

# Metropolitan Planning Commission



## Staff Reports

**May 28, 2020**



## Metro Planning Commission Meeting of 5/28/20

*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 5/28/20



**2015SP-062-002**

**BRENTWOOD SKYLINE (AMENDMENT)**

Map 171, Parcel(s) 159

12, Southeast

04 (Robert Swope)



**Project No.** Specific Plan 2015SP-062-002  
**Project Name** Brentwood Skyline (Amendment)  
**Council District** 04 - Swope  
**School District** 8 – Pupo-Walker  
**Requested by** Lukens Engineering Consultants, applicant; Mt View, LLC, owners

**Deferrals** This item was deferred at the May 14, 2020, Planning Commission hearing. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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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

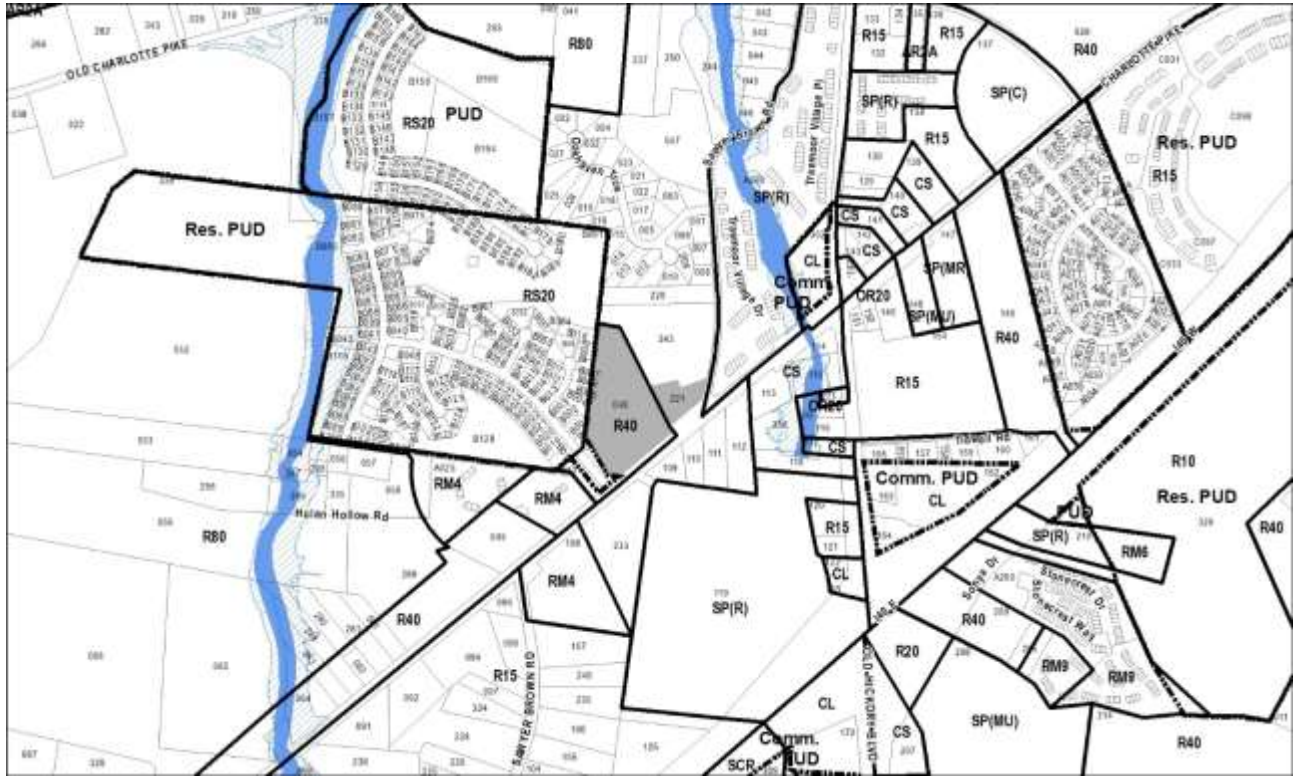
A request to amend the Brentwood Skyline Specific Plan for property located at Stone Brook Drive (unnumbered), approximately 170 feet south of Fox Ridge Drive, (6.56 acres), to permit an additional 55 multi-family residential units for a total of 195 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



**2019SP-009-001**

CHARLOTTE PIKE SP

Map 114, Parcel(s) 048, 221,

06, Bellevue

22 (Gloria Hausser)



<b>Project No.</b>	<b>Specific Plan 2019SP-009-001</b>
<b>Project Name</b>	<b>Charlotte Pike SP</b>
<b>Council District</b>	22 - Hausser
<b>School District</b>	9 - Frogge
<b>Requested by</b>	Dewey Engineering, applicant; Lynette M. Lavers, Margaret L. Heer, and Bertha E. Heer, owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the June 11, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Rezone to SP to permit 40 multi-family residential units.**

Preliminary SP

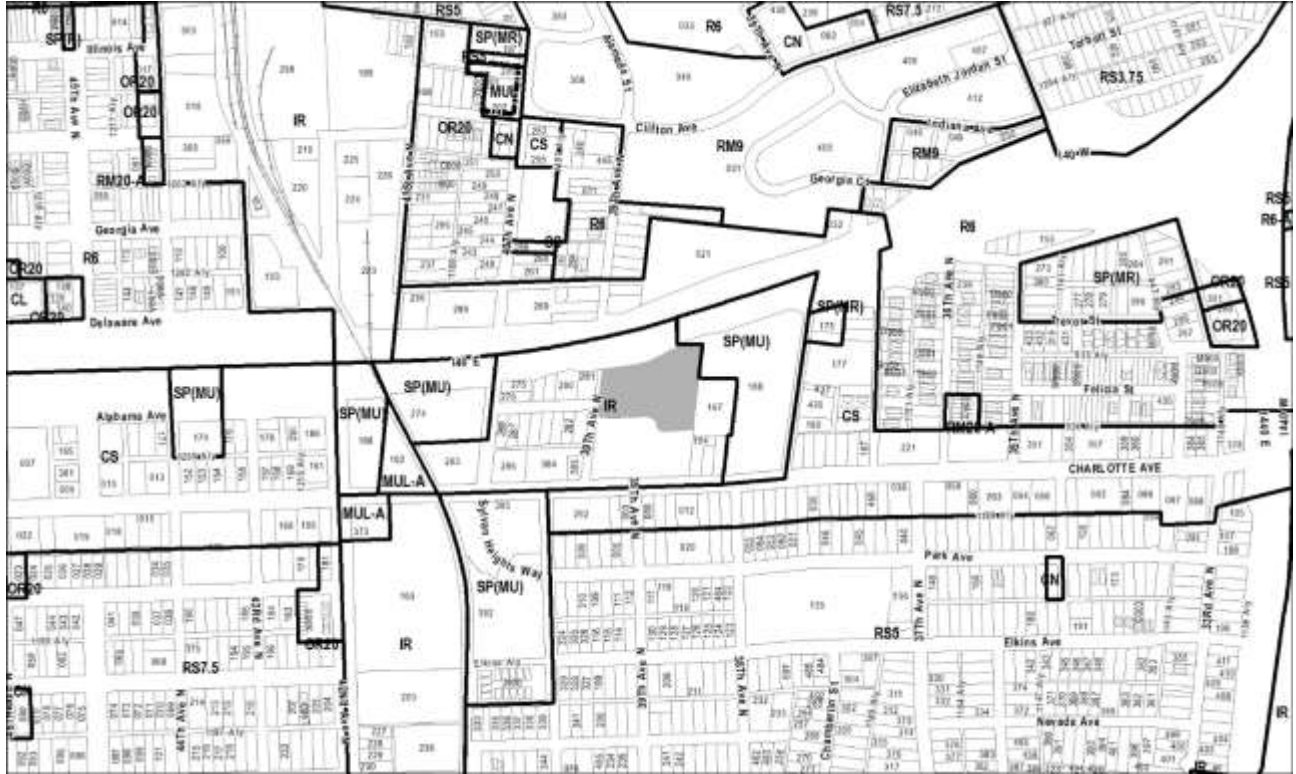
A request to rezone from One and Two Family Residential (R15 and R40) to Specific Plan-Residential (SP-R) zoning for properties located at 7456 and 7460 Charlotte Pike, at the northwest corner of Charlotte Pike and Sawyer Brown Road (6.87 acres), to permit 40 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



**2020SP-012-001**  
SOLIS L&L MARKETPLACE  
Map 092-09, Part of Parcel(s) 163  
07, West Nashville  
24 (Kathleen Murphy)





**Project No.** Specific Plan 2020SP-012-001  
**Project Name** Solis L&L Marketplace  
**Council District** 24 - Murphy  
**School District** 1 – Gentry  
**Requested by** Catalyst Design Group, applicant; L&L Marketplace, LLC, owners

**Deferrals** This item was deferred at the February 27, 2020, March 12, 2020, March 26, 2020, April 9, 2020, April 23, 2020, and May 14, 2020 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Preliminary SP

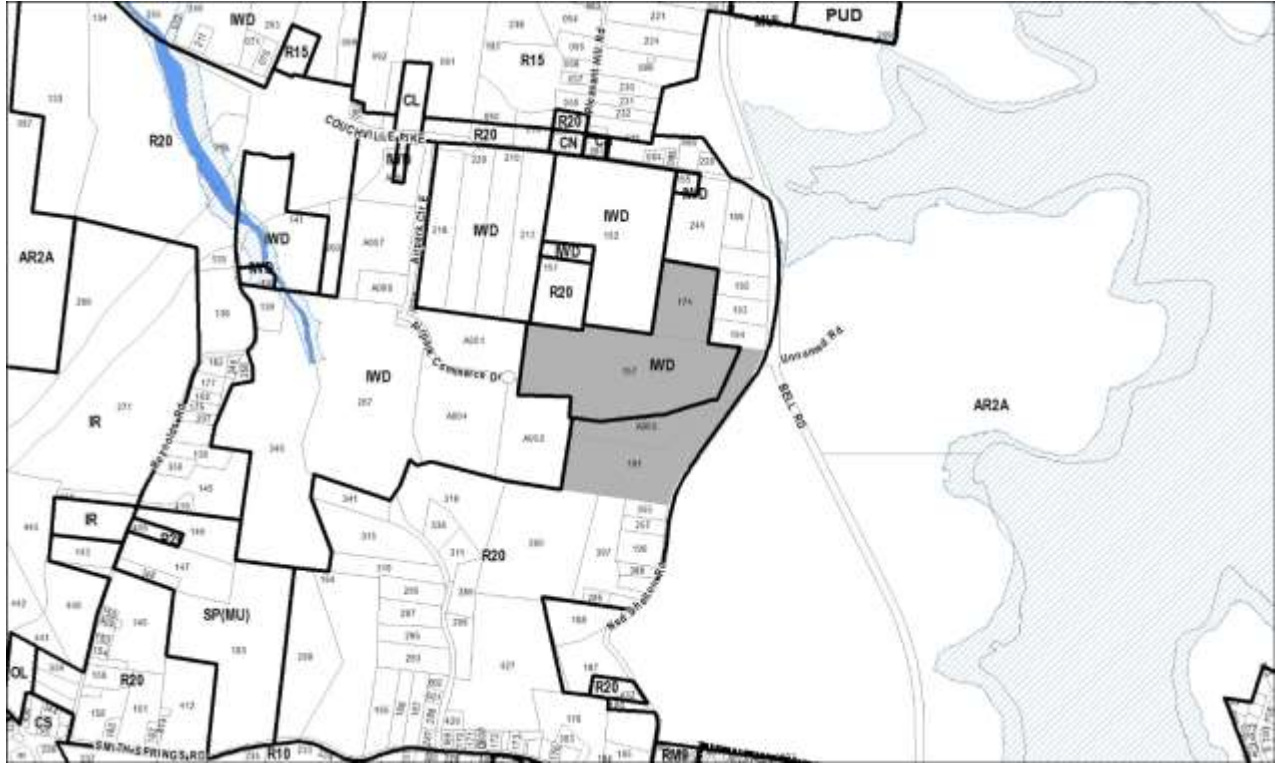
A request to rezone from Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) zoning for a portion of property located at 384 Charlotte Pike, at the terminus of Alabama Avenue (3.05 acres), to permit 265 multi-family residential units, 10,000 square feet of restaurant and retail space, and 10,000 square feet of office and leasing space.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



**2020SP-015-001**

**HAMILTON SP**

Map 121, Parcel(s) 157, 174

Map 121-11-0-A, Parcel(s) 005

Map 135, Parcel(s) 191

13, Antioch-Priest Lake

29 (Delishia Porterfield)



**Project No.** Specific Plan 2020SP-015-001  
**Project Name** Hamilton SP  
**Council District** 29 – Porterfield  
**School District** 7 – Player-Peters  
**Requested by** StateStreet Group, LLC, applicant; The Quarter Jackson, LLC, Buford Jones, Janice Culbertson, James Jones, and Duke-Weeks Realty L.P., owners.

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

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Defer to the June 25, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Preliminary SP to permit all uses of IWD zoning.**

Preliminary SP

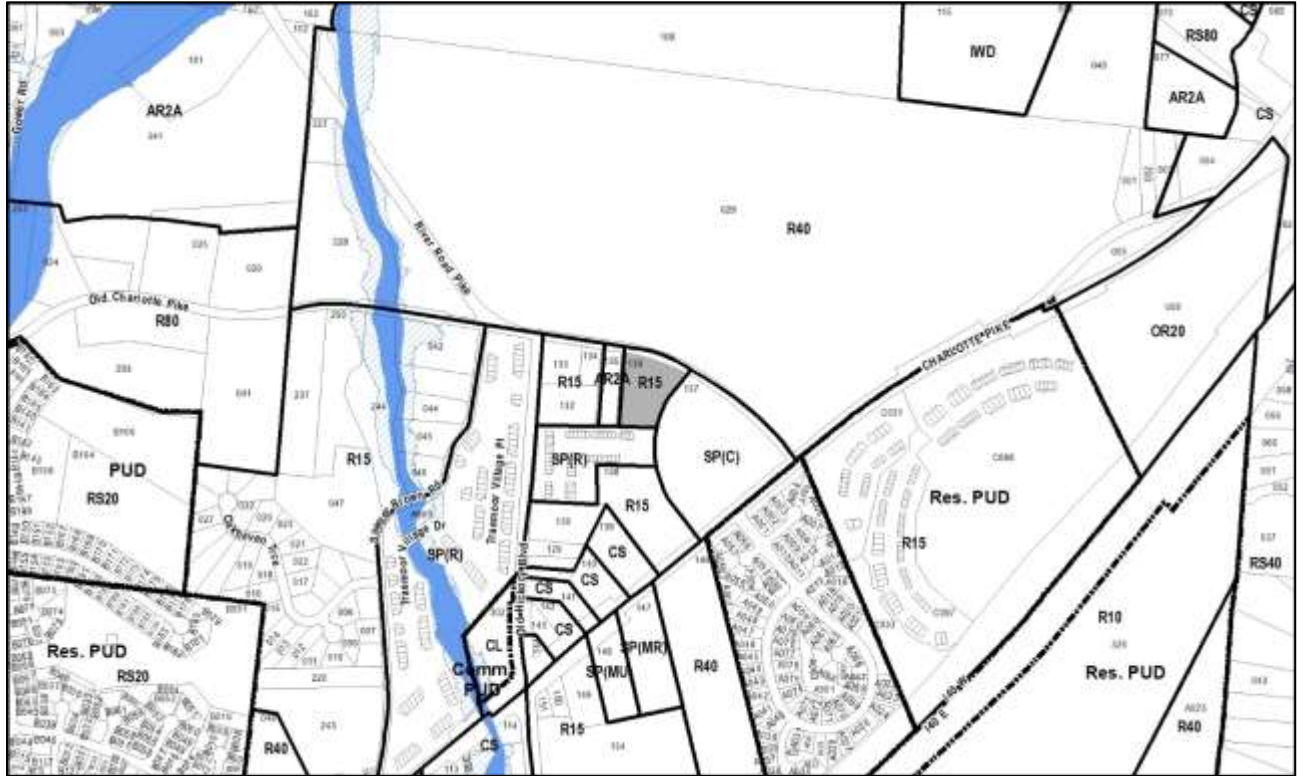
A request to rezone from Industrial Warehousing/Distribution (IWD) and One and Two-Family Residential (R20) to Specific Plan (SP) zoning for properties located at 2793 Couchville Pike, 2871 Ned Shelton Road, and Ned Shelton Road (unnumbered), at the southwestern corner of Ned Shelton Road and Bell Road (72.99 acres), to permit all uses of IWD zoning.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 25, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



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



**Project No.** Specific Plan 2020SP-023-001  
**Project Name** 7335 Old Charlotte Pike  
**Council District** 22-Hausser  
**School District** 9 -Frogge  
**Requested by** Dale and Associates, applicant; Debbie & Phillip Denning, owner.

**Deferrals** This item was deferred at the May 14, 2020, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Dunnavant  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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**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.

**STAFF RECOMMENDATION**  
Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



### **2020SP-024-001**

HAMILTON AND HAGAN SP

Map 105-06, Parcel(s) 313, 315-319, 349

Map 105-07, Parcel(s) 240, 309-310,

11, South Nashville

17 (Colby Sledge)



<b>Project No.</b>	<b>Specific Plan 2020SP-024-001</b>
<b>Project Name</b>	<b>Hamilton and Hagan SP</b>
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Civil Site Design Solutions, applicant; Hamilton and Moore L.P., owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the June 11, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from Industrial Restrictive (IR), Office/Residential-Alternative (OR20), and Industrial Warehousing/Distribution (IWD) to Specific Plan-Mixed Use (SP-MU) zoning for properties located at 622, 624, 626, 632, and 634 Moore Avenue, Moore Avenue (unnumbered), and 625 Hamilton Avenue, at the southeast corner of Hagan Street and Hamilton Avenue (2.46 acres), to permit a mixed use development.

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



### **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 request was deferred from the April 9, 2020, April 23, 2020, and May 14, 2020 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Birkeland  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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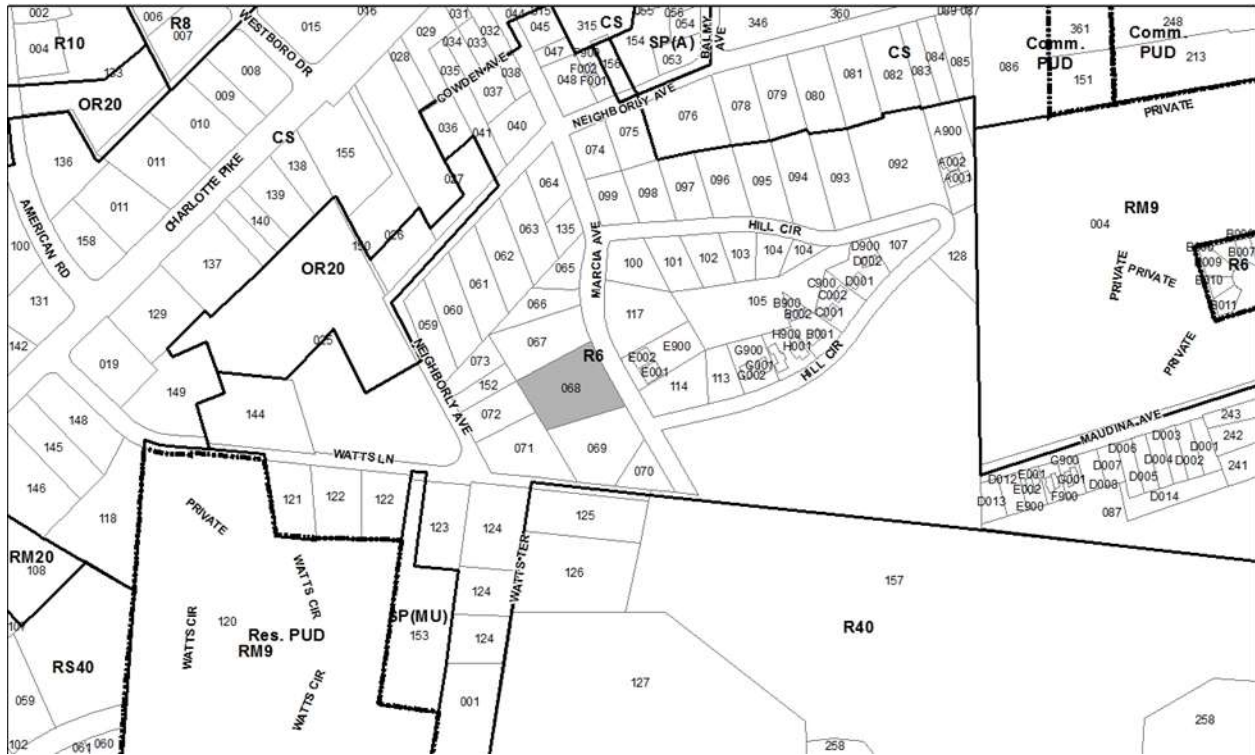
**APPLICANT REQUEST**  
**Final plat to create four lots.**

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 June 11, 2020, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/28/20



## 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** 20- 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, April 23, 2020, and May 14, 2020, Planning Commission Meetings. No public hearing was held.

**Staff Reviewer** Dunnivant  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Final Plat

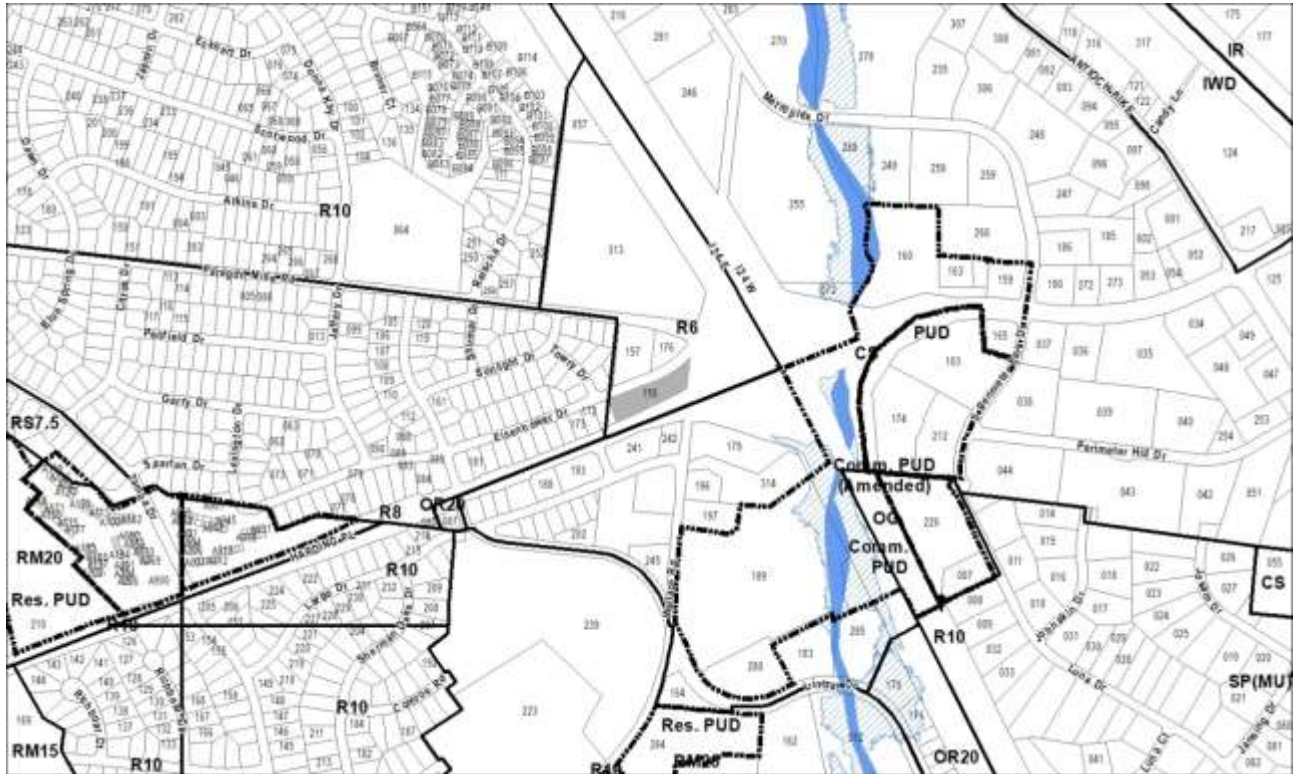
A request for final plat approval to create three lots on property located at 227 Marcia Avenue, approximately 545 feet south of Neighborly Avenue, zoned One and Two-Family Residential (R6) (0.91 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



**2019S-160-001**

1242 PROPERTY SOLUTIONS, LLC PROPERTY

Map 134, Parcel(s) 156

12, Southeast

26 (Courtney Johnston)



<b>Project No.</b>	<b>Final Plat 2019S-160-001</b>
<b>Project Name</b>	<b>1242 Property Solutions, LLC Property</b>
<b>Council District</b>	26 – Johnston
<b>School District</b>	6 – Bush
<b>Requested by</b>	Clint T. Elliott Surveying, applicant; 1242 Property Solutions LLC, owners.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Defer to the June 11, 2020, Planning Commission meeting.</i>

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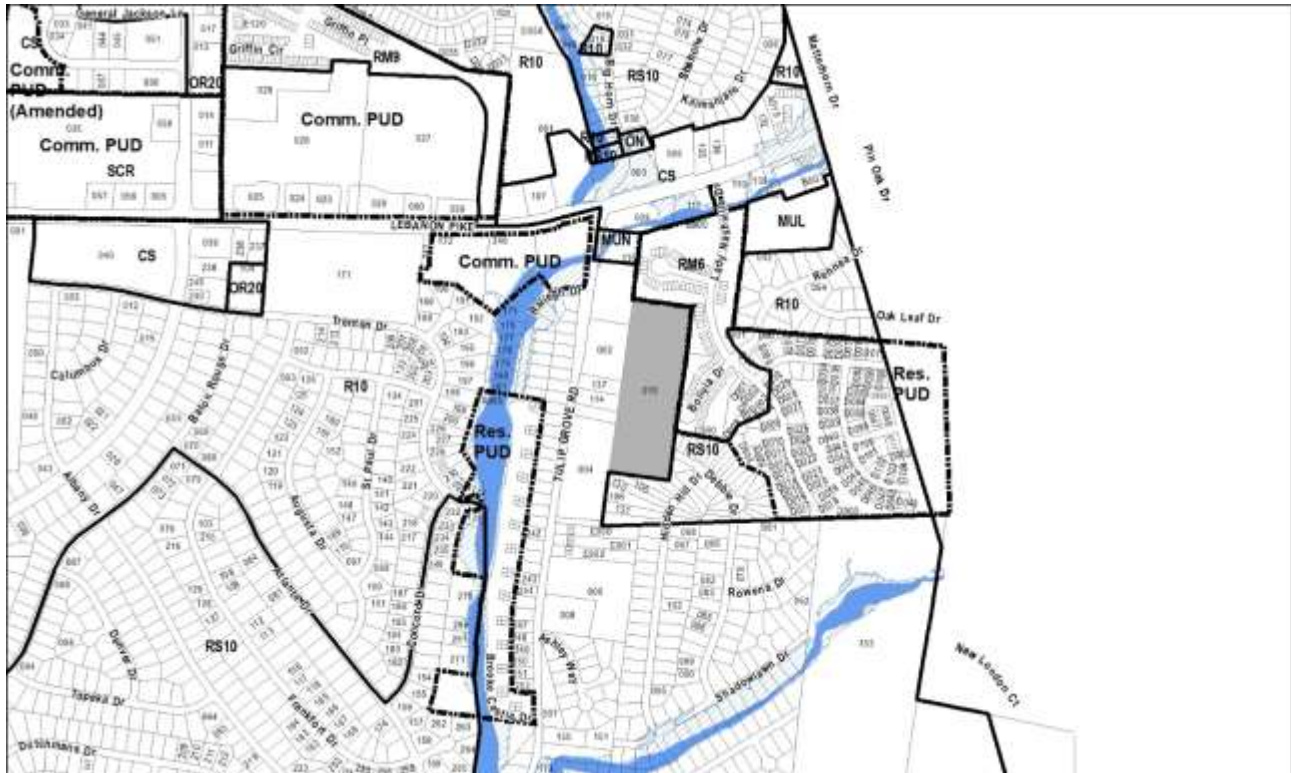
**APPLICANT REQUEST**  
**Final plat to create 8 lots.**

Final Plat  
A request for final plat approval to create eight lots on property located at Eisenhower Drive (unnumbered), approximately 85 feet east of Towry Drive, zoned One and Two- Family Residential (R6) (1.24 acres).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



**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; Alsisi Construction, owners

**Deferrals** This item was deferred at the April 23, 2020, and May 14, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

**Concept plan to create 23 single family lots and 7 two-family lots for a total of 30 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 June 11, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



### **2020S-054-001**

408 FARRIS – FOUR LOT

Map 052-03, Parcel(s) 139

04, Madison

09, (Tonya Hancock)





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

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

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**  
**Final plat to create four single-family residential lots.**

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

**STAFF RECOMMENDATION**  
Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/28/20



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



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

**Deferrals** This item was deferred at the March 26, 2020, April 9, 2020, and May 14, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Dunnivant  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Final Plat

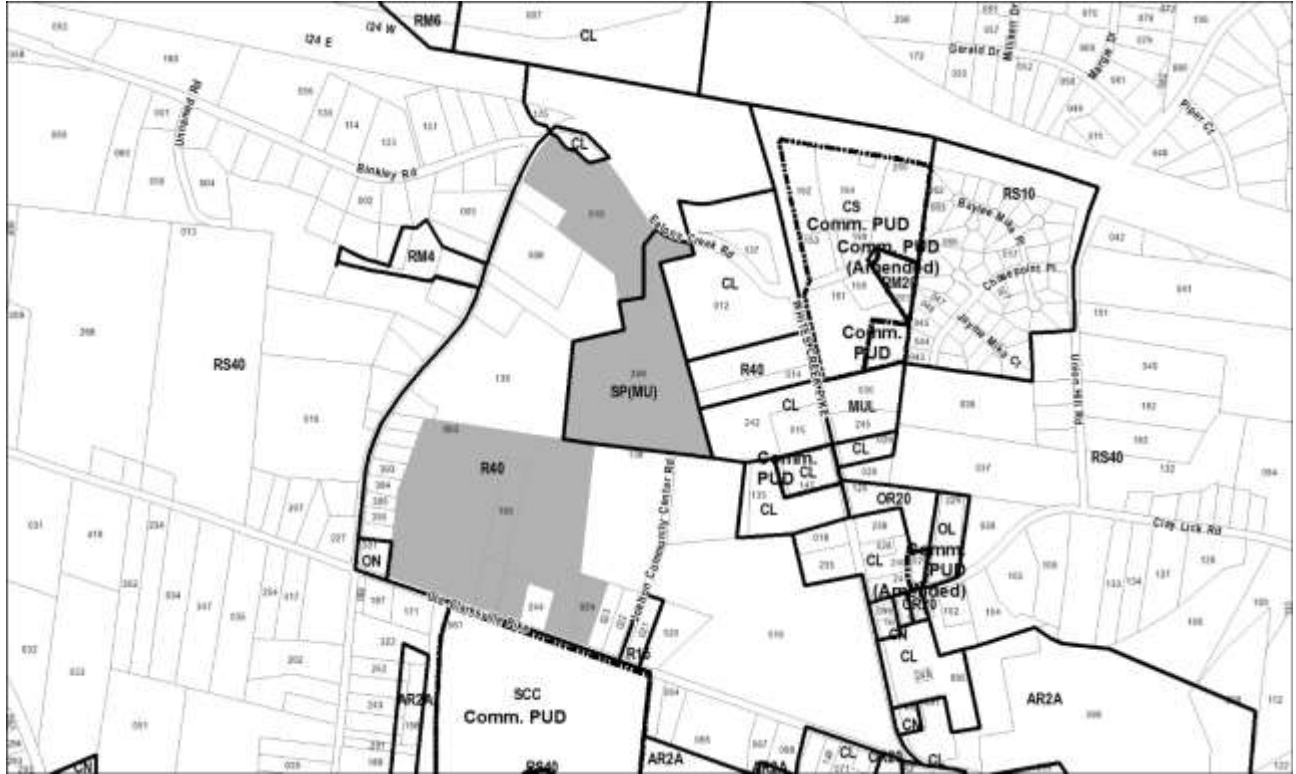
A request for final plat approval to create four lots on property located at 170 Antioch Pike, at the northeast corner of Southlake Drive and Antioch Pike, zoned Single-Family Residential (RS7.5) (0.91 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 5/28/20



### 2020Z-007PR-001

Map 022, Various Parcels

01, Joelton

01 (Jonathan Hall)



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

**Deferrals** This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020, April 9, 2020, and the May 14, 2020, Planning Commission meetings. A public hearing was held and closed on February 13, 2020.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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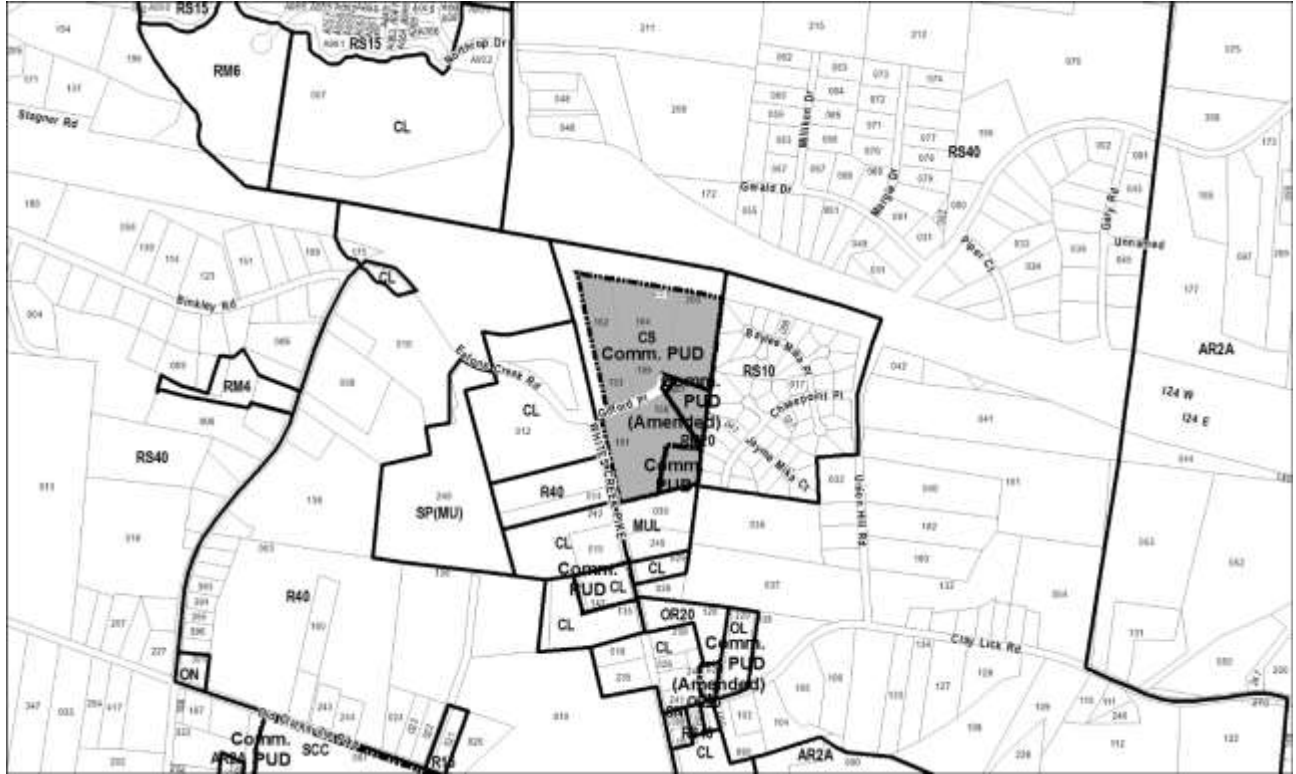
**APPLICANT REQUEST**  
**Zone change from SP and R40 to MUN-A.**

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 June 11, 2020, Planning Commission meeting.



## Metro Planning Commission Meeting of 5/28/20



### 2020Z-008PR-001

Map 022, Various Parcels

01, Joelton

01 (Jonathan Hall)



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

**Deferrals** This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020, April 9, 2020, and the May 14, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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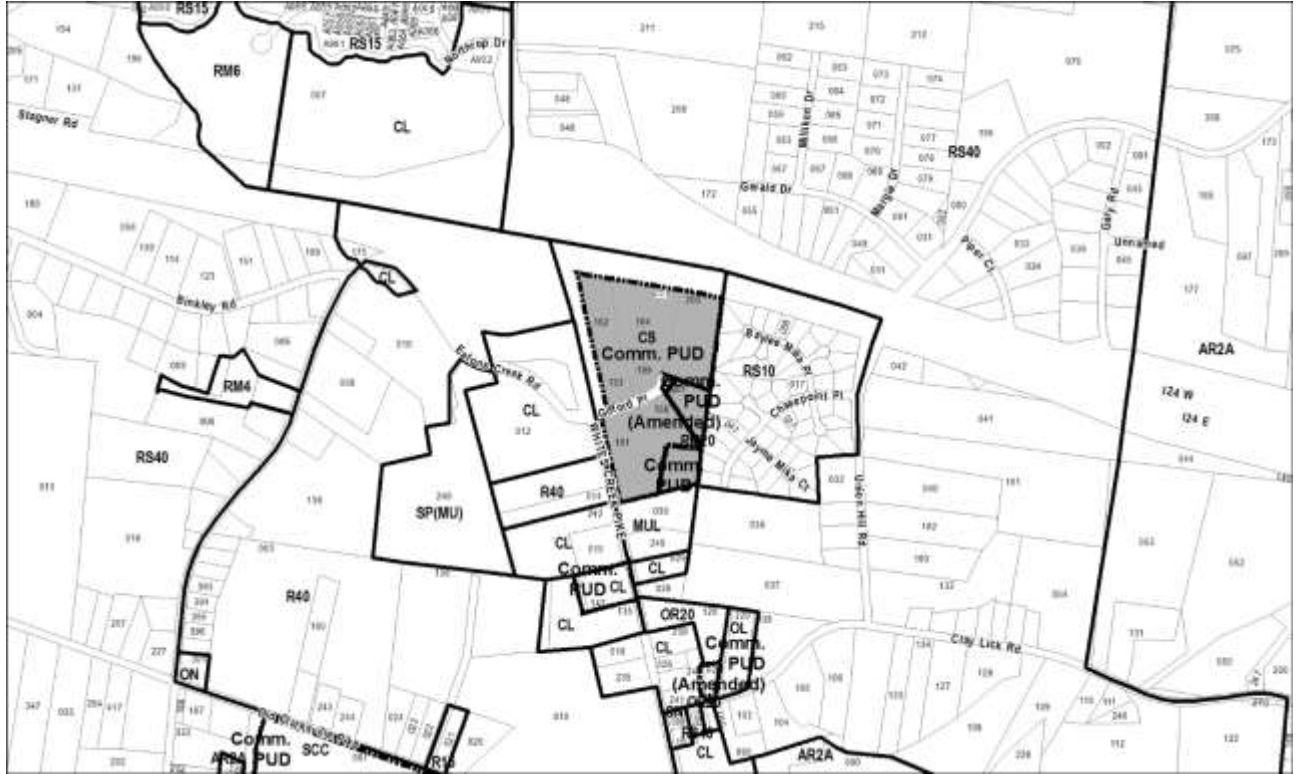
**APPLICANT REQUEST**  
**Zone change from CS and RM20 to MUN-A.**

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 June 11, 2020, Planning Commission meeting.



## Metro Planning Commission Meeting of 5/28/20



### 61-77P-004

#### GIFFORD COMMERCIAL PUD (CANCELLATION)

Map 022, Various Parcels

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, April 9, 2020, and the May 14, 2020, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the June 11, 2020, Planning Commission meeting.</i>

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

PUD Cancellation

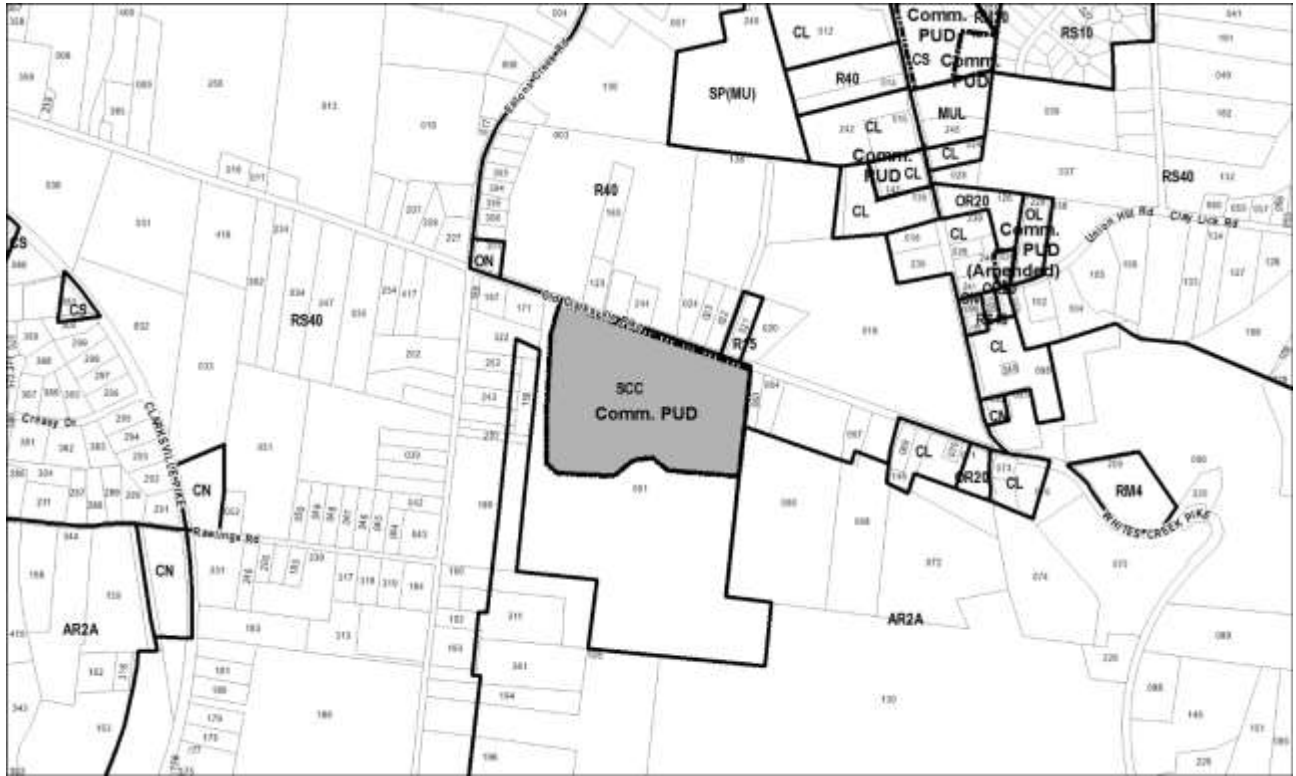
A request to cancel a Planned Unit Development Overlay District (PUD) for properties located at 201, 204, 205, 210, 220, 221, 225, and 231 Gifford Place, at the southeast corner of Interstate 24 and Whites Creek Pike, zoned Commercial Services (CS) and Multi-Family Residential (RM20), (22.12 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2020, Planning Commission meeting.



## Metro Planning Commission Meeting of 5/28/20



### **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, April 9, 2020, and the May 14, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the June 11, 2020, Planning Commission meeting.*

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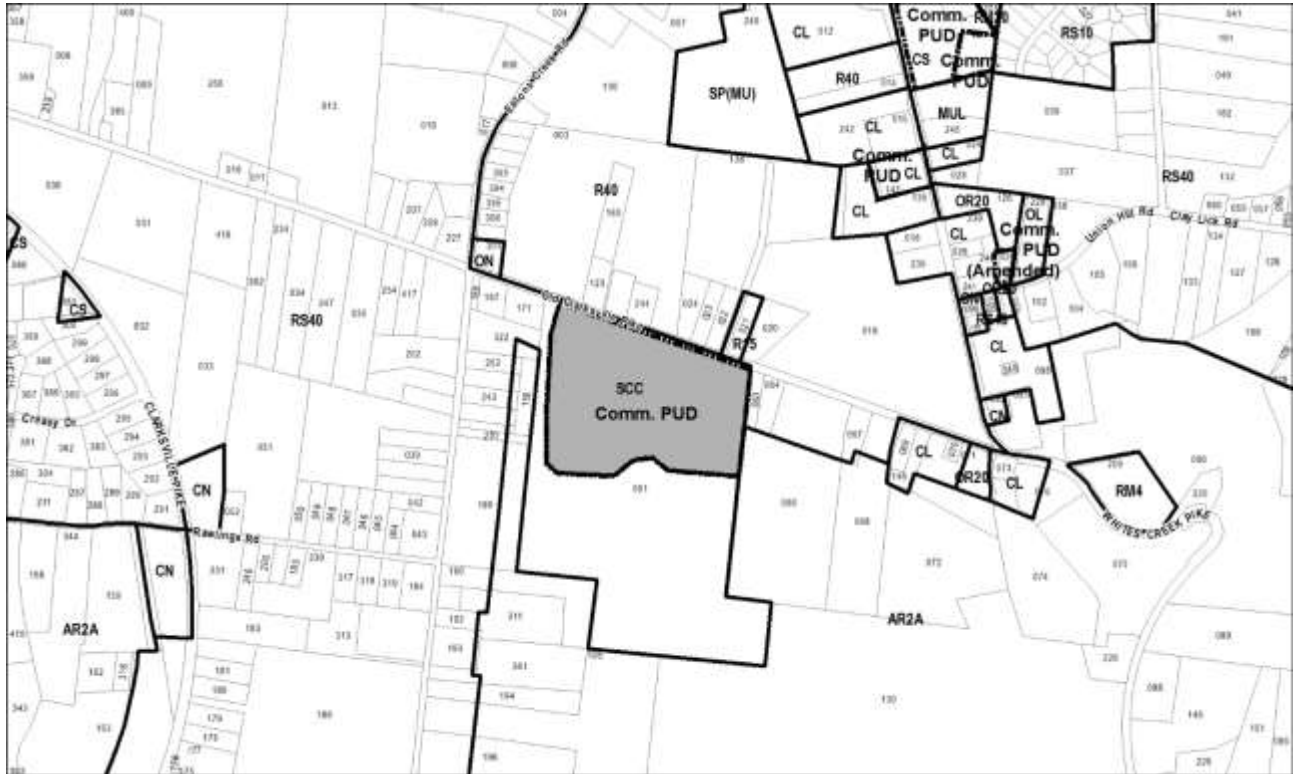
**APPLICANT REQUEST**  
**Zone change from SCC to MUN-A.**

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 June 11, 2020, Planning Commission meeting.



## Metro Planning Commission Meeting of 5/28/20



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

JOELTON COMMERCIAL PUD (CANCELLATION)

Map 022, Part of parcel(s) 061

01, Joelton

01 (Jonathan Hall)



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

**Deferrals** This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020, April 9, 2020, and the May 14, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the June 11, 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 June 11, 2020, Planning Commission meeting.



# Metro Planning Commission Meeting of 5/28/20



## 2020Z-028PR-001

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

07, West Nashville

21 (Brandon Taylor)



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

**Zone Change 2020Z-028PR-001**  
21 - Taylor  
5 - Buggs  
Smith Gee Studio, applicant; Twenty Holdings, LLC, owners.

**Deferrals**

This item was deferred at the March 12, 2020, March 26, 2020, April 9, 2020, April 23, 2020, and May 14, 2020, Planning Commission meetings. No public hearing was held.

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

Lewis  
*Defer to the June 11, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Zone Change

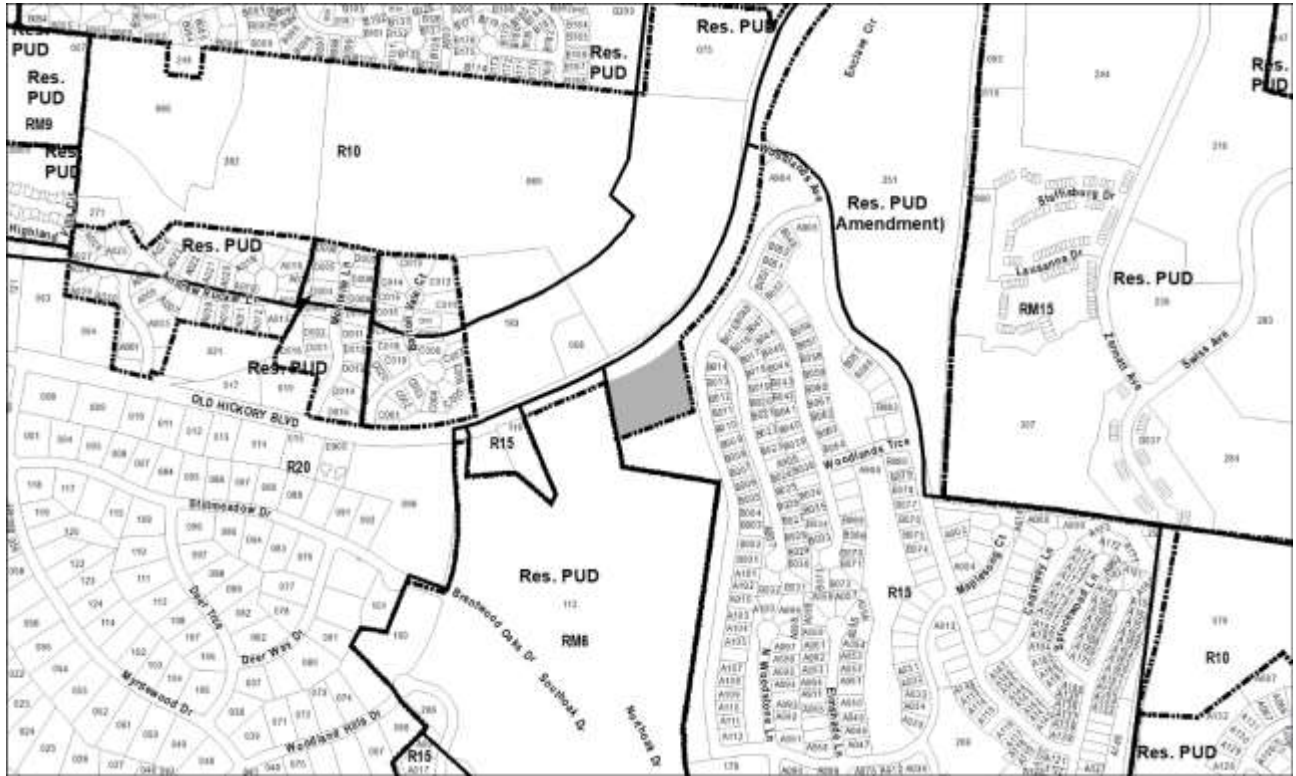
A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential Alternative (RM20-A) zoning for properties located at 427A and 427 B 35th Ave N, 429 and 431 35th Ave N, at the southwest corner of Delaware Ave and 35th Ave N (0.34 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 5/28/20



**2020Z-071PR-001**

Map 161, Parcel(s) 090

12, Southeast

04 (Robert Swope)





<b>Project No.</b>	<b>Zone Change 2020Z-071PR-001</b>
<b>Council District</b>	04 – Swope
<b>School District</b>	2 – Elrod
<b>Requested by</b>	Dale and Associates, applicant; Zebid Tesfaye, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Defer to the June 11, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Zone change from R15 to RM6.**

Zone Change

A request to rezone from One and Two-Family Residential (R15) to Multi-Family Residential (RM6) zoning for property located at Old Hickory Boulevard (unnumbered), approximately 960 feet southwest of Woodlands Avenue (2.54 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the June 11, 2020, Planning Commission meeting at the request of the applicant.



**NO SKETCH**



**Project No.**  
**Project Name**

**Text Amendment 2020Z-008TX-001**  
**Tornado Damaged Nonconforming Structures**

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

BL2020-277  
Countywide  
Countywide  
Councilmember Jeff Syracuse

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

Milligan  
*Approve a substitute.*

**APPLICANT REQUEST**

Amend Section 17.40.660 of the Metropolitan Code to allow nonconforming structures destroyed during the March 3, 2020, tornado to rebuild, regardless of the percentage of floor area destroyed.

**PROPOSED AMENDMENTS TO TITLE 17**

The proposed bill would amend Section 17.40.660 of the Zoning Ordinance to add the following provision at the end of subsection D (new text shown in underline). Please note, staff is recommending a substitute that will alter the below language:

- D. Damage or Destruction of Nonconforming Structures. A nonconforming structure damaged by any involuntary means to less than fifty percent of its total floor area may be reconstructed. If damage exceeds fifty percent of the total floor area, the structure shall be reconstructed in accordance with all applicable provisions of this title. If requested by the property owner, the board of zoning appeals may consider percentage of reconstruction costs in lieu of percentage of floor area damaged or destroyed. The value of land shall be excluded. Notwithstanding the foregoing, any nonconforming structure damaged or destroyed by the March 3, 2020, tornado may be reconstructed in accordance with the district bulk regulations in effect at the time of original construction regardless of the percent of floor area damaged or destroyed.

**ANALYSIS**

On March 3, 2020, a tornado damaged a significant number of structures across Metro Nashville and Davidson County. Per the Metro Zoning Code, a nonconforming structure is a structure that was originally legally constructed but which now does not meet one or more of the standards or requirements (other than use) of the zoning district in which it is located. The Zoning Code establishes standards regulating changes that may be made to a nonconforming structure and further limits the ability to reconstruct after a disaster or other involuntary event, such as a tornado, depending on the percentage of floor area damaged. Similar to an amendment added following the 2010 flood, the proposed amendment intends to allow for reconstruction of nonconforming structures regardless of the amount of floor area damaged.

Staff recommends a substitute that would permit the reconstruction provided there is no substantial increase in the degree of nonconformity. The proposed substitute is intended to strike



## Metro Planning Commission Meeting of 5/28/20

a balance between flexibility for property owners who suffered damage in the tornado and the goals and intent of the currently adopted bulk standard regulations.

### **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 practice. The Codes Department anticipates the proposed amendment to be revenue neutral.

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### **Substitute Bill BL2020-277**

An ordinance amending Section 17.40.660 of the Metropolitan Code to allow nonconforming structures destroyed during the March 3, 2020 tornado to rebuild, regardless of the percentage of floor area destroyed (Proposal No. 2020Z-008TX-001).

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

Section 1. That Section 17.40.660 of the Metropolitan Code, the Zoning Ordinance for the Metropolitan Government of Nashville and Davidson County, is hereby amended by adding the following provision at the end of subsection D.:

~~“Notwithstanding the foregoing, any nonconforming structure damaged or destroyed by the March 3, 2020, tornado may be reconstructed in accordance with the district bulk regulations in effect at the time of original construction regardless of the percentage of floor area damaged or destroyed.”~~ Notwithstanding the foregoing and regardless of the percentage of floor area damaged or destroyed, any nonconforming structure damaged or destroyed by the March 3, 2020, tornado may be reconstructed so long as there is not a substantial increase in the degree of non-conformity.

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.

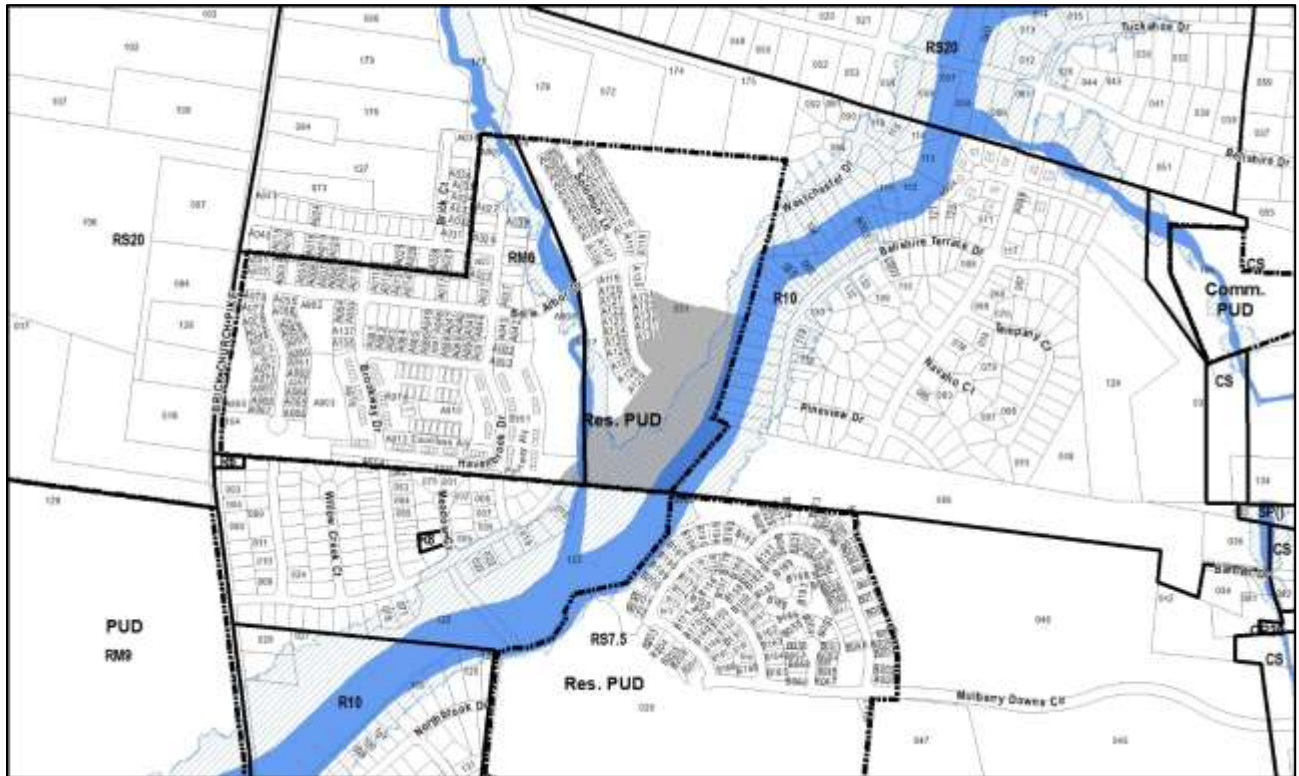
**Sponsor(s)** Councilmember Jeff Syracuse



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 5/28/20



### **2005P-023-008**

**BELLE ARBOR (REVISION AND FINAL)**

Map 050, Parcel 031

Map 050-02-0-A, Parcel 907

02, Parkwood – Union Hill

03 (Jennifer Gamble)



<b>Project No.</b>	<b>Planned Unit Development 2005P-023-008</b>
<b>Project Name</b>	<b>Belle Arbor (Revision and Final)</b>
<b>Council District</b>	03 - Gamble
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale and Associates, applicant; Eatherly/Ring Joint Venture, 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 26 multi-family residential units.**

Revise PUD and Final Site Plan

A request to revise a portion of a Planned Unit Development Overlay District and for final site plan approval for property located at 3549 Brick Church Pike and a portion of property located at Belle Arbor Drive (unnumbered), at the current terminus of Solomon Lane, zoned One and Two-family Residential (R10) (11.66 acres), to permit 26 multi-family residential units.

**Existing Zoning**

One and Two-family Residential District (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 50 lots with 12 duplex lots for a total of 62 units. The PUD overlay governs the maximum number of units permitted on this property.*

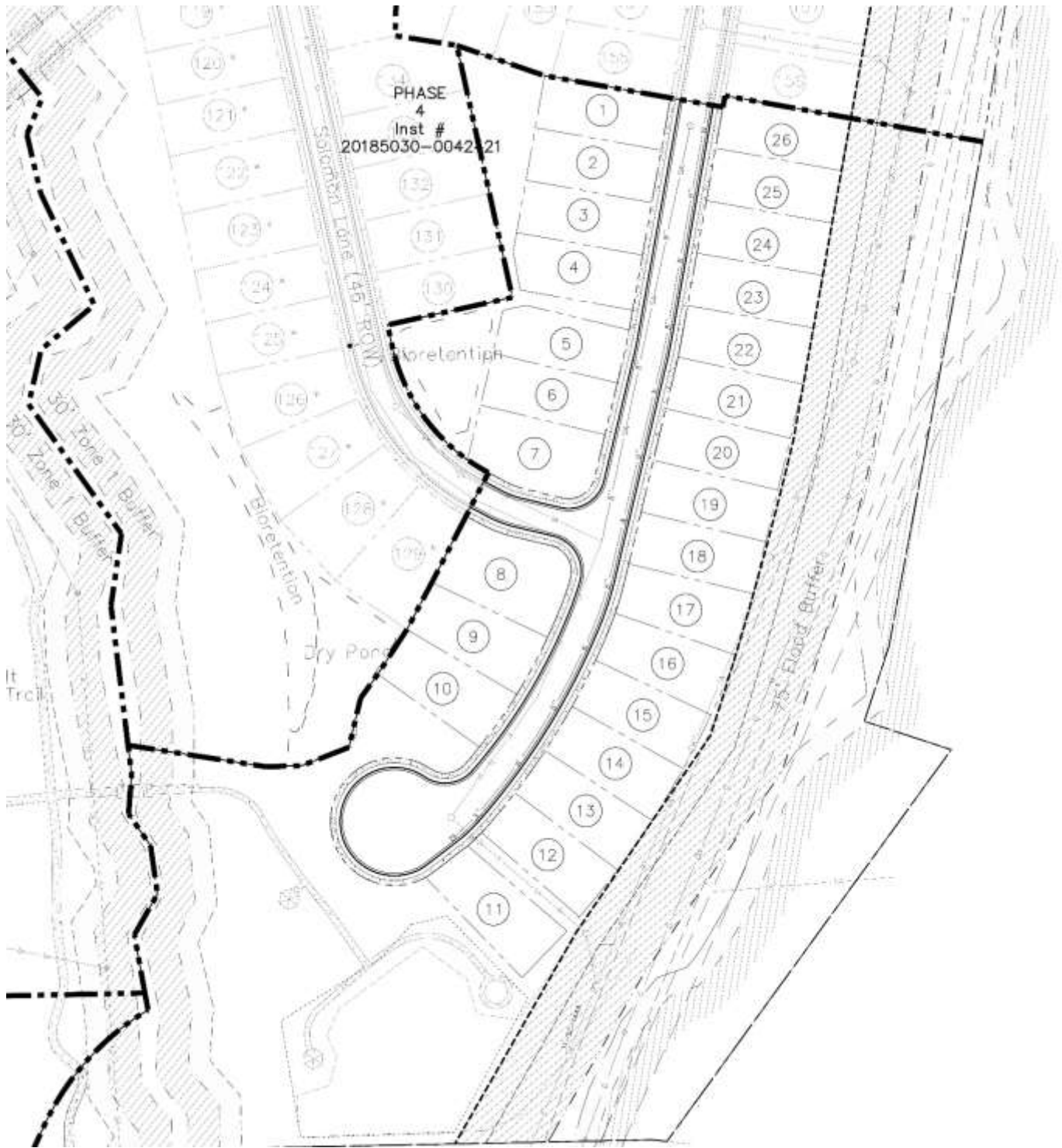
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of 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.

**BACKGROUND**

The PUD was originally approved in 2006 for 371 residential units. The PUD was later amended in 2011 to allow for 351 residential units and to terminate three street connections to the Willow Creek development adjacent to the south. The PUD is currently under development and includes six phases of multi-family, two-family, and single-family residential development. There have been 6 phases approved and this will be the 7<sup>th</sup> phase.



# Metro Planning Commission Meeting of 5/28/20



**Proposed Site Plan**





## Metro Planning Commission Meeting of 5/28/20

### PLAN DETAILS

This proposal for a final site plan of an 11.66 acre-site at the terminus of Solomon Lane is to be developed with 26 single-family units. This is phase 7 of a larger development which is adjacent to Willow Creek Subdivision to the south and Tuckahoe Square subdivision to the north. The last amended PUD and the last approved final site plan for this phase shows 29 single-family units with Westchester Drive connecting at both the northern terminus (to Tuckahoe Square) and southern terminus (to Willow Creek) of the site. This proposal shows the southern portion of Westchester Drive terminating and not connecting into Willow Creek subdivision as proposed on the previous plans. The original approval of the PUD included connections to Willow Creek subdivision at Brookdale Drive, Brookway Drive, and Willow Creek Drive. When amended, these connections were removed. The connection at Westchester Drive is the final opportunity to have connection to Willow Creek.

During review of this phase, staff worked with the developer to relocate the connection from Westchester to Willow Creek Drive, as an emergency access only. This provides for appropriate fire access to Willow Creek subdivision while also limiting disturbance of a stream that would have been required with the Westchester connection. The plan also includes an extension of the greenway to connect to Willow Creek along Westchester Drive. The layout of the road and lots are consistent with the last amended PUD and last approved site plan aside from the termination of the southern connection of Westchester Drive.

### ANALYSIS

Section 17.40.120.F 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.

#### F. Changes to a Planned Unit Development District.

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



## Metro Planning Commission Meeting of 5/28/20

- e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
- e.[f.] Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of Section 17.40.120.H.4.a.

This request can be considered a minor modification because there is no proposed change in land use or development type beyond that permitted by the approved Planned Unit Development Overlay district. The proposed development does not increase the total number of units for the overall plan beyond what is permitted within the approved Master Plan. Additionally, the plan includes pedestrian access to Willow Creek via the extension of a greenway within Belle Arbor Subdivision.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



## **Metro Planning Commission Meeting of 5/28/20**

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

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Use correct FEMA Date - 4/5/2017

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Comply with all previous traffic conditions.

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

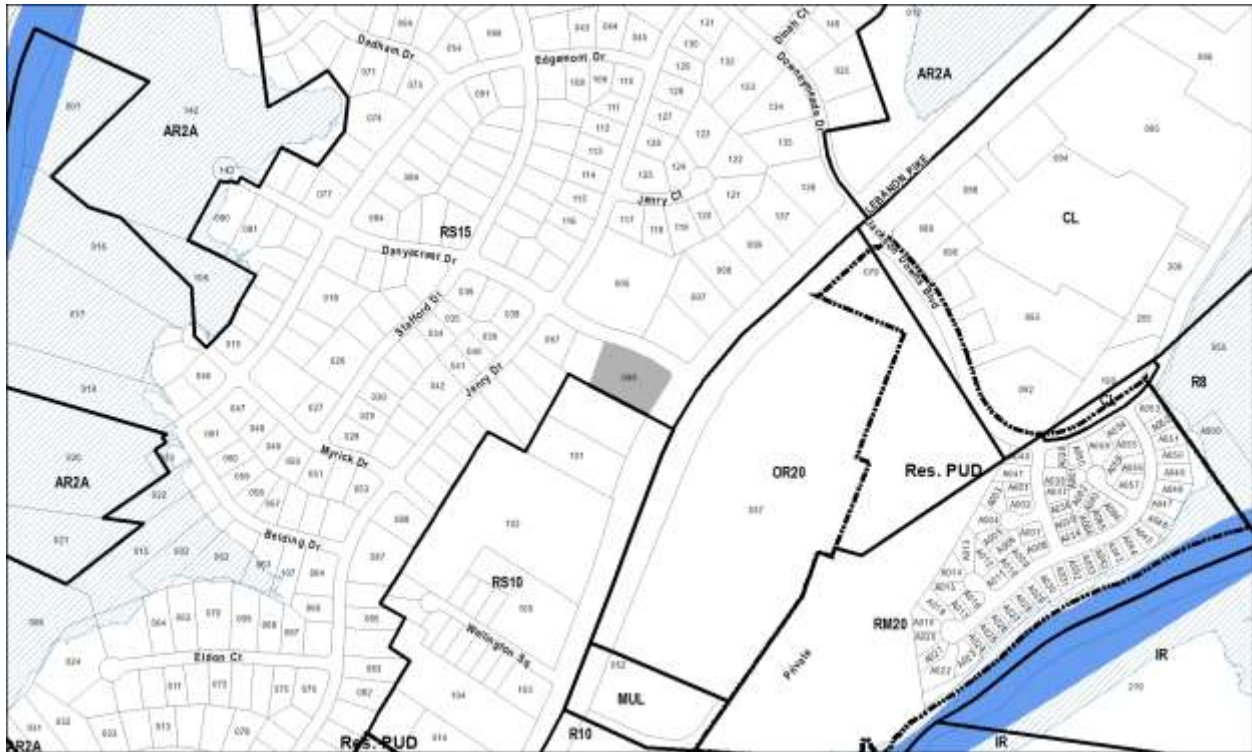
Staff recommends approval with conditions.

### **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. Prior to plat recording of this phase, an emergency access shall be constructed at Willow Creek Drive to provide a 2<sup>nd</sup> means of access to Willow Creek Subdivision. The access shall be gated with an emergency access gate to be approved by the Fire Marshal and a pedestrian access shall be provided.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. 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.



## Metro Planning Commission Meeting of 5/28/20



**2020NL-002-001**

3060 LEBANON PIKE

Map 085-11, Parcel 099

14, Donelson – Hermitage – Old Hickory

14 (Kevin Rhoten)



**Project No.** Neighborhood Landmark 2020NL-002-001  
**Project Name** 3060 Lebanon Pike  
**Council District** 14 – Rhoten  
**School District** 4 – Shepherd  
**Requested by** Century 21 W. Main Realty, applicant; Doug Irwin, owner.

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

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

**APPLICANT REQUEST**

**Establish a Neighborhood Landmark Overlay District.**

Neighborhood Landmark

A request to apply a Neighborhood Landmark Overlay District on property located at 3060 Lebanon Pike, at the southwest corner of Danyacrest Drive and Lebanon Pike, zoned Single-Family Residential (RS15) (1.34 acres) to permit an existing residence to operate as office use with the addition of four parking spaces and one sign.

**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 3 units.*

**PLAN DETAILS**

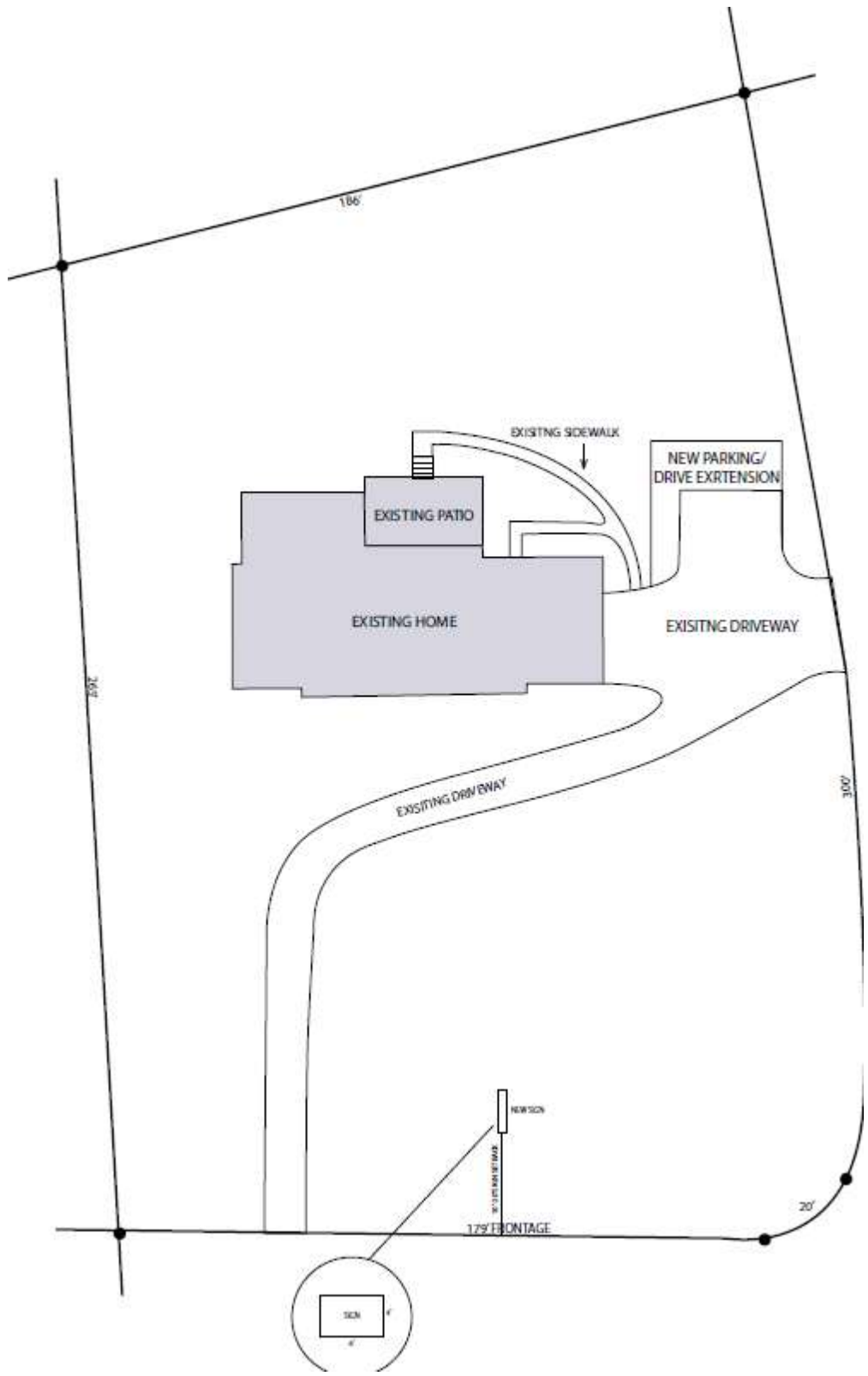
The proposed development plan proposes to use an existing residence as a certified personal accounting office space, with the addition of four parking spaces, and one sign. The site is located along an arterial road, Lebanon Pike, at the intersection of Lebanon Pike and Danyacrest Drive, and has existing driveway access along both Lebanon Pike and Danyacrest Drive. The site is within a National Register Eligible District. The existing residence is 4,223 square feet and set back 132 feet from the front property line along Lebanon Pike, and set back 55 feet from the side property line along Danyacrest Drive. The site currently has 2 garage parking spaces and 2 additional parking spaces at the side of the property along Danyacrest Drive. The plan proposes four additional parking spaces at the side of the building and a four foot by six foot sign along Lebanon Pike. The sign will not be internally lit but will have lights at the base of the sign illuminating the text.

**ANALYSIS**

The neighborhood landmark district provisions are established to preserve and protect neighborhood features that are important to maintain and enhance the neighborhood character



# Metro Planning Commission Meeting of 5/28/20



**Proposed Neighborhood Landmark Development Plan**



## Metro Planning Commission Meeting of 5/28/20

through regulation of external design, arrangement, materials, and aesthetics. The purpose of the overlay is to improve property values, provide a sense of place, and to protect the neighborhood character and context.

A neighborhood landmark is defined as a feature, which has historical, cultural, architectural, civic, neighborhood, or archaeological value.

Applications to establish a Neighborhood Landmark district follow similar procedures as a rezoning application because the creation of an overlay district is considered an amendment to the Official Zoning Map. The role of the Planning Commission for this application is to consider the criteria to establish a Neighborhood Landmark District and make a recommendation to the Metro Council.

The proposal includes a site plan addressing each of the requirements for a Neighborhood Landmark Overlay District outlined in Section 17.40.160 of the Metro Zoning Ordinance. The mass and scale of the existing structure is not changing with this application. The applicant had originally proposed the additional parking at the front of the building but has agreed to relocate the parking to the side. There is existing landscaping between the existing and proposed parking areas and Lebanon Pike as well as property to the rear. No additional landscaping is proposed. The proposed sign is to be 4 feet by 6 feet large with ground mounted lights.

Section 17.40.160.H. of the Metro Zoning Code provides findings for approval for the Planning Commission to consider in the review of a Neighborhood Landmark District. These include:

- a. The feature is a critical component of the neighborhood context and structure
- b. The retention of the feature is necessary to preserve and enhance the character of the neighborhood
- c. That adaptive reuse, as described in the development plan, will facilitate protection and preservation of the identified feature
- d. That the proposed use(s) in the development plan is compatible with and sensitive to abutting properties and the overall neighborhood fabric and appropriate to preserve and maintain the district.

Staff finds that the proposed development plan meets all the above criteria. 3060 Lebanon Pike is a contributing property within the National Register eligible district, Millionaire Row. Millionaire Row is a development constructed between 1900-1960 that includes the north side of Lebanon Pike roughly from Danyacrest Drive to Rivercrest Pass, just south of the 1960 Stanford Country Club Estates development. It is significant as a turn-of-the-century residential development that was among the first developments in Donelson and set the course for single-family construction in this area along Lebanon Pike. The existing building is a historic building that has architectural elements and setbacks that are characteristics of the neighborhood.

The building sits on a corner lot and acts as both an anchor and a boundary between the residential neighborhood to the rear and the commercial uses across the street from Lebanon Pike. The proposed sign is low to the ground with ground mounted lighting which is appropriate for this street. The additional parking is located in a manner that does not obscure the view of the historic building. The plan proposes that the building is to remain, and the uses are limited to



## **Metro Planning Commission Meeting of 5/28/20**

general office use and all uses of RS15. The existing structure is a critical component of the neighborhood context and structure. The retention of the feature is necessary to preserve the neighborhood character and the proposed reuse of the building will facilitate its preservation. Also, the proposed plan is compatible and sensitive to surrounding properties. Staff recommends approval of the Neighborhood Landmark District and the proposed Development Plan.

### **METRO HISTORIC ZONING COMMISSION**

#### **Approve with conditions**

- The Metro Historic Zoning Commission reviewed the proposed changes and found that they meet the Secretary of Interior Standards and recommends a final review of materials for parking and signage.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions and disapproval without all conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to general office and uses of RS15. Short term rental property – not owner-occupied shall be prohibited.
2. Confirmation of Historic approval of materials for parking and signage shall be provided prior to building or sign permit issuance.
3. Comply with all conditions and requirements of Metro reviewing agencies.

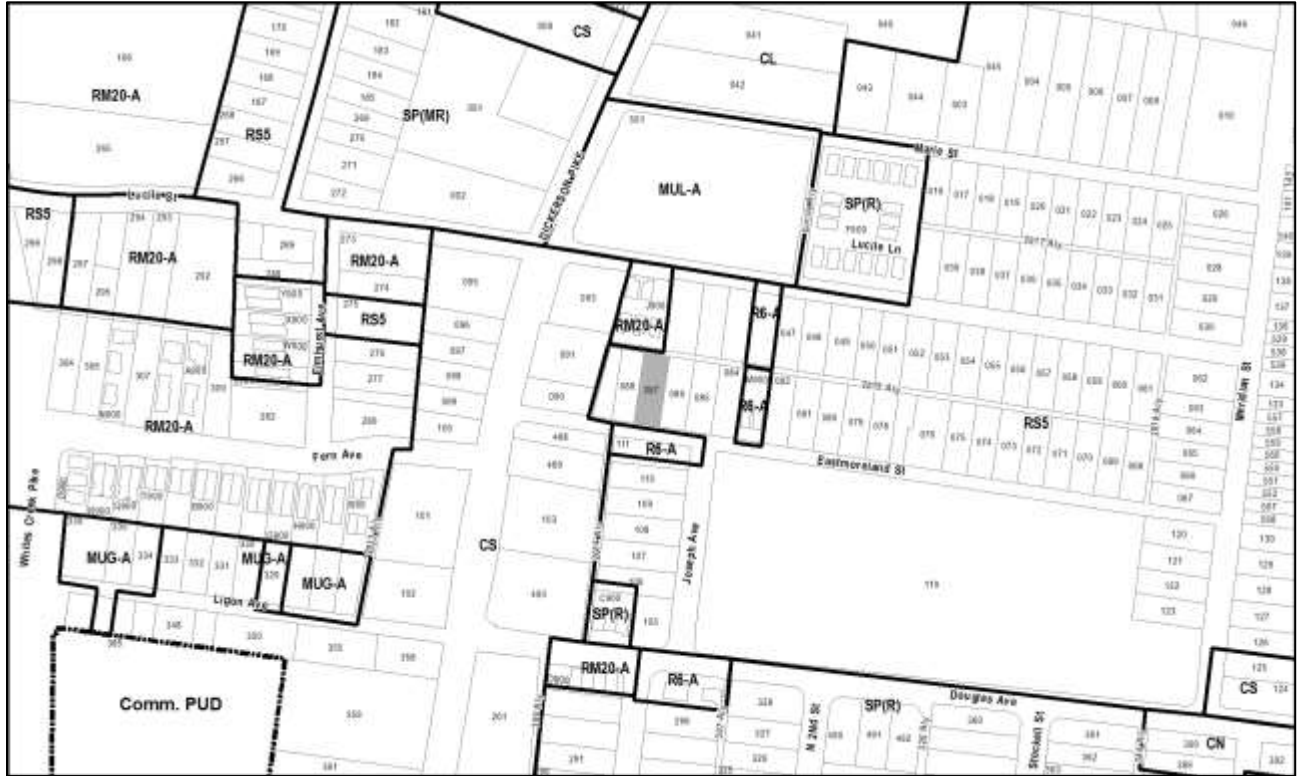




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# Metro Planning Commission Meeting of 5/28/20



**2020Z-061PR-001**

Map 071-15, Parcel(s) 087

05, East Nashville

05 (Sean Parker)



**Project No.** Zone Change 2020Z-061PR-001  
**Council District** 05 – Parker  
**School District** 5 - Buggs  
**Requested by** Adam Myers, applicant and owner.

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

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Approve with conditions.*

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 105 Eastmoreland Street, approximately 230 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 1 unit.*

**Proposed Zoning**

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



## Metro Planning Commission Meeting of 5/28/20

### 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 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 R5 Subdistrict of the Building Regulating Plan, which is intended to create and enhance neighborhoods with greater housing choice and improved connectivity by transitioning from Dickerson Pike's higher density mixed use development to the interior residential areas. The R5 Subdistrict supports a range of residential uses, including two-family and multi-family residential, at varying intensities depending on the location, context and infrastructure. The R5 Subdistrict also supports a variety of building forms, including house (2 units), detached accessory dwelling unit, plex or manor house, house court, low rise townhouse, and courtyard flat, low-rise flat, or mid-rise flat.

There is an unbuilt right-of-way associated with Alley #2015 to the rear of this property and other lots on the north side of Eastmoreland Street and 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.

### Dickerson South Corridor Study

This site is also within the Dickerson South Corridor Study (Study), which 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.

For properties within the Dickerson South Corridor Study area that are also located within the Highland Heights Study Supplemental Policy, such as this site, guidance for future development defers to the Highland Heights Study recommendations.

### **SITE AND CONTEXT**

The 0.17-acre site is located on the north side of Eastmoreland Street, between Meridian Street and Dickerson Pike, an arterial-boulevard designated on the Major and Collector Street Plan. The property contains an existing single-family residential use. The development pattern along Eastmoreland Street is primarily single-family, with one two-family use located east of the site on property that was rezoned to R6-A in 2017. The site is located directly across the street from another R6-A-zoned property at the corner of Eastmoreland Street and Joseph Avenue, to the south. The majority of the properties on the north side of the unbuilt alley, oriented towards Lucile Street, are also zoned RS5, with the exception of a multi-family residential development located behind the subject site and a parcel to the east of the multi-family development that was



## Metro Planning Commission Meeting of 5/28/20

recently rezoned to R6-A. Commercial uses and parking are located along Dickerson Pike, approximately 230 feet to the west.

### **ANALYSIS**

The requested R6-A zoning is supported by the T4 NE policy and is appropriate for the R5 Subdistrict of the Highland Heights Study at this site. 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 R5 Subdistrict.

The Highland Heights Study envisioned that the R5 area would accommodate additional density in concert with the installation of infrastructure, specifically at 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 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.

While the supplemental policy applicable to this site may support additional intensity, policy guidance also explains that additional intensity is appropriate only in concert with construction of public infrastructure to support the development. The requested R6-A district is on the lower end of the range of recommended zoning districts in this area, which is appropriate given the lack of existing infrastructure needed to accommodate additional density. The R6-A district represents a modest increase in intensity compared to surrounding parcels, consistent with the policy goals to establish a framework of public infrastructure that would accommodate the increased capacity of higher intensity residential development and coordinated growth 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.



## Metro Planning Commission Meeting of 5/28/20

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- TIS may be required prior to development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.17	8.712 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.17	7.26 D	2 U	19	2	2

\*Based on two-family lots

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

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

### 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 is appropriate for the R5 Subdistrict of the Highland Heights Study at this site.

### CONDITIONS

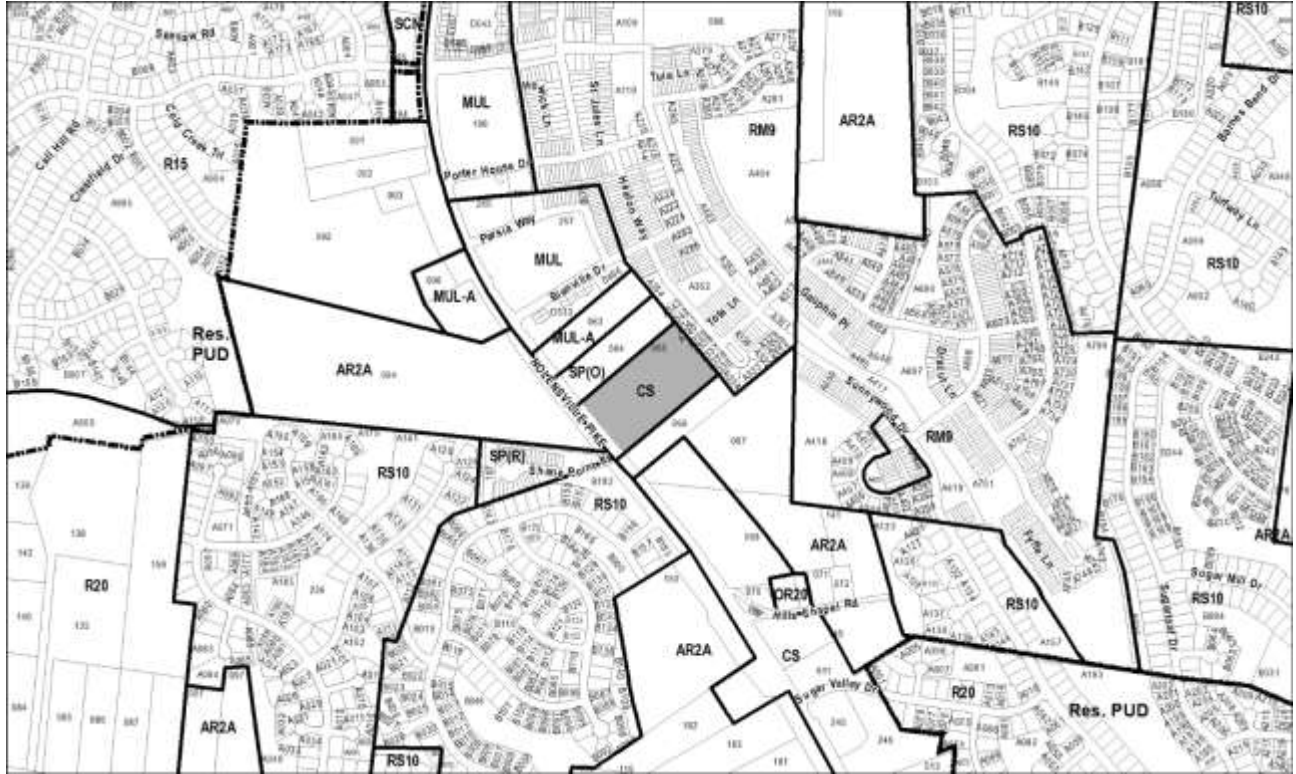
1. Prior to the issuance of building permits, half of the remaining right-of-way for Alley #2015 required to meet the Public Works standard shall be dedicated.



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## Metro Planning Commission Meeting of 5/28/20



**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.

**Deferrals** This request was deferred from May 14, 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 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 6228 Nolensville Pike, approximately 580 feet southeast of Bienville Drive and located with a Corridor Design Overlay District (6.55 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.

**Corridor Design Overlay**

The corridor design overlay district provides appropriate design standards for commercial, office and mixed-use development along corridors necessary to provide incremental improvements to the aesthetics of Nashville’s commercial districts and corridors. Application of this overlay district shall be limited to areas requiring transitional standards.

**SOUTHEAST COMMUNITY PLAN**

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



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### ANALYSIS

The site is located 580 feet southeast of Bienville Drive and fronts Nolensville Pike. Nolensville Pike is identified as an Arterial Street in the Major and Collector Street Plan. The property contains a single-family structure. Surrounding uses include multi-family residential, retail, and institutional uses.

The site is located in an area identified by the NashvilleNext Growth and Preservation Concept Map as a Tier 2 Center. The proposed MUL-A zoning district permits residential, retail, and office uses. MUL-A zoning is consistent with the policy as the purpose is to create a mixture of uses. The policy calls for development that is urban in form. The proposed MUL-A district includes requirements intended to create development that is urban in form. It is also important to note that the existing CS zoning district is not consistent with the policy.

### FIRE DEPARTMENT RECOMMENDATION

#### Approve with conditions

- Limited building detail, and/ or building construction information provided. Any additional fire code or access issues will be addressed during the construction permitting process.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development

#### Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	6.55	0.6 F	171,190 SF	10866	545	1171

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	3.28	1.0 F	142 U	1033	67	81

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.63	1.0 F	71,002 SF	4507	226	486

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	1.63	1.0 F	71,002 SF	5953	52	554



## Metro Planning Commission Meeting of 5/28/20

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
-	-	-	-	+627	-200	-50

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed MUL-A district: 16 Elementary 12 Middle 10 High**

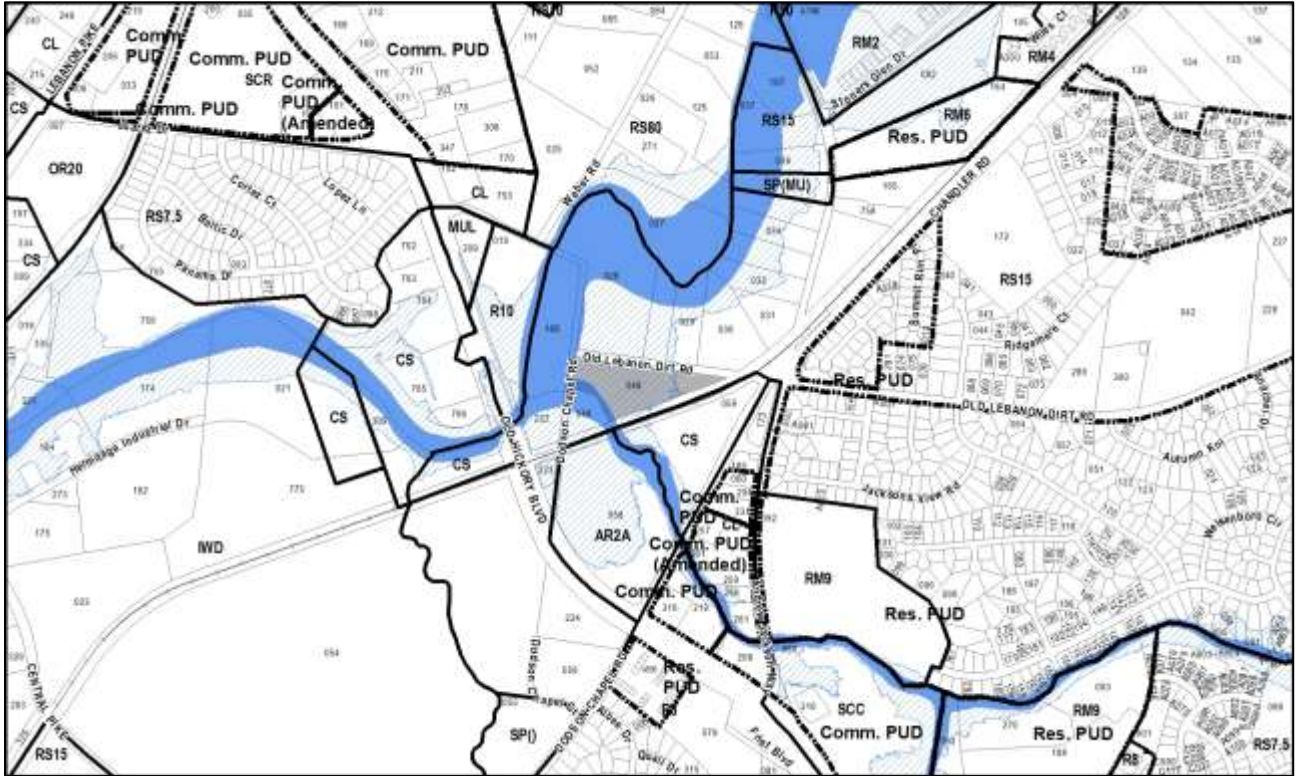
The proposed MUL-A zoning will generate 38 more students than the existing CS zoning district. Students would attend Shayne Elementary School, Oliver Middle School, and Overton High School.

### STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 5/28/20



**2020Z-067PR-001**

Map 086, Parcel(s) 048

14, Donelson-Hermitage-Old Hickory

11 (Larry Hagar)



**Project No.** Zone Change 2020Z-067PR-001  
**Council District** 11 – Hagar  
**School District** 4 - Shepherd  
**Requested by** Dean Design Group, applicant; James Reddick III, owner.

**Deferrals** This item was deferred from the May 14, 2020, Planning Commission meeting. No public hearing was held.

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



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under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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.



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## FIRE MARSHAL RECOMMENDATION

Approve

## TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be warranted at time of development.

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 5/28/20



**2020Z-068PR-001**  
Map 061-16, Parcel(s) 081  
05, East Nashville  
07 (Emily Benedict)





<b>Project No.</b>	<b>Zone Change 2020Z-068PR-001</b>
<b>Council District</b>	07 - Benedict
<b>School District</b>	3 - Speering
<b>Requested by</b>	Cole and Kristen Newton, applicants and owners.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	Approve.

**APPLICANT REQUEST**

**Zone change from RS10 to R10.**

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R10) zoning for property located at 1318 Cardinal Avenue, approximately 75 feet west of Addine Street (0.23 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 one single-family lot based on current configuration.*

**Proposed Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 1 duplex lot for a total of 2 units. Final determinations regarding duplex eligibility are made by the Metro Codes Department.*

**EAST NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The property is located on the south side of Cardinal Avenue, near the intersection of Cardinal Avenue and Addine Street. The property has frontage along both Cardinal Avenue and Greenland Avenue.

The surrounding land use is primarily single-family residential and some two-family residential properties. Across Greenland Avenue is Dan Mills Elementary School. There are two properties along Cardinal within the block between Addine and Kennedy reflective of this two-family residential pattern. One property has been developed with two residential units, one fronting



## Metro Planning Commission Meeting of 5/28/20

Cardinal Avenue and one fronting Greenland Avenue. The other property was rezoned from RS10 to R10 earlier this year, with the potential to develop similarly.

The goal of the T4 NM policy area is to maintain urban neighborhoods as characterized by their moderate to high-density residential development pattern with regularly spaced buildings with shallow setbacks and minimal spacing in between. The properties along Cardinal Avenue are narrow and deep with double road frontage. The proposed duplex lot, with frontage along two streets, serves the goals of the policy to create moderate to high lot coverage with buildings that are oriented toward the street.

### **FIRE RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 5/28/20

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

Maximum Uses in Existing Zoning District: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.23	4.356 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.23	4.356 D	2 U	15	1	2

\*Based on two-family lots

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

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

### METRO SCHOOL BOARD REPORT

**Projected student generation existing RS10 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High**

The proposed R10 zoning is not anticipated to generate any additional students than the existing RS10 zoning district. Students would attend Dan Mills Elementary School, Litton Middle School, and Stratford High School.

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 5/28/20



**2020Z-070PR-001**  
Map 092-10, Parcel 117  
08, North Nashville  
21 (Brandon Taylor)



<b>Project No.</b>	<b>Zone Change 2020Z-070PR-001</b>
<b>Council District</b>	21 - Taylor
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Alex Crow, applicant and owner.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to R8-A.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential - Alternative (R8-A) zoning for property located at 2937 Torbett Street, approximately 819 feet west of 28<sup>th</sup> Avenue North (0.23 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 given the existing lot configuration.*

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The site is located in North Nashville, just east of Interstate 40. The site is currently vacant. The surrounding land use is single family residential. The area is developed generally as single-family residential with a mix of housing types including 2 family, multi-family, and vacant on



## Metro Planning Commission Meeting of 5/28/20

the same block as the subject property. The site is along a street between a dead end and an arterial road to the east. The lot has an alley and is near the end of the street.

The T4 NE policy identifies several factors as consideration for rezoning including a site's location in relation to service centers and corridors, the size of the site, and infrastructure in and around the site. This site is located on a block with an arterial road at the end of the street. The site is larger than the surrounding lots and the alternative standards of the zoning district provide development standards in keeping with the existing urban neighborhood. The lot has an alley which provides additional access. Given these factors, the proposed zone change is consistent with the policy.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.23	8.712 D	2 U	19	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.23	5.445 D	2 U	19	2	2

\*Based on two-family lots

Traffic changes between maximum: **RS5 and R8-A**

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



## **Metro Planning Commission Meeting of 5/28/20**

### **METRO SCHOOL BOARD REPORT**

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

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

The proposed R8-A zoning is not anticipated to generate any more students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 5/28/20



### **308-84P-001**

ROBIN HOOD CONDOMINIUMS, PHASE 2 (CANCELLATION)

Map 043-13-0-A, Parcels 089-142, 901

04, Madison

09 (Tonya Hancock)





<b>Project No.</b>	<b>Planned Unit Development 308-84P-001</b>
<b>Project Name</b>	<b>Robin Hood Condominiums, Phase 2 (Cancellation)</b>
<b>Council District</b>	09 - Hancock
<b>School District</b>	3 – Speering
<b>Requested by</b>	RK Junior Contracting LLC, applicant; Garafola Properties LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Cancel PUD.**

PUD Cancellation

A request to cancel a Planned Unit Development Overlay District for properties located at Forest Park Road (unnumbered), approximately 250 feet north of Lanier Drive, zoned Multi-Family Residential (RM15) (4.51 acres).

**Existing Zoning**

Multi-Family Residential (RM15) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre. *RM15 would permit a maximum of 68 residential units.*

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

**MADISON 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



## **Metro Planning Commission Meeting of 5/28/20**

techniques to balance the increased growth and density with its impact on area streams and rivers.

### **ANALYSIS**

The subject property is approximately four and a half acres in size. It does not have street frontage and sits directly behind the existing Robin Hood Condominiums development. There are approximately 88 existing units in the Robin Hood Condominiums development. The subject PUD proposed to be canceled was approved by Council in 1984 for 54 multi-family units. No other applications have been received since the original approval and the property remains undeveloped.

The T3 NE policy can support all types of residential from single-family to multi-family. If canceled, development of the site would be reviewed under the underlying RM15 zoning district, which would permit a maximum of 68 units. This is approximately 14 more units than currently permitted by the PUD. Given the property's location, multi-family is an appropriate use of the site. The permitted density under the RM15 zoning district that applies to the subject site is less than the number of units in the existing Robin Hood Condominiums development to the west. The lower density acts as a transition from the higher density Robin Hood Condominiums development to the back of the site which is adjacent to a single-family residential neighborhood. The adjacent single-family neighborhood that backs up to the subject site is zoned RS10. The Zoning Code requires a "C" landscape buffer yard between the two districts which further provides a transition and protects the adjacent single-family neighborhood.

Staff finds that the PUD cancellation will not conflict with the T3 NE land use policy as the underlying RM15 zoning district is consistent with the policy given its location.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC & PARKING RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval.



**SEE NEXT PAGE**



**NO SKETCH**



<b>Project No.</b>	<b>BL2019-8</b>
<b>Project Name</b>	<b>Sidewalk Contributions In-Lieu Of Construction</b>
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Mary Carolyn Roberts
<b>Staff Reviewer</b>	Claxton
<b>Staff Recommendation</b>	<i>Forthcoming.</i>

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**APPLICANT REQUEST**

An ordinance amending Section 17.20.120 of Title 17 of the Metropolitan Code pertaining to the provision of sidewalks.

**STAFF RECOMMENDATION**

A staff report and recommendation for this item will be published on Tuesday, May 26, 2020 and will be provided as a standalone attachment to the full staff report.



**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

**Deferrals** This item was deferred at the May 14, 2020, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Shepard  
**Staff Recommendation** *Approve a substitute.*

**APPLICANT REQUEST**

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

**PROPOSED AMENDMENTS TO TITLE 17**

The proposed bill as introduced 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). Please note, staff is recommending a substitute that will alter the below language:

- 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



## Metro Planning Commission Meeting of 5/28/20

Collector Street Plan (MCSP) sections or with adopted Public Works standards for local streets. The proposal specifies that when sidewalks are triggered in association with multi-family or nonresidential development located within a center identified in NashvilleNext, the developer is required to install street trees within the required grass strip/green zone (planting strip) or frontage zone component of the overall sidewalk. This proposal does not impact properties within the Downtown Code (DTC), as the DTC includes separate standards for street trees, nor does the proposal 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 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 proposal links 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.

As originally filed, the proposal lays out certain minimum standards for the number and size of trees required. Staff recommends a substitute that would replace those specific minimums with a reference to a set of planting, installation and maintenance specifications for street trees, to be known as the Metro Nashville Street Tree Specifications.

Street tree installation is highly context sensitive. The appropriate number of trees for a site and the final planting locations are driven by conditions that are unique to each site 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. Rather than codify a single minimum standard, which may not be the best fit for any particular context, staff recommends referencing the Street Tree Specifications, which can account for the diversity of settings that exist within NashvilleNext centers and provide guidance and specifications suited to a range of site conditions.

The Metro Nashville Street Tree Specifications will provide predictability for design professionals and the public, permit consistent implementation of the Zoning Code, and better balance goals for urban design, public safety, and production of a healthy tree canopy. The Street Tree Specifications are currently being developed and refined with input from various Metro





## Metro Planning Commission Meeting of 5/28/20

agencies including Water Services, Public Works, Urban Forestry, Planning, and Codes. These specifications and guidelines, once finalized, will be maintained by Metro Water Services, 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 substitute 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 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 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.

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### Substitute 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



## Metro Planning Commission Meeting of 5/28/20

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 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.~~ Trees shall be installed according to the provisions of the Metro Nashville Street Tree Specifications prepared and maintained by Metro Water Services in conjunction with Metro Public Works, Planning and Codes.
  - 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. The owner of the property frontage along which the street trees are installed shall maintain the trees installed per this title according to the provisions of the Metro Nashville Street Tree Specifications.~~
  - 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.~~
  - viii. Required street trees shall be depicted on a landscape plan, which shall be submitted with construction drawings for the sidewalks.



## **Metro Planning Commission Meeting of 5/28/20**

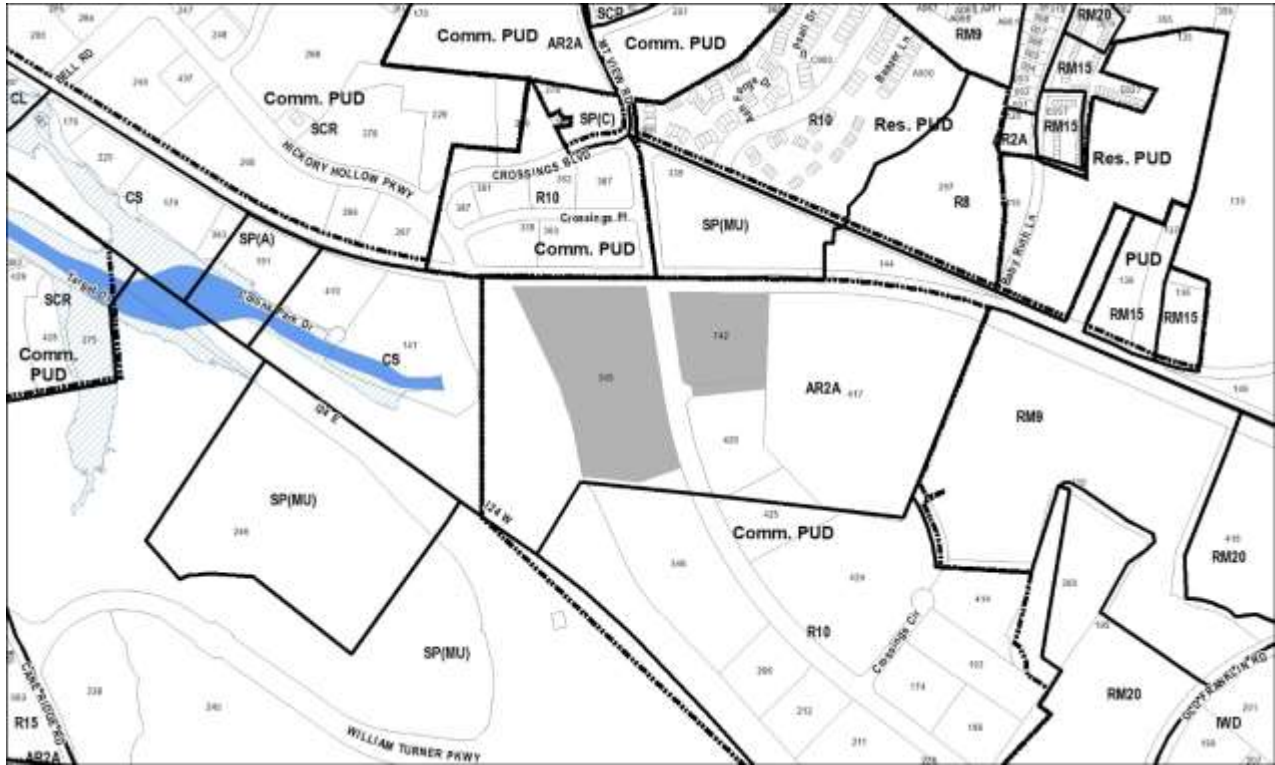
- vii. Trees installed pursuant to this section shall be eligible for credit toward the tree density required by Chapter 17.24 of this title.

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.

Sponsors: Councilmember Angie Henderson; Councilmember Burkley Allen



## Metro Planning Commission Meeting of 5/28/20



**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)



<b>Project No.</b>	<b>Specific Plan 2020SP-019-001</b>
<b>Project Name</b>	<b>Crossings Mixed Use Development</b>
<b>Associated Case</b>	84-87P-007
<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, April 23, 2020, and May 14, 2020, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**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.

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

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 nine lots with two duplex lots for a total of 11 units. The application of the subdivision regulations may result in fewer lots.*



# Metro Planning Commission Meeting of 5/28/20



**Proposed Site Plan**



## Metro Planning Commission Meeting of 5/28/20

### **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.

### **ANTIOCH-PREST LAKE COMMUNITY PLAN**

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and 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 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

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

### **PLAN DETAILS**

The approximately 19 acre site is located north of the intersection of Old Franklin Road and Crossings Boulevard. The site is bounded by a CSX rail line to the north and Hickory Hollow Parkway to the west. To the east is a Metro owned property, a portion of which is used to provide access to the SP.

The SP site includes two existing parcels of property and a part of a parcel to the east. The first parcel, which will be referred to as the west parcel within this report, is approximately 13.52 acres located on the west side of Crossings Boulevard, which bisects the SP area north to south. The second parcel, which will be referred to as the east parcel within this report, is approximately 5 acres located on the east side of Crossings Boulevard. The part of a parcel is a strip of land south of the east parcel. This area of land serves as the vehicular drive entrance to the east parcel.

The plan proposes a mixed-use development that permits 550 multi-family residential units and 35,000 square feet of non-residential uses. The permitted uses include multi-family residential and all uses of Commercial Limited (CL) with the exception of: Alternative Financial Services, Automobile Sales, Beer and Cigarette Market, Power/Gas Substation, and Construction/Demolition Waste Processing. The proposed mix of residential units is 291 1-bedroom & studio units, 226 2-bedroom units, and 33 3-bedroom units.

A total of 15 buildings are proposed for the SP. The west parcel contains buildings A through J and a clubhouse/leasing building as shown on the site plan. Buildings A, B, and J are oriented



## Metro Planning Commission Meeting of 5/28/20

Crossings Boulevard. The other buildings are located in the interior of the site. There are two vehicular drives proposed for the west parcel. One entrance is located midway through the site, between Buildings A and B. Buildings A and B contain live/work units which front the northern entrance drive into the west parcel. These units have individual entrances and short-term angled parking provided along the entrance drive to serve the live/work units. The SP includes standards for the proposed live work units, including limited hours, area of units, and signage. There is a second vehicular entrance at the south east corner of the west parcel. Amenities for the west parcel include a pool, a clubhouse, and the leasing office. Buildings E, F, G, and J are served by tuck under parking, where the entrance to a parking garage is provided at the rear of the building, with residential units at grade on the frontages of the building.

The east parcel contains buildings K through M and a stand alone commercial and retail building. The east parcel is accessed via a private drive aligned with the entrance on the west parcel. Building K, which permits first floor retail, fronts the proposed private drive. The commercial/retail building and Building M front Crossings Boulevard. The stand alone commercial and retail building on the east parcel is limited to 1.5 stories and 30 feet in height.

Buildings A, B, L, M, and K are limited to 4 stories. Buildings C, D, E, F, G, H, I & J are limited to 3 stories. The site plan included in this report identifies all residential uses with yellow, and non-residential areas in red. Architectural standards, including materials and glazing, are included in the plan.

In accordance with the Major and Collector Street Plan (MCSP), an eight foot wide sidewalk and six foot wide planting strip are proposed on the east side of Crossings Boulevard. The final site plan is required to meet the same MCSP conditions on the west side of Crossings Boulevard. The interior of the SP is served by five and six foot wide sidewalks throughout.

Per code, and with the anticipated uses on site, a total of 941 vehicular spaces are required. The proposed number of vehicular parking spaces is 756, which averages out to 1.4 spaces per unit.

### **ANALYSIS**

T3 CM policy is applied to prominent suburban arterial boulevard and collector-avenue corridors with adequate transportation capacity where there is an expressed interest in evolving to a balanced mixture of residential and commercial land uses along the corridor and providing opportunity for an evolving development pattern in regard to the size, scale, and density.

This SP site is unique in that it is able to address both sides of the existing corridor, Crossings Boulevard. The proposed mixed-use development, with a variety of unit types and non-residential opportunities support the goal of the policy to create a balanced mixture of residential and commercial land uses along the corridor.

The proposed height and orientation of buildings and uses is consistent with the policy. The policy states that buildings of all types are generally one to three stories tall but taller buildings may locate at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The proposed layout shows buildings fronting Crossings Boulevard as well as frontage along the entrances to the east and west parcels.





## Metro Planning Commission Meeting of 5/28/20

A majority of the buildings along the corridor are four stories in height, with buildings internal to the site shown as three stories.

There are three vehicular access points proposed along Crossings Boulevard. The policy guidance for access includes the limited placement of curb cuts to minimize vehicular conflict points. If possible, access into developments is aligned, as coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites. As shown, two of the entrances are aligned. With the proposed alignment and limited number of curb cuts, the flow along the corridor is managed and the potential impact to the pedestrian realm is also minimized.

Currently, the site plan does not meet the standards of the MCSP nor the pedestrian goals of the policy, which would go further to enhance the pedestrian realm by providing eight foot wide sidewalks and six foot wide planting strips along both sides of the corridor. The adherence to these requirements is a condition of approval.

The CO policy on site is largely due to an existing stream buffer that runs north-south through the site. Buildings are shown out of the required stormwater buffers. The Metro Stormwater Department has reviewed the proposed plans and has recommended approval.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- All buildings and/or developments are required to meet the fire-flow requirements listed in the adopted code prior to construction.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.



## Metro Planning Commission Meeting of 5/28/20

- Where two separate and approved fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses. The AHJ may approve variations to this requirement in the event remoteness cannot be accomplished.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

### STORMWATER RECOMMENDATION

**Approve**

### WATER SERVICES RECOMMENDATION

**Approve with conditions**

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

### PUBLIC WORKS RECOMMENDATION

**Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Following approval of final plans by MPW, a recorded copy of any ROW dedications will need to be submitted to MPW for Bldg. permit approval.
- Final construction plans and road grades shall comply with the design regulations established by the Department of Public Works. Ref. MPW street design standards and specifications(min/max grades, profiles, etc.) prior to submitting final SP plans.
- For final SP approval, coordinate w/ planning on sidewalks/grass strip requirements, per MCSP, along West side of Crossings Blvd.

### TRAFFIC AND PARKING RECOMMENDATION

**Approve with conditions**

- Comply with TIS recommendations.
- Provide parking per metro code or submit Parking study that supports 185 parking space reduction prior to final SP approval.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	42.42	0.5 D	42 U	469	35	45

\*Based on two-family lots



## Metro Planning Commission Meeting of 5/28/20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	-	-	550 U	4118	241	270

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)	-	-	35,000 SF	2222	112	240

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5871	+318	+465

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 2 Elementary 2 Middle 2 High**

**Projected student generation proposed SP-MU district: 60 Elementary 50 Middle 39 High**

The proposed SP zoning may generate 143 more students than the existing AR2a zoning district. Students would attend Eagle View Elementary School, Antioch Middle School, and Cane Ridge High School.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum 550 multi-family residential units and 35,000 square feet of non-residential uses. Non-residential uses include those permitted within the CL zoning district, with the exception of Alternative Financial Services, Automobile Sales, Beer and Cigarette Market, Power/Gas Substation, and Construction/Demolition Waste Processing, which shall be prohibited within the SP. Short term rental property – owner-occupied and short term rental property – not owner-occupied shall be prohibited.
2. On the corrected copy, update sidewalks and grass strips on both sides of Crossings Boulevard to meet the minimum requirements of the Major and Collector Street Plan.
3. On the corrected copy, revise Private Street to Private Drive.
4. On the corrected copy, establish public access easement across the Private Drive.
5. On the corrected copy, update acreage to include the part of parcel 417 included in the SP.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. The façade of any commercial building facing toward a public street and located within a distance of 50 feet from the street right-of-way shall provide a minimum of 20% glazing on that particular façade.



## Metro Planning Commission Meeting of 5/28/20

8. Buildings A, B, K, L, and M are limited to a maximum of 4 stories in height, buildings C, D, E, F, G, H, I, and J are limited to a maximum of 3 stories in height, and stand-alone commercial buildings are limited to a maximum of 35 feet in height.
9. The primary materials allowable for use on the commercial and residential building(s) are brick, natural or synthetic stone, architectural block, stucco, metal panels, glass storefront and masonry siding. The material palette may also include EIFS as a secondary material for no greater than 20% of any one building façade.
10. Any residential building facades fronting a street shall provide a minimum of 20% glazing.
11. All buildings will avoid continuous uninterrupted blank facades at a minimum, the façade plan shall be interrupted by one of the following for every twenty-five (25) feet of street frontage, open spaces, and parking areas:
  - a. A change in the building material
  - b. A horizontal undulation in the building façade
  - c. A porch, stoop, or balcony
12. The architectural massing at buildings A and B will incorporate a roofline elevation change at the corner of Crossings Boulevard and the interior access boulevard. The heightened roofline in these areas will incorporate architectural overhands where appropriate as well as materials and façade treatments consistent with the architectural façade notes. These corner “elements” are meant to create a threshold at the development entry. The entry “elements” can be expected to be a minimum of 20’-0” wide by 20’-0” deep.
13. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
14. 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.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
16. 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.
17. 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.
18. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.

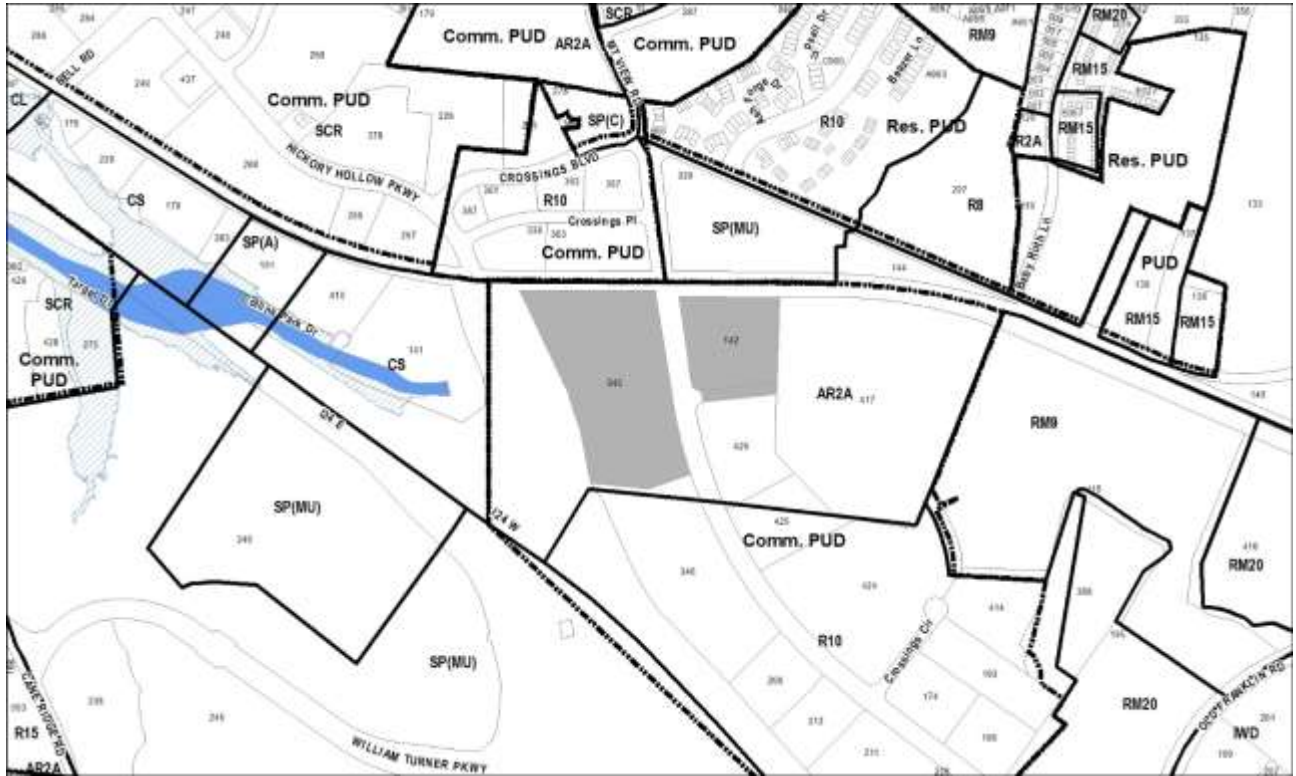


## **Metro Planning Commission Meeting of 5/28/20**

19. 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 5/28/20



**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 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 Gov’t, owners.

**Defferals** This item was deferred at the March 12, 2020, March 26, 2020, April 9, 2020, April 23, 2020, and May 14, 2020 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** Approve if the associated preliminary SP is approved and disapprove if the associated preliminary SP is not approved.

**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), Crossings Boulevard (unnumbered), and a portion of property located at Crossings Boulevard (unnumbered), approximately 200 feet east of Hickory Hollow Parkway (19.08 acres).

**Existing Zoning**

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

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



## **Metro Planning Commission Meeting of 5/28/20**

### **ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and 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 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

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

### **PUD HISTORY**

The original PUD was approved in 1984 for over a million square feet of commercial and office uses. The PUD has been revised numerous times throughout the years.

### **PLAN DETAILS**

The 18.52 acre site is located north of the intersection of Old Franklin Road and Crossings Boulevard. The site is bounded by a CSX rail line to the north and Hickory Hollow Parkway to the west. A site plan for a mixed-use development is proposed with the associated case, 2020SP-019-001.

### **ANALYSIS**

The originally approved PUD was intended to have a mix of office and commercial uses. The current T3 CM policy for the site calls for a mixed-use corridor design. Residential is not a permitted use within the PUD. The cancellation of the PUD would allow the corridor to develop with a mixed-use development, as called for within the policy.

### **FIRE DEPARTMENT RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval if the associated preliminary SP is approved. If the associated preliminary SP is not approved, staff recommends disapproval.





**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 5/28/20



**2001UD-002-011**

1601 BROADWAY

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

10, Green Hills-Midtown

19 (Freddie O'Connell)



**Project No.** UDO Modification 2001UD-002-011  
**Project Name** 1601 Broadway  
**Council District** 19 – O’Connell  
**School District** 5 – Buggs  
**Requested by** Smith Gee Studio, applicant; Caldwell, Wentworth, Jr. et al, owner.

**Deferrals** This item was deferred at the May 14, 2020, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Brooks  
**Staff Recommendation** *Approve with conditions the request to modify height.*

**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.

**Existing Zoning**

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

Music Row Urban Design Overlay (UDO) implements economic and design recommendations as a result of the 1997 *Music Row Planning and Design Study* commissioned by the Metro Government. The UDO is intended to address the changing character of the area, physically enhance the area, and reposition it within the local real estate market. The design goals of the UDO are as follows:

- Reinforce a scale and form of development that emphasizes sensitivity to the pedestrian environment;
- Reinforce a scale and form of development that balances the needs of pedestrians with the benefits provided by automobile traffic;
- Accommodate the area’s parking needs, while still maintaining a pedestrian-oriented urban environment;
- Provide for the strategic placement of public spaces in relationship to building masses, streetscapes, and landscaping features;
- Encourage active ground floor uses to animate the street, such as restaurants, shops, and services;
- Include the adaptive use and sensitive rehabilitation of existing buildings;
- Protect and enhance the economic viability of the area, as well as diversity of uses and activities.



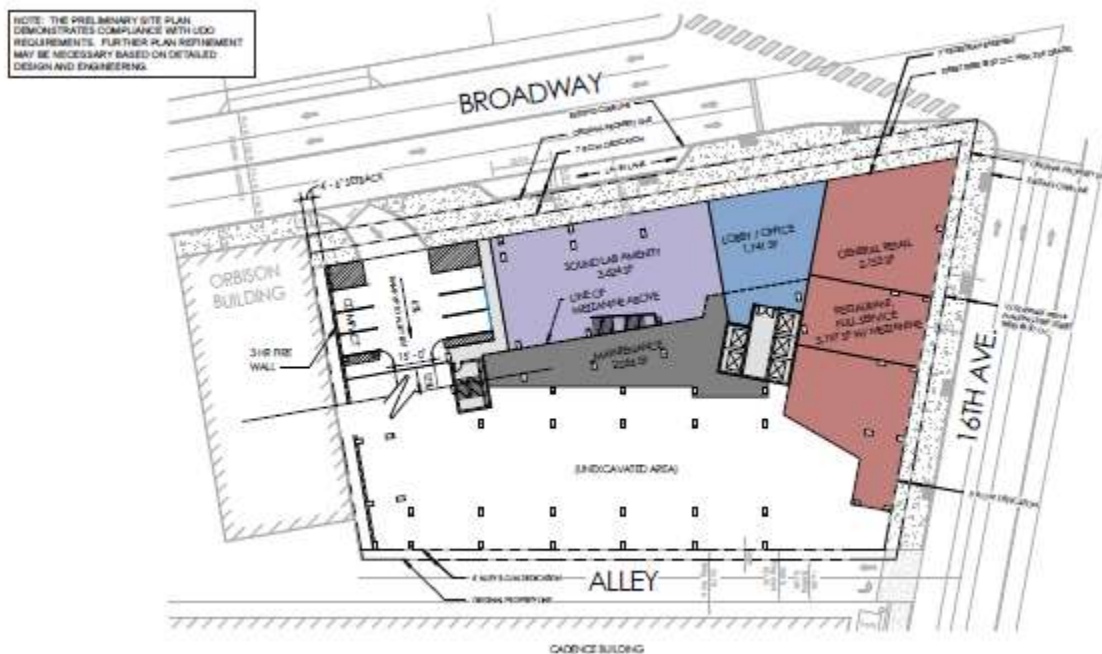
## Metro Planning Commission Meeting of 5/28/20

### Existing Policy

Music Row Vision Plan identifies the significance of and pressures facing Music Row, including the following:

- loss of notable character
- challenges to preservation;
- increasing land values;
- outdated office space;
- intrusion of multi-family;
- and prohibitive zoning for third-places.

The plan contains a broad range of recommendations and action steps to ensure that Music Row continues to be a vital hub of music business and innovation, and a unique creative cluster in the city.



### Site Plan



## Metro Planning Commission Meeting of 5/28/20



**16<sup>th</sup> Avenue Elevation**

**Broadway Elevation**

### PLAN DETAILS

The project proposes an approximately 27-story mixed-use tower consisting of residential units above structured parking with office and commercial uses along the lower levels. The building occupies a corner lot at the intersection of Broadway and 16<sup>th</sup> Avenue North. Vehicular access is from the alley and one right-in access point is located along Broadway. Service loading is also proposed along the alleyway. Two pedestrian entrances are located along Broadway and one pedestrian entrance is located along 16<sup>th</sup> Avenue North.

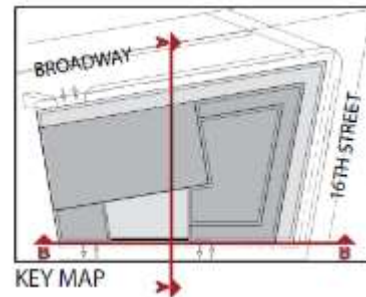
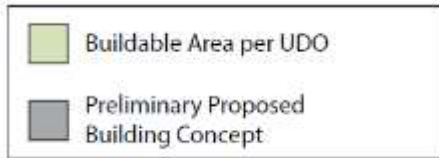
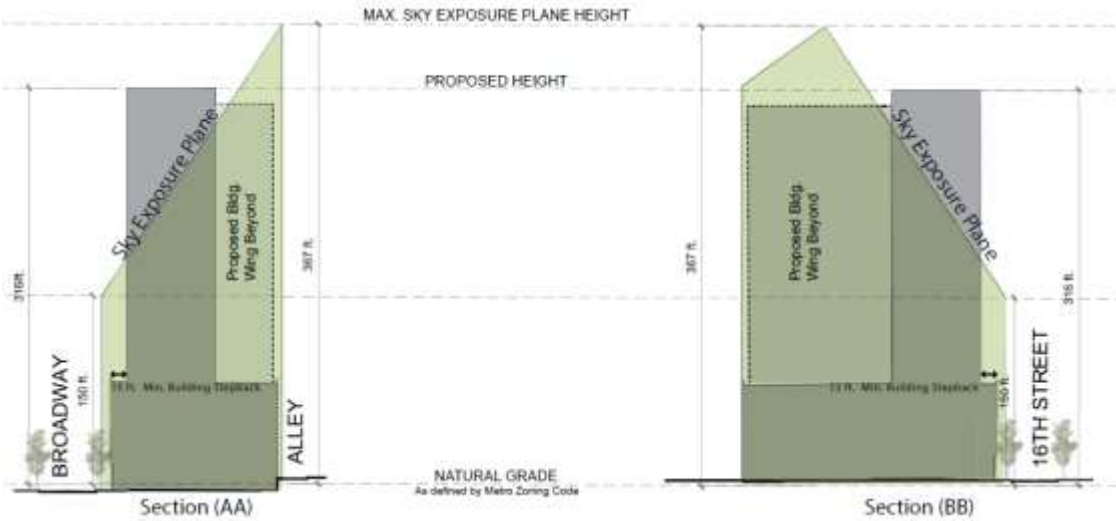
### ANALYSIS

The applicant is seeking a modification to the height standard of the Music Row Urban Design Overlay (UDO). The overlay regulates height by stating that buildings with frontage on Broadway shall not exceed 150 feet at the build-to line. Meanwhile, the underlying base zoning district, Core Frame, requires a 1.5 vertical to 1 horizontal sky exposure plane to occur at a point after the maximum 150 feet height at the build-to line. The resulting effect of the sky-exposure plane is a tower form pushed away from the street, toward the interior property line, and is not related to any urban design objective. (see diagram below).

In lieu of a tower element located to the rear of the site, the applicant seeks to allow height permitted by the base zoning district to occur toward the front of the site, which aligns with the intent of the Core Subdistrict of the Music Row Urban Design Overlay. The resulting form of the building reinforces a prominent intersection and frames the street to create a distinguishable gateway building.



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The property falls within the Core Subdistrict of the Music Row UDO, which encourages large scale development at this location. Due to the prominence of this location and the wide width of Broadway in this area, the UDO states that large scale development is appropriate.

In addition, the proposed project is located within the Music Row Vision Plan's Center Character Area, intended "to promote growth with high-rise development containing a mixture of uses and commercial activity. The area offers a high-energy urban experience, with towers activated by engaging and inviting ground-floor retail". This sub-district provides "the greatest flexibility in land use, building height, and intensity, more so than any other area within the Music Row boundary."



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Given that Core Frame zoning district does not accomplish urban design objectives of either the Music Row Urban Design Overlay or the Music Row Vision Plan, and the proposed design offers to generate a form in keeping with the intent of the Core Subdistrict, staff agrees the requested modification accomplishes the goals and objectives of the Music Row Urban Design Overlay.

### **Analysis Summary:**

The proposed design is consistent with the UDO regulations including Build-to Line, Height at the Build-to-Line, Massing, Facades, Materials, Canopies/Awnings and Access & Parking. The requested modification—relief from the sky exposure plane—does not seek additional entitlements in terms of volume or square footage, but, rather, a re-arrangement of them.

The modification is merited because the proposed design is a more appropriate fit for the prominent West End/Broadway split; creates a distinctive threshold to Music Row; and results in a better pedestrian experience through a more engaging urban mass, form, and height, than what is outlined by the applicable code.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



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- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height for 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- The maximum grade for fire apparatus access road shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

**Approve with Conditions**

- Comply with MPW traffic comments for concept plan approval.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with Conditions**

- Coordinate with Metro Public Works Traffic Division to install fiber optic cable along West End Avenue and Broadway to interconnect the traffic signal at West End Avenue / Broadway at 16th Avenue, West End Avenue at 17th Avenue, and Broadway at 17th Avenue.
- Valet operations shall be prohibited along lay-by lane on Broadway.
- Vehicular access on Broadway shall consist of a right-turn in only. No exiting shall be permitted onto Broadway. Access shall be designed in a way to discourage a westbound left-turn movement into the site from Broadway.





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- Alley 236 shall be widened along development frontage to 16th Avenue to a minimum of 20' to allow for at least one-10' travel lane in each direction.

### STAFF RECOMMENDATION

Staff recommends approval, based upon the following reasons, of the request to modify the height standard, with conditions.

#### Reasons are the following:

The requested Overall Height Modification is merited because the proposed design:

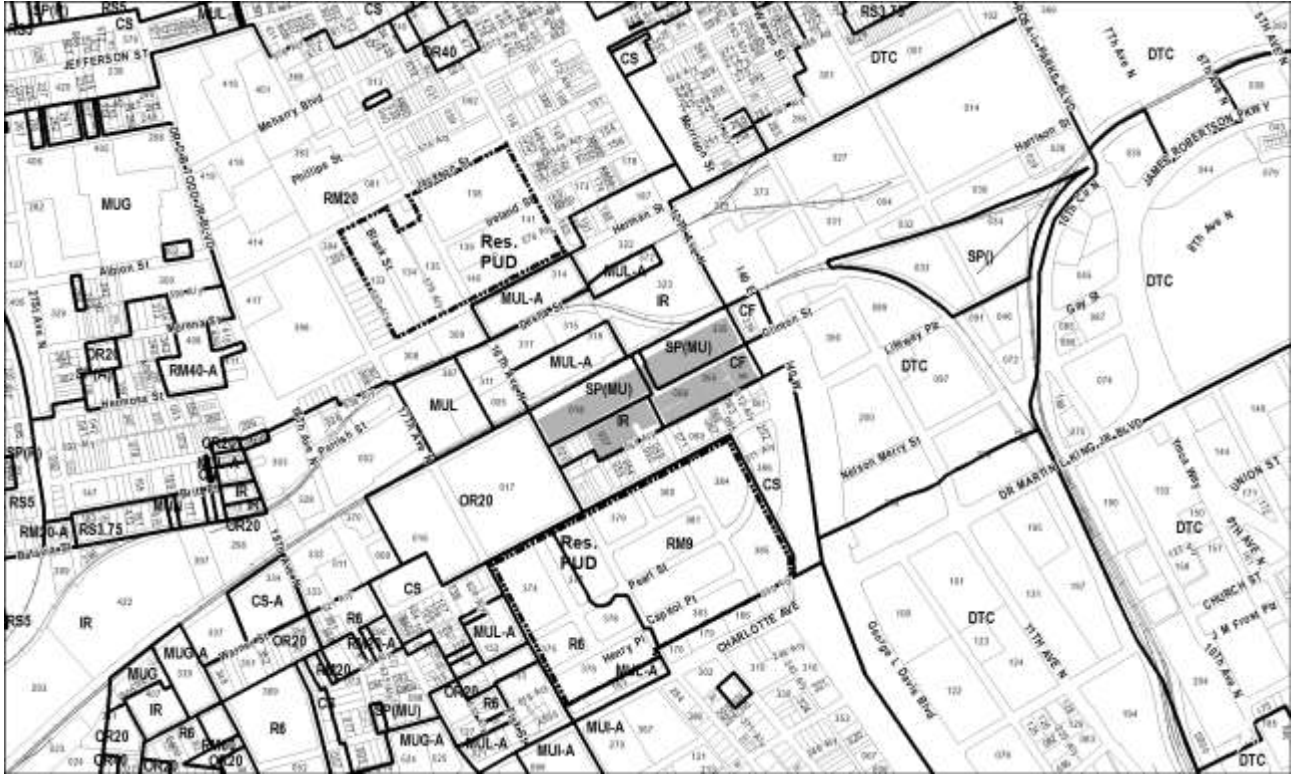
1. provides a more appropriate fit for this site than applicable zoning without sacrificing the intended character or quality of urban design;
2. creates an appropriate transition to Music Row from the Broadway corridor;
3. facilitates an active, pedestrian oriented streetscape, per the Music Row UDO;
4. helps to implement the Music Row Vision Plan by relegating pressure for multi-family development to the periphery of the character area, supporting music related uses, and providing contemporary office space and third-spaces for creative collaboration.

### CONDITIONS

1. The development proposal must demonstrate compliance with all unmodified standards of the Music Row Urban Design Overlay upon final site plan application submittal.
2. Pending results of a traffic impact study, site access shall be reviewed and comply with Public Works standards and recommendations at time of final site plan application submittal.
3. The applicant shall design a driveway that does not allow left turns onto Broadway. The Planning and Public Works departments must review and approve final design.



## Metro Planning Commission Meeting of 5/28/20



**2019HP-001-001**

**MARATHON VILLAGE**

Various Maps, Various Parcels

8, North Nashville

19 (Freddie O'Connell)



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

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

**Council Bill No.** BL2020-256

**Council District** 19 – O’Connell

**School District** 5 – Buggs

**Requested by** Councilmember Freddie O’Connell; Metro Council.

**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, April 23, 2020, and May 14, 2020, Planning Commission meetings.

**Staff Reviewer** Lewis

**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**

**Apply Historic Preservation Overlay District.**

Historic Preservation Overlay District

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

**Existing Base Zoning**

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

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

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

**Proposed Overlay**

Historic Preservation Overlay Districts (HP) are geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures or objects which are united by past events or aesthetically by plan or physical development.

**NORTH NASHVILLE COMMUNITY PLAN**

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



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

### Consistent with Policy?

Yes. The policy encourages the preservation and protection of historic features in an urban context. The T4-MU policy is to maintain and enhance urban neighborhoods with a diverse mix of uses.

The proposed Downtown Historic Preservation Overlay District will aid implementation in the maintenance and enhancement of the properties as well as furthering the design principles in the land use policy.

### **REQUEST DETAILS**

The following information was taken from the February 19, 2019, Metro Historic Zoning Commission Report:

#### **Background:**

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

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

#### **Analysis and Findings:**

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

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



## **Metro Planning Commission Meeting of 5/28/20**

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

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

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

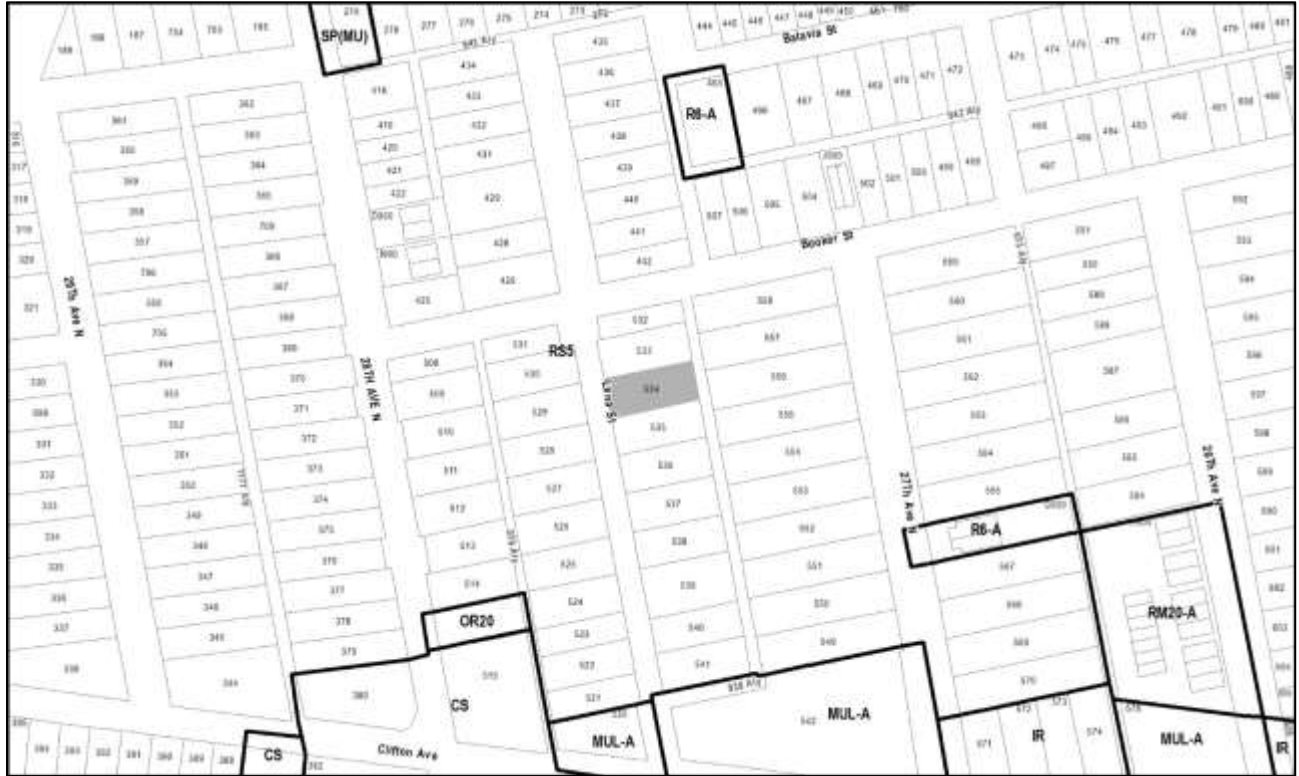
On February 19, 2020, the Metro Historic Zoning Commission voted unanimously to recommend a historic preservation zoning overlay for Marathon Village.

### **STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 5/28/20



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



**Project No.** **Zone Change 2020Z-027PR-001**  
**Council District** 21 - Taylor  
**School District** 5 - Buggs  
**Requested by** Goodhope Development Consulting Group, Inc.,  
applicant; Lorenzo Wright, owner.

**Deferrals** This item was deferred from the May 14, 2020,  
Planning Commission meeting. No public hearing was  
held.

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Approve.*

**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).

**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 single-family residential 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 would permit a maximum of one duplex for a total of two residential units, based on the acreage only. However, the Codes Department has made a preliminary determination that this site is not duplex eligible.*

**NORTH NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 5/28/20

the existing developed character, such as the street network and block structure and proximity to centers and corridors.

### ANALYSIS

The site comprises 0.14 acres and is located on the east side of Lena Street, south of Booker Street and east of 28<sup>th</sup> Avenue North. The property contains a residential unit and is served by Alley #938 at the rear of the site. The surrounding area south of Booker Street includes mixed one and two-family residential units and vacant properties, with non-residential uses concentrated near the intersection of 28<sup>th</sup> Ave. N. and Clifton Avenue (south).

The R6-A zoning district is generally supported by the T4 NE policy in an urban neighborhood, such as this site. The area is served by a highly connected network of streets and alleys, and the site is located less than 1,000 feet from existing bus stops along 28<sup>th</sup> Avenue North. The site is also located less than 500 feet from 28<sup>th</sup> Avenue North and Clifton Avenue, identified as arterial-boulevards and collector avenues, respectively, by the Major and Collector Street Plan. The A-district standards will require design and bulk placement standards consistent with an urban development pattern.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.14	8.712 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.14	7.26 D	2 U	15	1	2

\*Based on two-family lots

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

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





## **Metro Planning Commission Meeting of 5/28/20**

### **METRO SCHOOL BOARD REPORT**

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

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

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

### **STAFF RECOMMENDATION**

Staff recommends approval.