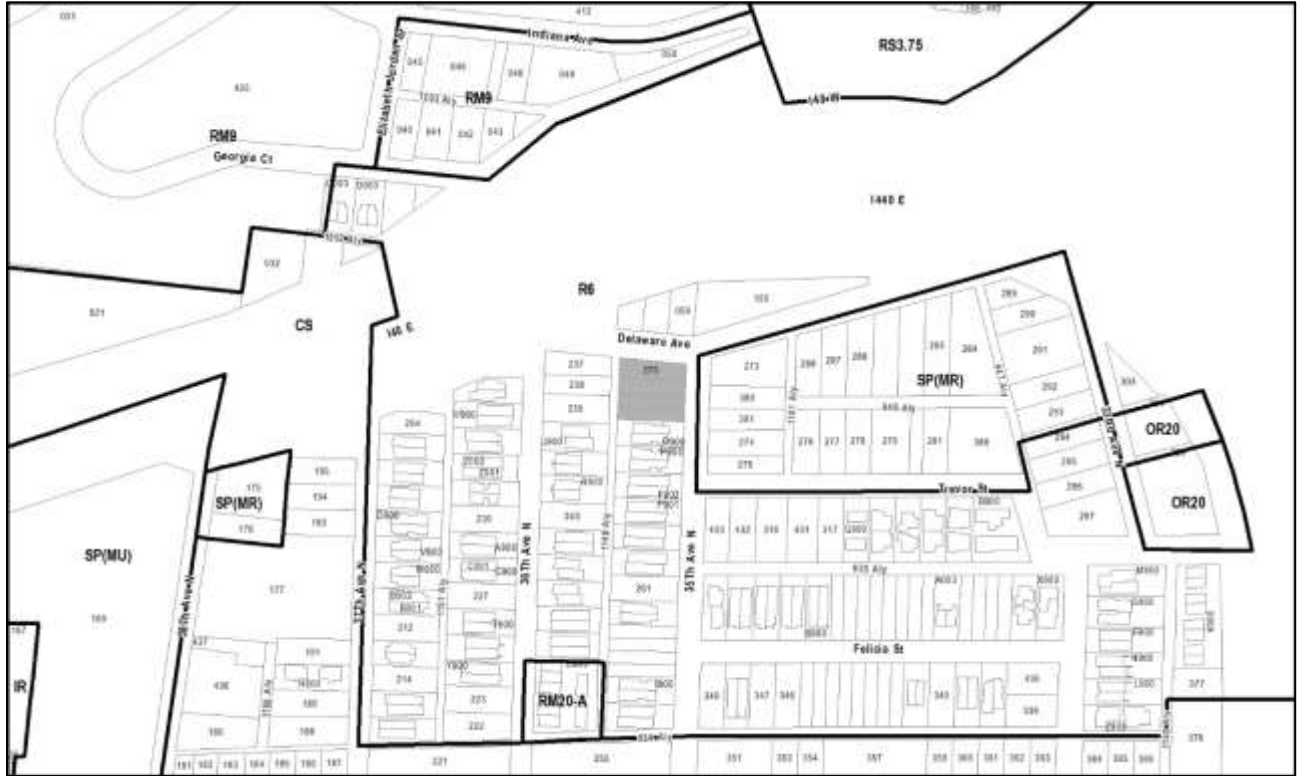
The proposed RM15-A zoning district would generate three more students than what is typically generated under the existing R8 zoning district. Students would attend Lillard Elementary, H.G. Hills Middle School, and Whites Creek High School.

### STAFF RECOMMENDATION

Staff recommends approval. The proposed RM15-A zoning district is consistent with the T3 NE land use policy at this location.



# Metro Planning Commission Meeting of 5/14/20



**2020Z-028PR-001**  
Map 092-09, Parcel(s) 268-270, 396  
07, West Nashville  
21 (Brandon Taylor)



**Project No.** **Zone Change 2020Z-028PR-001**  
**Council District** 21 - Taylor  
**School District** 5 - Buggs  
**Requested by** Smith Gee Studio, applicant; Twenty Holdings, LLC, owners.

**Deferrals** This item was deferred at the March 12, 2020, March 26, 2020, April 9, 2020, and April 23, 2020 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Disapprove.*

**APPLICANT REQUEST**  
**Zone change from R6 to RM20-A.**

Zone Change

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

**Existing Zoning**

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

**Proposed Zoning**

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

**WEST NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 5/14/20

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

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

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

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

### **FIRE RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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



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

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

\*Based on two-family lots

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

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

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

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

### METRO SCHOOL BOARD REPORT

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

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

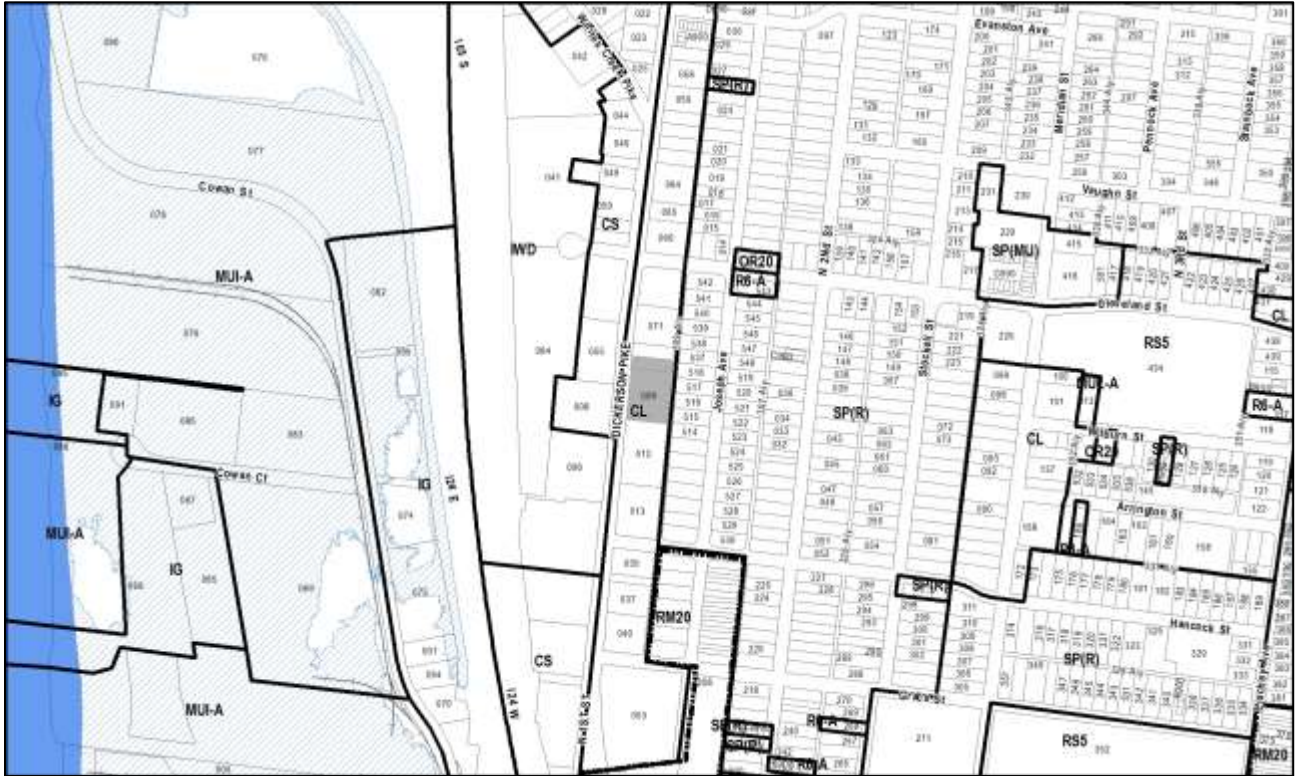
The proposed R6-A zoning is anticipated to generate two more students than the existing RS5 zoning district. Students would attend Park Elementary School, McKissack Middle School, and Pearl-Cohn High School.

### STAFF RECOMMENDATION

Staff recommends disapproval of the requested rezoning.



# Metro Planning Commission Meeting of 5/14/20



**2020SP-018-001**  
829 DICKERSON PIKE SP  
Map 082-02, Parcel(s) 074  
Map 082-06, Parcel(s) 009  
05, East Nashville  
05 (Sean Parker)



**Project No.** Specific Plan 2020SP-018-001  
**Project Name** 829 Dickerson Pike SP  
**Council District** 05 – Parker  
**School District** 5 - Buggs  
**Requested by** S + H Group, LLC, applicant; Dickerson Road Investor, LLC and 829-D, LLC, owners.

**Deferrals** This item was deferred from the March 12, 2020, March 26, 2020, and April 9, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Disapprove.*

**APPLICANT REQUEST**

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

Zone Change

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

**Existing Zoning**

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

**Proposed Zoning**

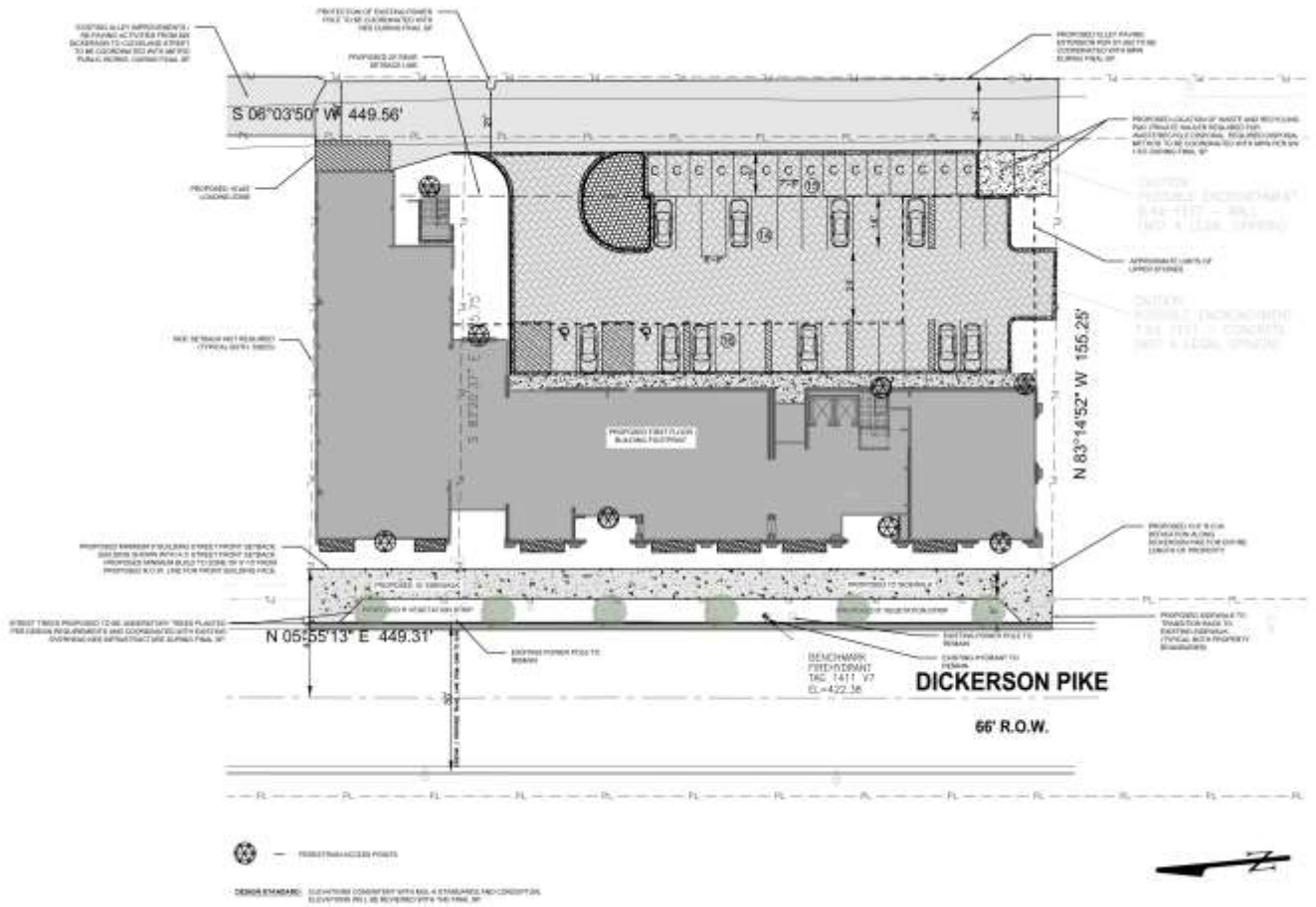
Specific Plan-Mixed Use (SP-MU) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition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

**SITE CONTEXT AND PLAN DETAILS**

The 0.9-acres site includes 2 parcels and is located midblock, between Cleveland Street and Hancock Street, on the east side of Dickerson Pike. The larger parcel (829 Dickerson) contains a vacant building which is proposed to be removed, and the smaller parcel (835 Dickerson) contains a commercial building, which is indicated to be retained and integrated into the development. Surrounding properties along Dickerson Pike include primarily commercial and industrial uses. Alley #309 runs along the back of the site and is generally the dividing line between the non-residential uses along the corridor, and the residential uses to the east. The rear alley provides access to properties which front onto Joseph Avenue, to the east.



# Metro Planning Commission Meeting of 5/14/20



Proposed site plan





## Metro Planning Commission Meeting of 5/14/20

### Site Plan

The plan proposes a mixed-use building that fronts Dickerson Pike, with vehicular access provided from Alley #309. The building's north and south wings extend towards the rear alley, partially covering the surface parking area located off the alley. Proposed uses include a 100-room hotel, retail, and restaurant. The building is four stories, with a fifth story which will include additional hotel rooms, a restaurant, and fitness center. Pedestrian entries will connect to the sidewalk and planting strip, which will be installed to meet the Major and Collector Street Plan requirements. No vehicular access is proposed from Dickerson Pike.

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

The Dickerson South Corridor Study also established a supplemental Building Heights Subdistricts policy for the area, which provides guidance on maximum building heights and appropriate zoning districts that achieve close to the maximum height envisioned by the subdistrict. This site is located in a T4 CM subdistrict which supports maximum heights of up to 4 stories. This subdistrict spans the east side of Dickerson Pike, from Douglas Avenue south to Grace Street, and is intended to provide an appropriate step down in height and development intensity between the Dickerson Pike corridor and the neighborhood. This subdistrict supports only the RM20-A, MUN-A, and MUL-A zoning districts. The pattern of development created by the supported zoning districts is consistent with envisioned height and development intensity supported by the subdistrict.

### **ANALYSIS**

The plan proposes redevelopment of vacant and/or underutilized properties into a mixed use development along a major corridor, which would generally be supported by the T4 CM policy. The building addresses the street with several pedestrian entries, and the plan calls for improved pedestrian infrastructure along the Dickerson Pike frontage per the Major and Collector Street Plan.

However, the plan proposes maximum building heights that exceed those supported by the Dickerson South Corridor Study. The plan proposes a 5<sup>th</sup> story with an overall maximum height of 5 stories in 75 feet. Although the fifth story steps back from the lower levels, the overall height is inconsistent with the maximum height supported by the T4 CM subdistrict in this



## **Metro Planning Commission Meeting of 5/14/20**

portion of the Dickerson South Corridor Study, which supports heights of up to 4 stories only. The fifth story wraps portions of the building's north and south wings, moving away from the corridor and towards residential areas located opposite Alley #309. This is inconsistent with the community's desire for higher intensities on the west side of Dickerson Pike that progressively step down in height and massing moving eastward and into established neighborhoods.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Alley noted as 20'w. Limited building details provided. Subject to full and complete plan review for compliance with adopted code prior to construction permitting.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Add C/D Note to plans:  
(Size driveway culverts per the design criteria set forth by the Metro Stormwater Management Manual (Minimum driveway culvert in Metro ROW is 15' CMP).)

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- 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 or the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- For final SP approval, comply with MPW traffic comment: identify off-site parking location for site.
- From previous comments, Alley pavement improvements extending from Hancock to Cleveland shall be coordinated with MPW at final SP.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

Revised TIS was received 4/21/20. Comply with TIS conditions.

- The analyses conducted for the proposed project indicate that the signalized intersection of Dickerson Pike and Cleveland Street will operate at LOS B during both peak hours under existing, background, and total projected conditions. Therefore, no laneage or traffic control modifications will be necessary to provide adequate traffic operations at this intersection in conjunction with the proposed project. The analyses conducted for the purposes of this study indicate that the westbound left turns onto Dickerson Pike will extend beyond the alley during the busiest times during the peak hours. However, these



## Metro Planning Commission Meeting of 5/14/20

conditions will occur for relatively short periods of time, and the existing traffic signal will create gaps in the eastbound and westbound traffic on Cleveland Street.

- The analyses conducted for the proposed project indicate that, at the unsignalized intersection of Dickerson Pike and Hancock Street, most of the critical turning movements will operate at LOS D or better during both peak hours under existing, background, and total projected conditions. Although the westbound turning movements will operate at LOS E or LOS F during the peak hours, the average vehicle delays will be reasonable, and the typical vehicle queues will be low. However, it would be appropriate to stripe Hancock Street to include three 11-foot travel lanes between Dickerson Pike and the alley. These lanes should include one eastbound travel lane and two westbound travel lanes, striped as separate left and right turn lanes at the intersection with Dickerson Pike.
- As shown in the current site, the existing alley east of the project site, parallel to Dickerson Pike, should be widened in cooperation with Metro Public Works in order to facilitate safe and efficient traffic operations into and out of the project site.
- Developer shall apply to T&P staff to post no stopping, loading, or parking signage along Dickerson Pk frontage.
- At final SP, identify off-site parking location for site if required.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.9	0.6 F	23,522 SF	1493	75	161

**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
Hotel (310)	-	-	100 Rooms	703	45	49

**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)	-	-	10,548 SF	885	8	83

**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)	-	-	4,430 SF	282	15	31

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+377	-7	+2



## **Metro Planning Commission Meeting of 5/14/20**

### **STAFF RECOMMENDATION**

Staff recommends disapproval, as the proposed heights are inconsistent with the Building Height Subdistrict policy of the Dickerson South Corridor Study.