

Metropolitan Planning Commission



Staff Reports

June 11, 2020



Metro Planning Commission Meeting of 6/11/20

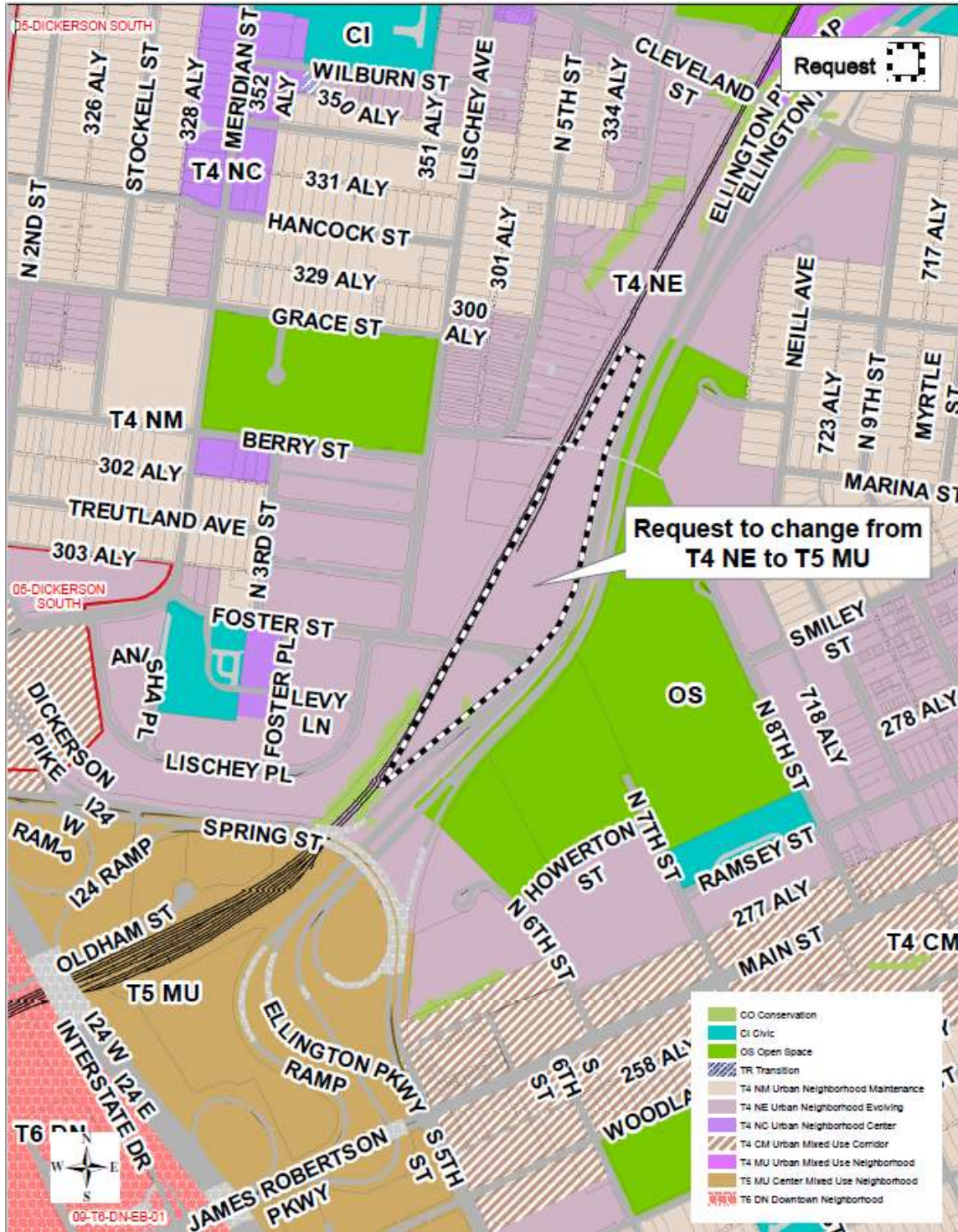
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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Metro Planning Commission Meeting of 6/11/20



2020CP-005-001

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 082-11, Parcel(s) 083, 085

05, East Nashville

05 (Sean Parker)



Project No.	Major Plan Amendment 2020CP-005-001
Project Name	East Nashville Community Plan Amendment
Associated Case	2020SP-021-001
Council District	05 – Parker
School District	5 – Buggs
Requested by	Barge Cauthen and Associates, applicant; Foster Street Partners LLC, owner.
Staff Reviewer	Grider
Staff Recommendation	<i>Defer to the July 23, 2020, Metro Planning Commission meeting.</i>

APPLICANT REQUEST

Amend East Nashville Community Plan to change the policy.

Major Plan Amendment

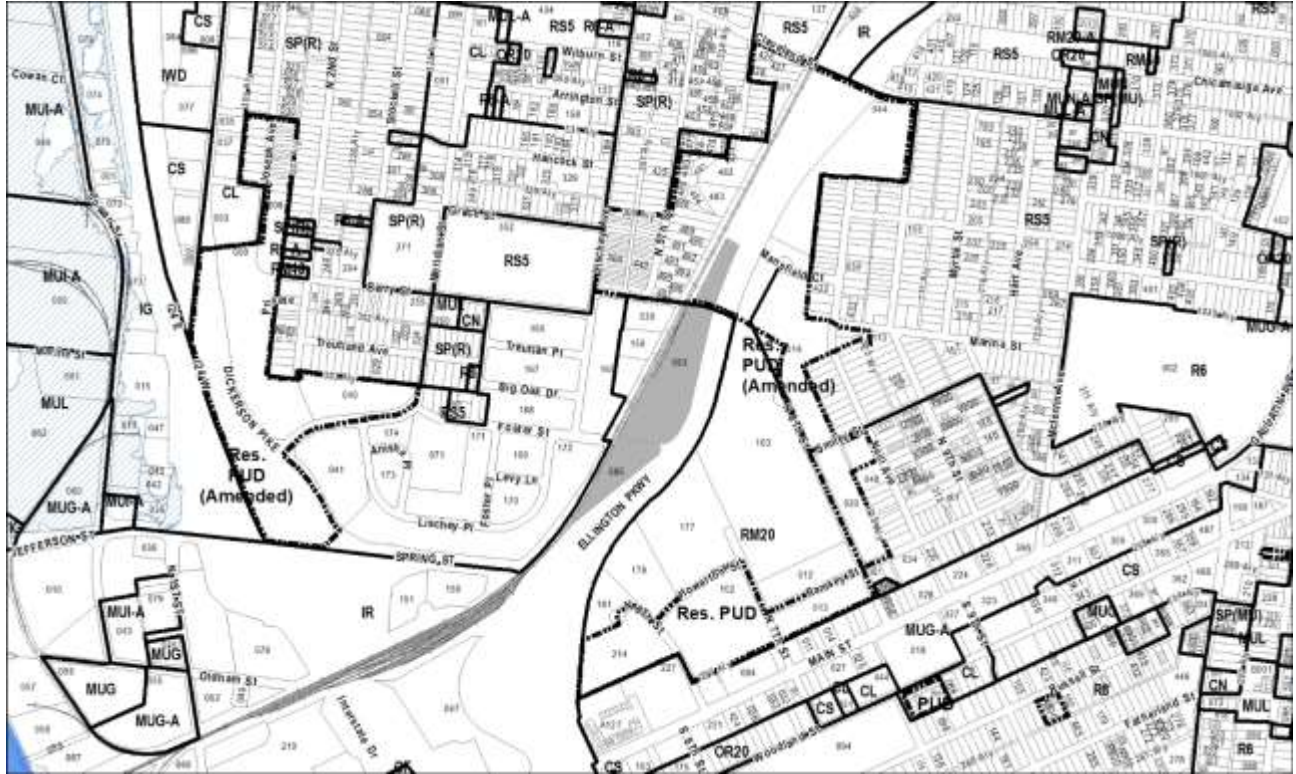
A request to amend the East Nashville Community Plan by amending the Community Character Policy from T4 Neighborhood Evolving (T4 NE) to T5 Mixed Use Neighborhood (T5 MU) on property located at 515 and 516 Foster Street, at the eastern terminus of Foster Street, zoned Industrial Restrictive (IR) and Multi-family Residential (RM20) and partially within a Planned Unit Development Overlay District (approximately 9.51 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the July 23, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 6/11/20



2020SP-021-001
FOSTER STREET SP
Map 082-11, Parcel(s) 082, 083
05, East Nashville
05 (Sean Parker)



Project No.	Specific Plan 2020SP-021-001
Project Name	Foster Street SP
Associated Case	2020CP-005-001
Council District	05 – Parker
School District	5 – Buggs
Requested by	Barge Cauthen and Associates, applicant; Foster Street Partners LLC, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the July 23, 2020, Metro Planning Commission meeting.</i>

APPLICANT REQUEST
Zone change from IR to SP.

A request to rezone from Industrial Restrictive (IR) and Multi-Family Residential (RM20) to Specific Plan (SP) zoning for properties located at 515 and 516 Foster Street, at the eastern terminus of Foster street and partially located within a Planned Unit Development Overlay District (9.51 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the July 23, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 6/11/20



2020CP-006-001

BELLEVUE COMMUNITY PLAN AMENDMENT

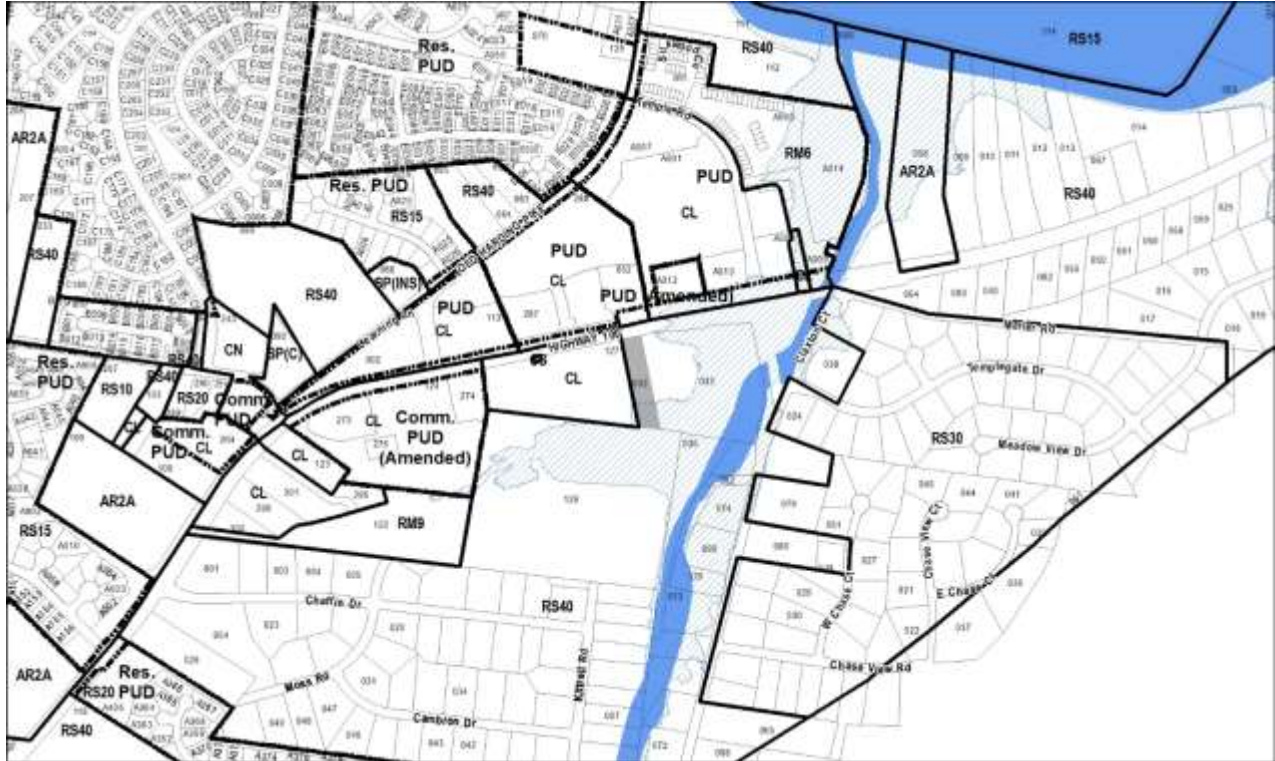
Map 156, Part of Parcel(s) 032-033

06, Bellevue

35 (Dave Rosenberg)



Metro Planning Commission Meeting of 6/11/20



2020Z-052PR-001

Map 156, Parcel 032

06, Bellevue

35 (Dave Rosenberg)



Project No. **Zone Change 2020Z-052PR-001**
Associated Case 2020CP-006-001
Council District 35 – Rosenberg
School District 9 – Frogge
Requested by Dale and Associates, applicant; McMullin Family Properties, LLC, owner.

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

Staff Reviewer Lewis
Staff Recommendation *Defer to the July 23, 2020, Metro Planning Commission meeting.*

APPLICANT REQUEST
Zone change from RS40 to CL.

Zone Change

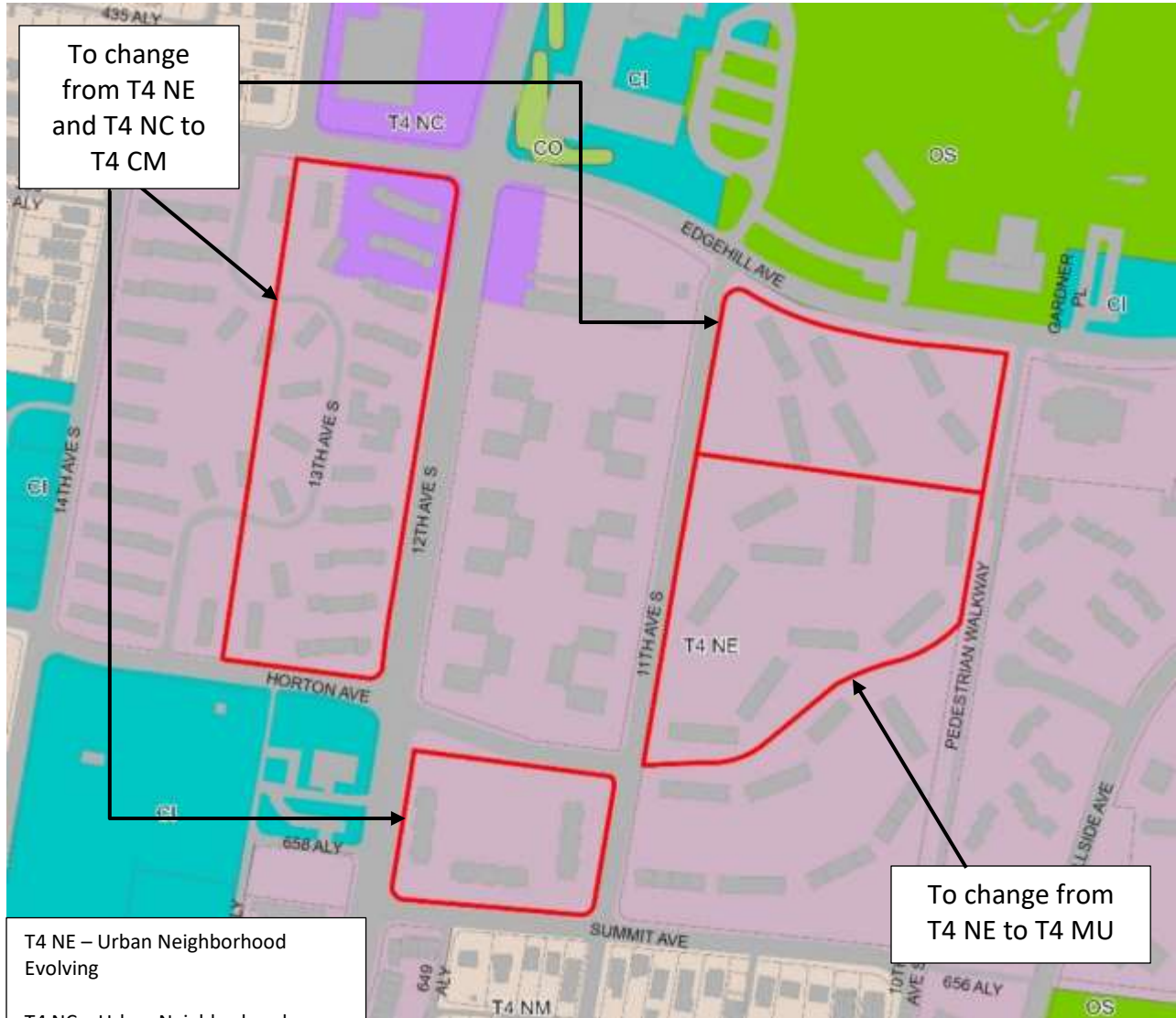
A request to rezone from Single-Family Residential (RS40) to Commercial Limited (CL) zoning for property located at 8045 Highway 100, approximately 600 feet west of Temple Road and within the Highway 100 Urban Design Overlay District (1.4 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the July 23, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 6/11/20



- T4 NE – Urban Neighborhood Evolving
- T4 NC – Urban Neighborhood Center
- T4 CM – Urban Mixed Use Corridor
- T4 MU – Urban Mixed Use Neighborhood
- OS – Open Space
- CI – Civic

2020CP-010-001
GREEN HILLS – MIDTOWN COMMUNITY PLAN AMENDMENT
 Map 105-05, Parcel(s) 047, 520-521
 10, Green Hills – Midtown
 17 (Colby Sledge)



Project No. **Major Plan Amendment 2020CP-010-001**
Project Name **Green Hills – Midtown Community Plan Amendment**

Council District 17 – Sledge
School District 5 – Buggs
Requested by Barge Design Solutions, applicant; Edgehill Homes and MDHA, owners.

Deferrals This item was deferred at the February 27, 2020, and April 23, 2020, Planning Commission meeting. No public hearing was held.

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

APPLICANT REQUEST

Amend the Green Hills – Midtown Community Plan to change the policy.

Major Plan Amendment

A request to amend the Green Hills - Midtown Community Plan by changing from T4 Urban Neighborhood Evolving Policy (T4 NE) and T4 Urban Neighborhood Center Policy (T4 NC) to T4 Urban Mixed Use Corridor Policy (T4 CM) and T4 Urban Mixed Use Neighborhood Center Policy (T4 NC) for property located at 1100 Summit Avenue, and a portion of properties located at 1200 11th Avenue South and 1277 12th Avenue South, at the southeast corner of 14th Avenue South and Edgehill Avenue, zoned Multi-Family Residential (RM20) and located within a Planned Unit Development Overlay District (19.50 acres).

STAFF RECOMMENDATION

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



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, May 15, 2020, and May 28, 2020, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

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

Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan – Mixed Use (SP-MU) zoning for a portion of property located at 384 Charlotte Pike, at the terminus of Alabama Avenue (3.05 acres), to permit 265 multi-family residential units, 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 25, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 6/11/20



2015S-166-002

PAYNE ROAD ESTATES – SECTION 1

Map 148, Parcel(s) 120-121

13, Antioch – Priest Lake

28, (Tanaka Vercher)



Project No.	Concept Plan 2015S-166-002
Project Name	Payne Road Estates – Section 1
Council District	28 – Vercher
School District	6 – Bush
Requested by	Doyle Elkins, applicant; Chun Song, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the June 25, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Concept plan to create 25 single-family residential lots.

Concept Plan

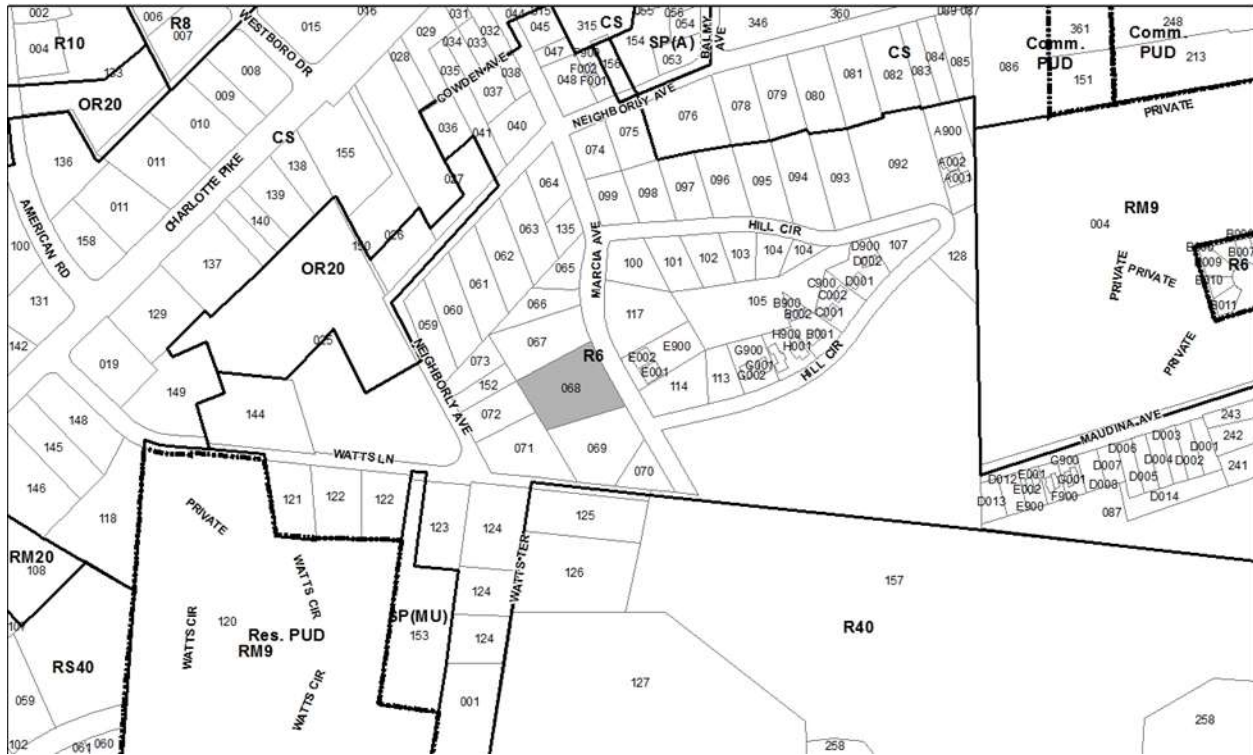
A request for concept plan approval to create 25 single-family residential lots on properties located at 4801 Payne Road and Payne Road (unnumbered), at the southwest corner of Reeves Road and Payne Road, zoned Single-Family Residential (RS7.5) and within the Payne Road Residential Urban Design Overlay District (7.39 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 6/11/20



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 item was deferred at the March 12, 2020, March 26, 2020, April 9, 2020, April 23, 2020, May 14, 2020, and May 28, 2020, Planning Commission Meetings. No public hearing was held.
Staff Reviewer	Dunnavant
Staff Recommendation	<i>Defer to the June 25, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Final plat approval to create three lots.

Final Plat

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

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 6/11/20



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, May 14, 2020, and May 28, 2020, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Final plat approval to create four lots.

Final Plat

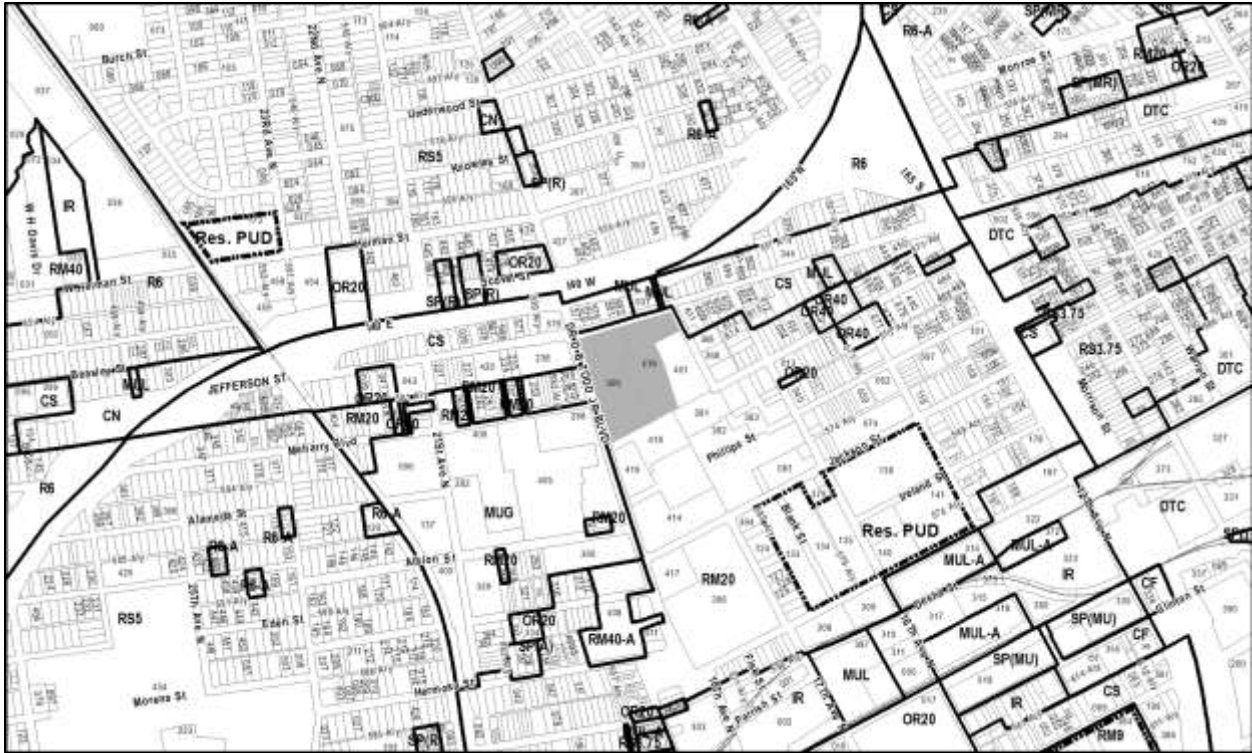
A request for final plat approval to create four lots on property located at 170 Antioch Pike, at the northeast corner of Southlake Drive and Antioch Pike, zoned Single-Family Residential (RS7.5) (0.91 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 6/11/20



2020S-102-001

RESUBDIVISION OF LOT 1 AND 2 OF THE RESUBDIVISION OF LOT 1 OF
THE PLAN OF MCNAIRY LAND OF THOMAS HARDING

Map 092-03, Parcel(s) 366, 416

08, North Nashville

19 (Freddie O'Connell)



Project No.	Final Plat 2020S-102-001
Project Name	Resubdivision of Lot 1 and 2 of the Resubdivision of Lot 1 of the plan of McNairy Land of Thomas Harding
Council District	19- O'Connell
School District	5- Buggs
Requested by	Cherry Land Survey Inc., applicant; Fisk University, owner.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Defer for case to be reviewed administratively.</i>

APPLICANT REQUEST

Final plat approval to create three lots.

Final Plat

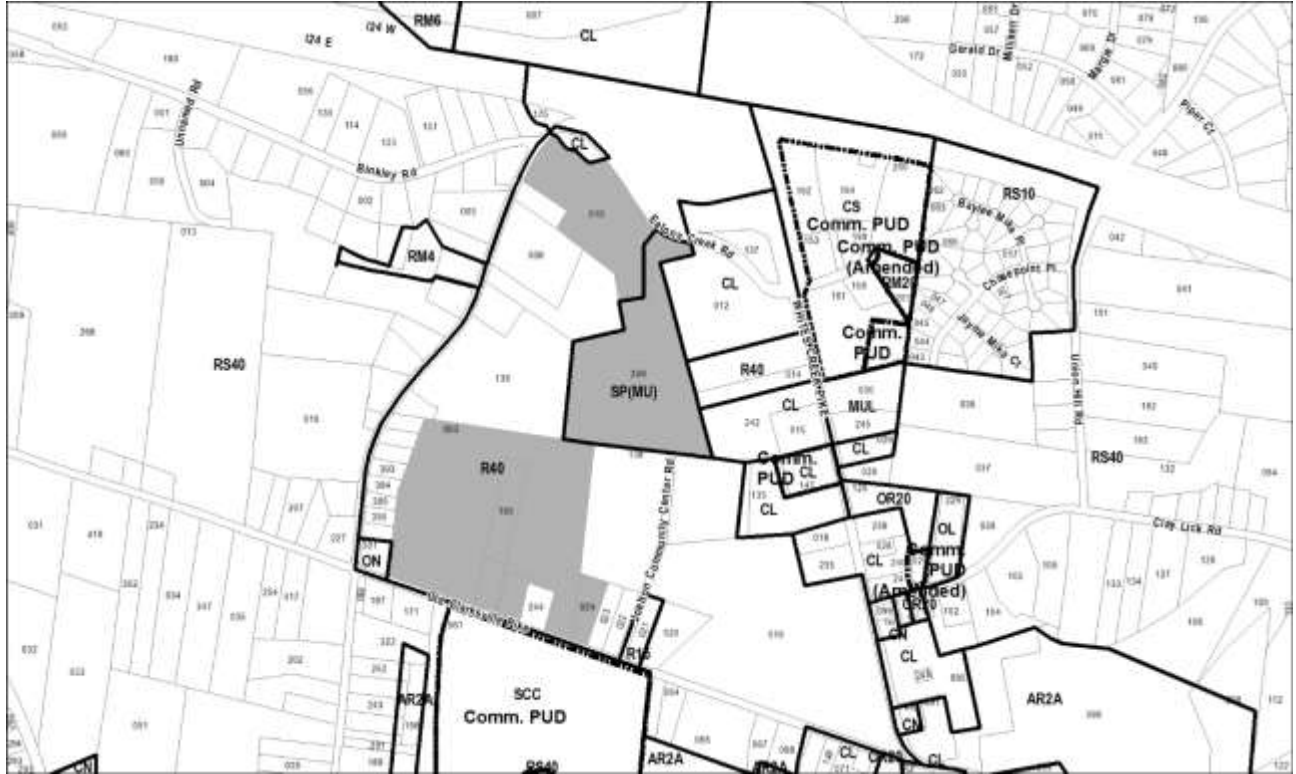
A request for final plat approval to create three lots on properties located at 1704 Meharry Boulevard and Jefferson Street (unnumbered), at the southeast corner of Jefferson Street and Dr. D.B. Todd Jr. Boulevard, zoned Multi-Family Residential (RM20) and located within the Fisk University Institutional Overlay District (6.44 acres).

STAFF RECOMMENDATION

The subject case meets the requirements established in the Metro Subdivision Regulations for administrative review. Notice of Planning Commission public hearing on this case was sent due to a clerical error. As no public hearing is required, staff recommends deferral for this case to be reviewed administratively.



Metro Planning Commission Meeting of 6/11/20



2020Z-007PR-001

Map 022, Parcel Various

01, Joelton

01 (Jonathan Hall)



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

Deferrals This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020, April 9, 2020, May 14, 2020, and the May 28, 2020, Planning Commission meetings. A public hearing was held and closed by the Commission.

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

APPLICANT REQUEST

Zone change from SP and R40 to MUN-A.

Zone Change

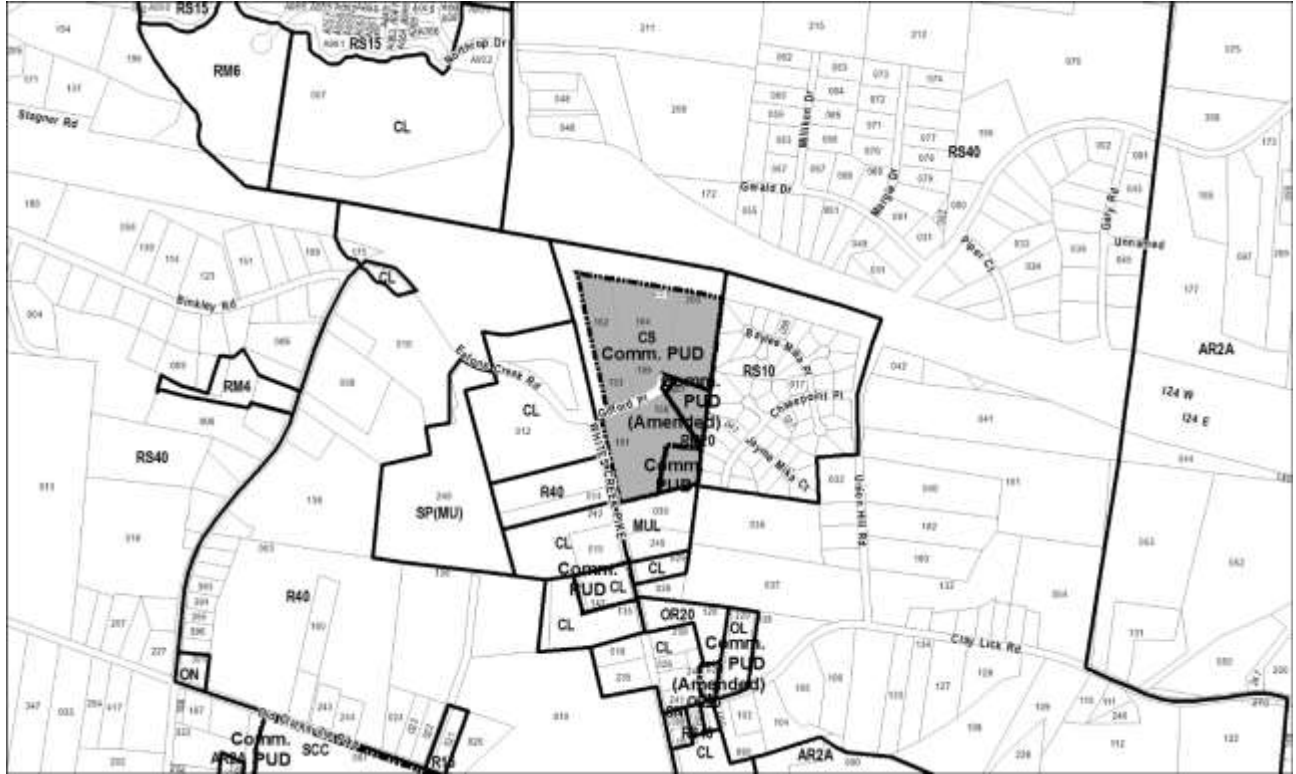
A request to rezone from Specific Plan (SP) and One and Two-Family Residential (R40) to Mixed Use Neighborhood – Alternative (MUN-A) zoning for properties located at 6404 Eatons Creek Road, 3580, 3612, 3616 and 3622 Old Clarksville Pike, Eatons Creek Road (unnumbered), and Old Clarksville Pike (unnumbered),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

STAFF RECOMMENDATION

Staff recommends deferral to the June 25, 2020, Planning Commission meeting.



Metro Planning Commission Meeting of 6/11/20



2020Z-008PR-001

Map 022, Parcel Various

01, Joelton

01 (Jonathan Hall)



Project No. **Zone Change 2020Z-008PR-001**
Council Bill No. BL2020-139
Associated Case No. 61-77P-004
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, May 14, 2020, and the May 28, 2020, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Zone change from CS and RM20 to MUN-A.

Zone Change

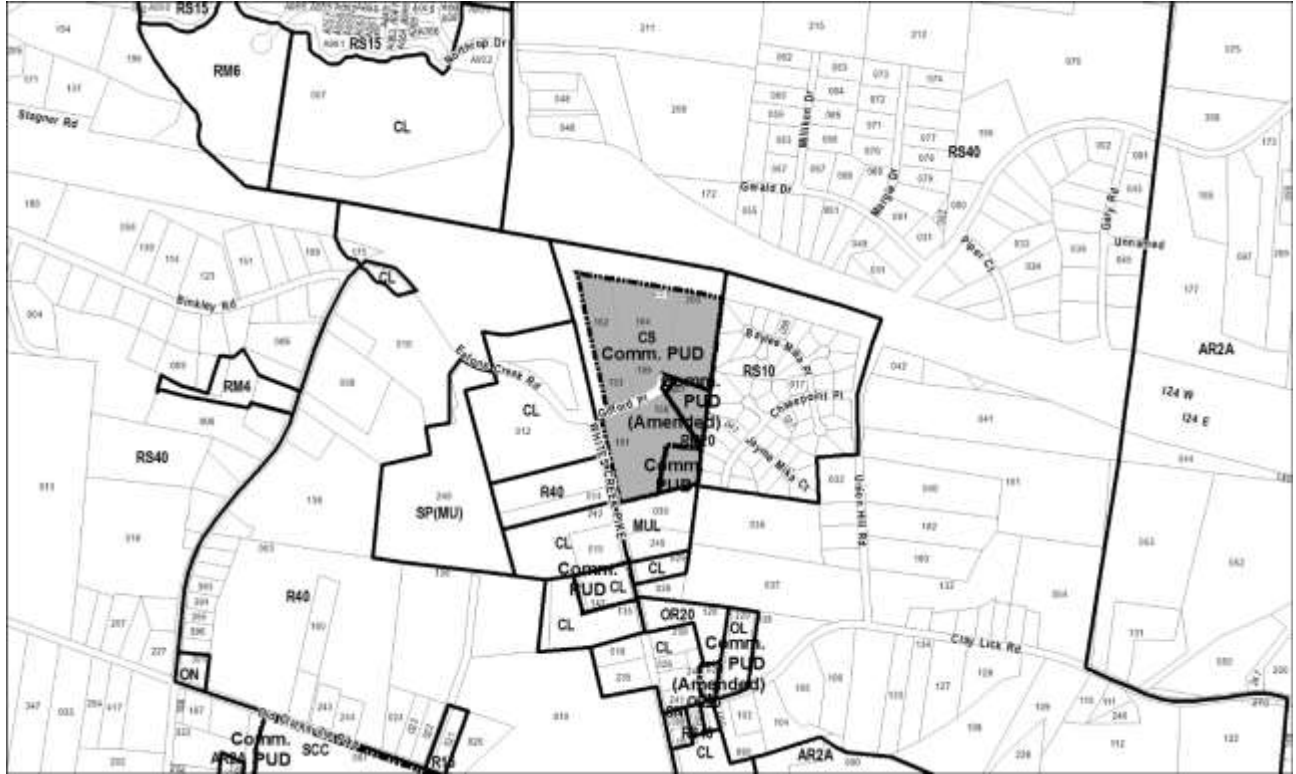
A request to rezone from Commercial Services (CS) and Multi-Family Residential (RM20) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for properties located at 201, 204, 205, 210, 220, 221, 225, and 231 Gifford Place, at the southeast corner of Interstate 24 and Whites Creek Pike and within a Planned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

STAFF RECOMMENDATION

Staff recommends deferral to the June 25, 2020, Planning Commission meeting.



Metro Planning Commission Meeting of 6/11/20



61-77P-004

GIFFORD COMMERCIAL PUD (CANCELLATION)

Map 022, Various Parcels

01, Joelton

01 (Jonathan Hall)



Project No.	Planned Unit Development 61-77P-004
Project Name	Gifford Commercial PUD (Cancellation)
Council Bill No.	BL2020-140
Associated Case No.	2020Z-008PR-001
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, May 14, 2020, and the May 28, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the June 25, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST
Cancel PUD.

PUD Cancellation

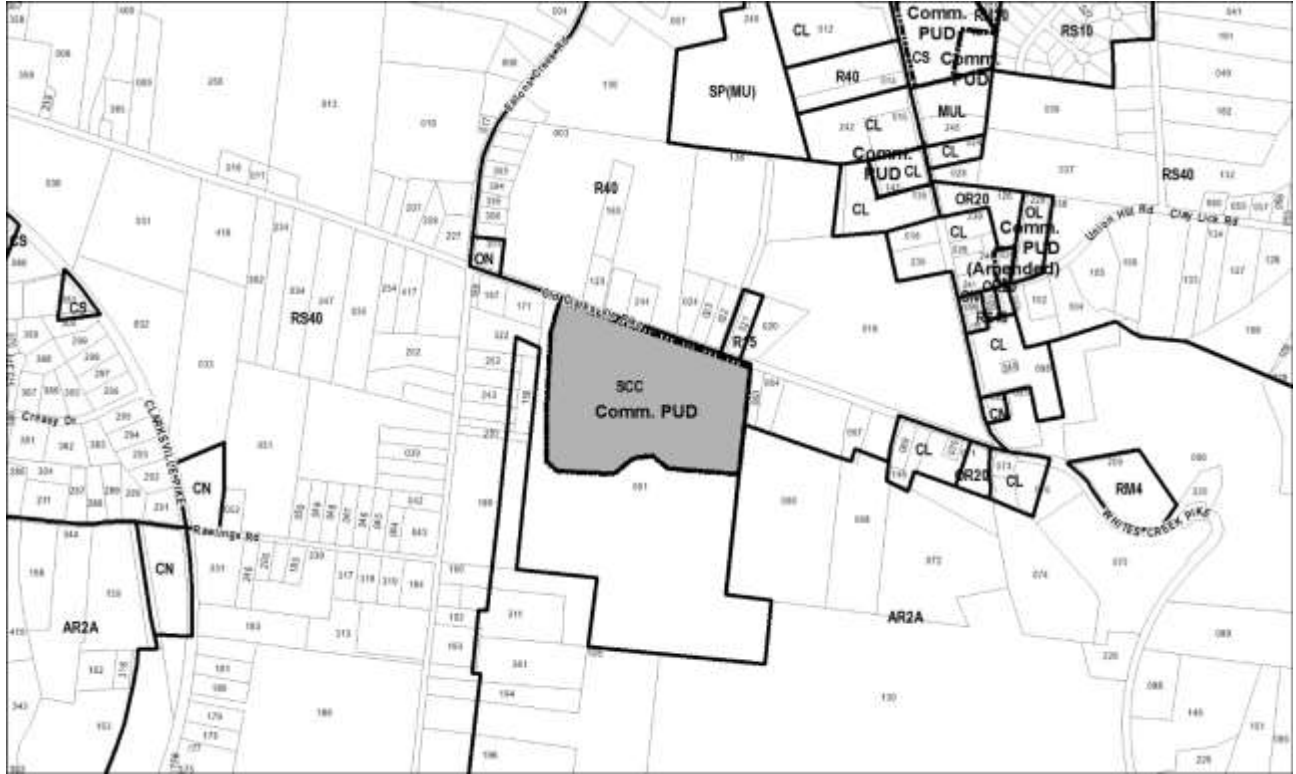
A request to cancel a Planned Unit Development Overlay District (PUD) for properties located at 201, 204, 205, 210, 220, 221, 225, and 231 Gifford Place, at the southeast corner of Interstate 24 and Whites Creek Pike, zoned Commercial Services (CS) and Multi-Family Residential (RM20), (22.12 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 25, 2020, Planning Commission meeting.



Metro Planning Commission Meeting of 6/11/20



2020Z-009PR-001

Map 022, Part of Parcel(s) 061

01, Joelton

01 (Jonathan Hall)



Project No. **Zone Change 2020Z-009PR-001**
Council Bill No. BL2020-132
Associated Case No. 88P-029-001
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, May 14, 2020, and the May 28, 2020, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Zone change from SCC to MUN-A.

Zone Change

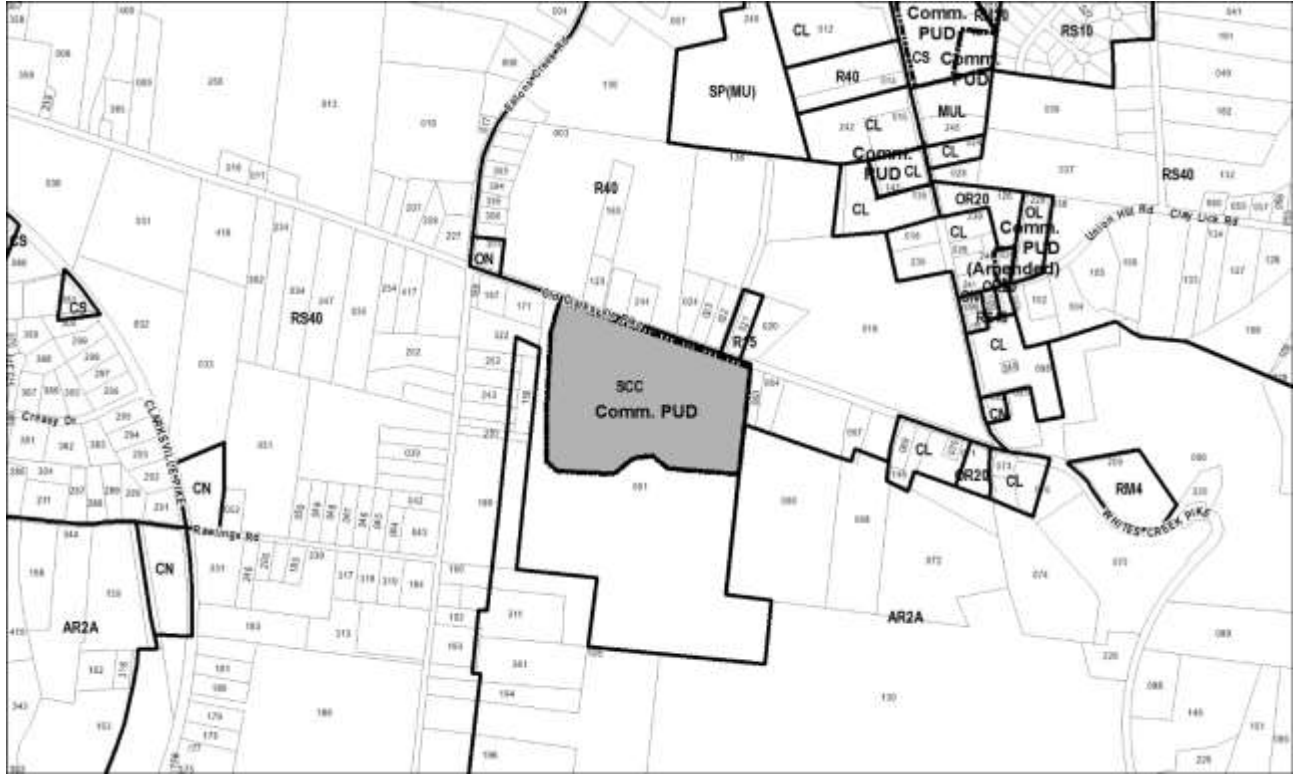
A request to rezone from Shopping Center Community (SCC) to Mixed Use Neighborhood-Alternative (MUN-A) zoning for a portion of property located at 3565 Old Clarksville Pike, approximately 580 feet east of Eatons Creek Road and within a Commercial Planned Unit Development Overlay District, (25.95 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 25, 2020, Planning Commission meeting.



Metro Planning Commission Meeting of 6/11/20



88P-029-001

JOELTON COMMERCIAL PUD (CANCELLATION)

Map 022, Part of parcel(s) 061

01, Joelton

01 (Jonathan Hall)



Project No. **Planned Unit Development 88P-029-001**
Project Name **Joelton Commercial PUD (Cancellation)**
Council Bill No. BL2020-133
Associated Case No. 2020Z-009PR-001
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, May 14, 2020, and the May 28, 2020, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST
Cancel PUD.

PUD Cancellation

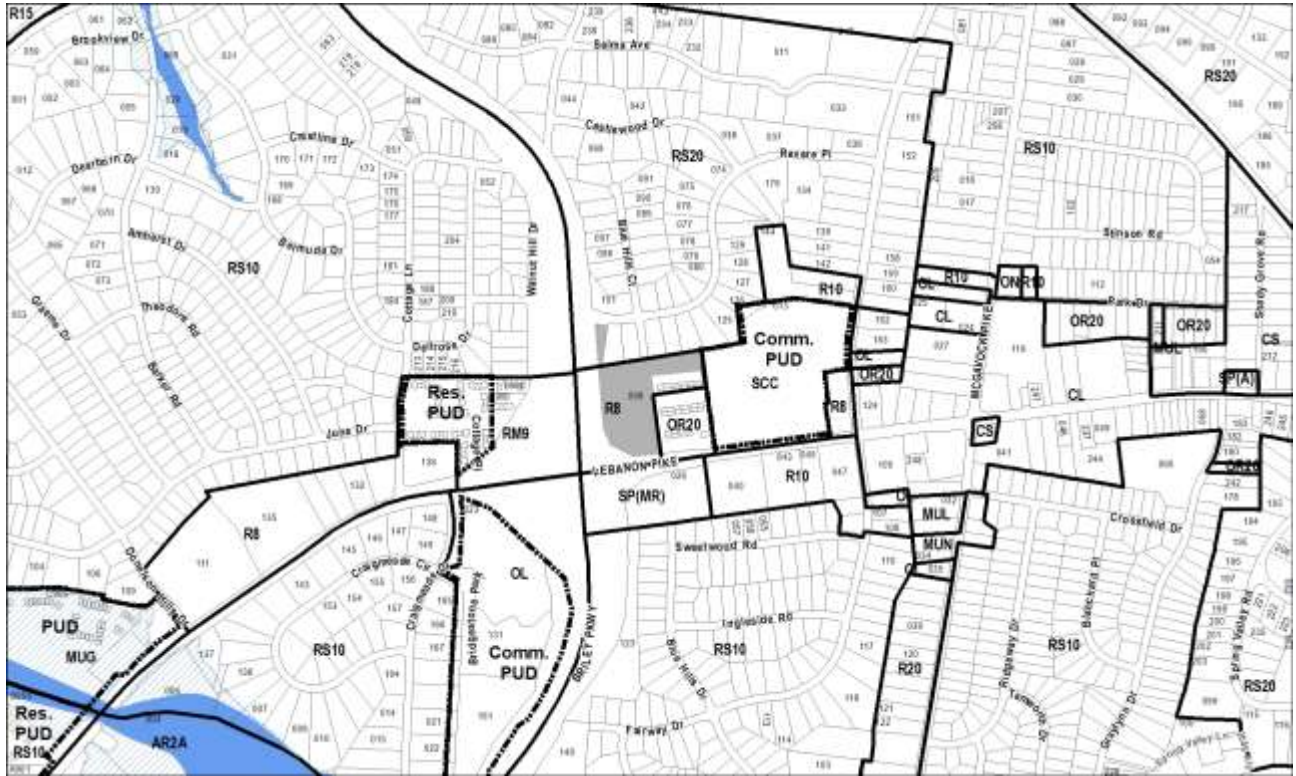
A request to cancel a Commercial Planned Unit Development Overlay District for a portion of property located at 7174 Whites Creek Pike, approximately 580 feet east of Eatons Creek Road, zoned Shopping Center Community (SCC), (25.95 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the June 25, 2020, Planning Commission meeting.



Metro Planning Commission Meeting of 6/11/20



2017NHL-002-003

BELAIR MANSION (AMENDMENT)

Map 095-03, Parcel(s) 008

14, Donelson - Hermitage – Old Hickory

15 (Jeff Syracuse)



Project No.	Neighborhood Landmark 2017NHL-002-003
Project Name	Belair Mansion (Amendment)
Council District	15- Syracuse
School District	4 - Shepherd
Requested by	S+H Group, applicant; Lewis and Connie James, owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the June 25, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend a Neighborhood Landmark Overlay District.

Neighborhood Landmark Overlay District

A request to amend a Neighborhood Landmark Overlay District on property located at 2250 Lebanon Pike, at the corner of the Briley Parkway Ramp and Lebanon Pike, zoned Single-Family Residential (RS20) and One and Two-Family Residential (R8) and partially within the Downtown Donelson Urban Design Overlay District, within a Neighborhood Landmark Overlay District and partially within a Historic Landmark District Overlay (5.92 acres), to add additional parking, a special events center and increase the maximum bed and breakfast units to 17.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 6/11/20



2020S-105-001
HOBSON PIKE
Map 164, Parcel 112
13, Antioch - Priest Lake
33 (Antoinette Lee)



Project No.	Concept Plan 2020S-105-001
Project Name	Hobson Pike
Council District	33 - Lee
School District	6 - Bush
Requested by	Dale and Associates, applicant; Ole South/ Craighead J.V., owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the June 25, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Concept plan approval to create 82 cluster lots.

Concept Plan

A request for concept plan approval to create 82 cluster lots on property locate at 3631 Pin Hook Road, at the southwest corner of Hobson Pike and Pin Hook Road, zoned Single-Family Residential (RS10), (24.03 acres).

STAFF RECOMMENDATION

Defer to the June 25, 2020, Planning Commission meeting at the request of the applicant.



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

Deferrals This item was deferred at the April 23, 2020, May 14, 2020, and May 28, 2020, Planning Commission meetings. No public hearing was held.

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

APPLICANT REQUEST

Concept plan to create 23 single family lots and 7 two-family lots for a total of 30 lots.

Concept Plan

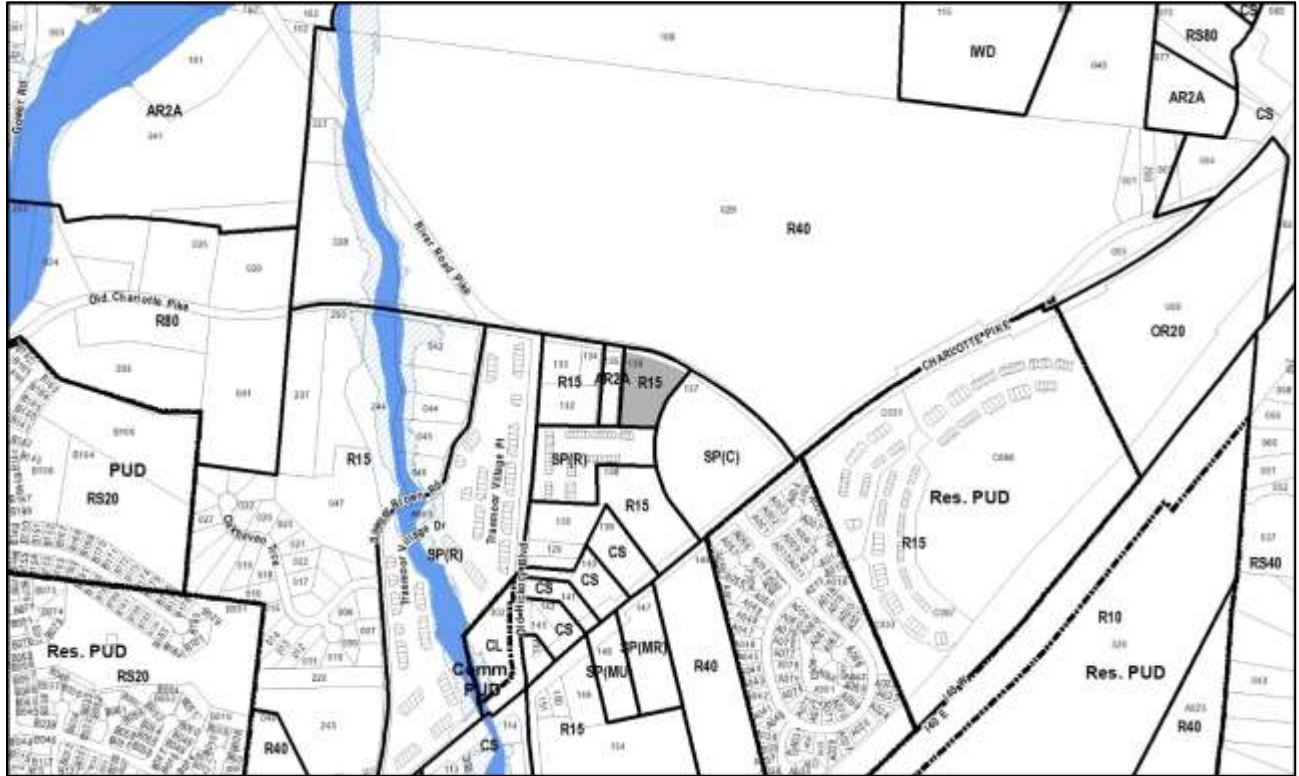
A request for concept plan approval to create 23 single family lots and seven two-family lots for a total of 30 lots for property located at Tulip Grove Road (unnumbered), at the terminus of Debbie Drive, zoned One and Two-Family Residential (R10) (10.26 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 6/11/20



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, and May 28, 2020 Planning Commission meetings. No public hearing was held.

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

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 25, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 6/11/20



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 25, 2020, Planning Commission meeting.*

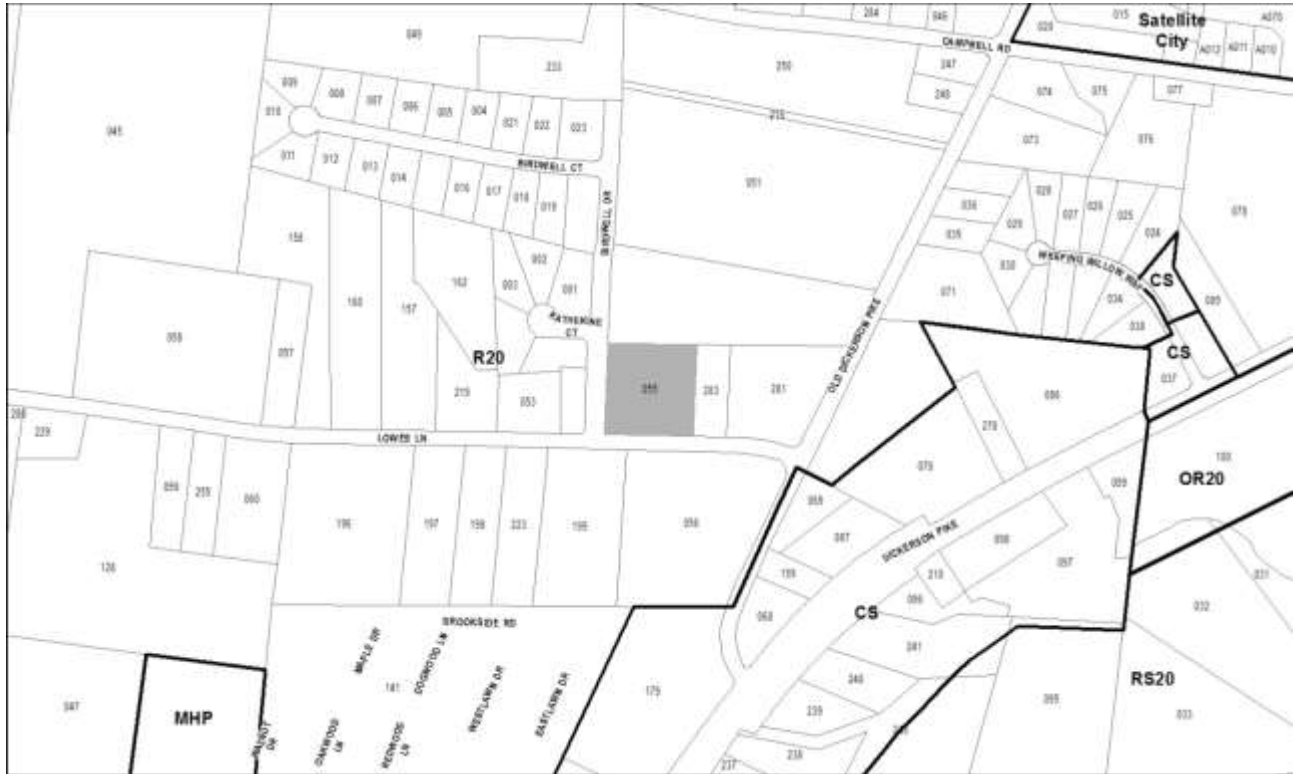
APPLICANT REQUEST
Final plat to create four single-family residential lots.

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

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



Metro Planning Commission Meeting of 6/11/20



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, May 14, 2020, and the May 28, 2020, Planning Commission meetings. No public hearing was held.

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

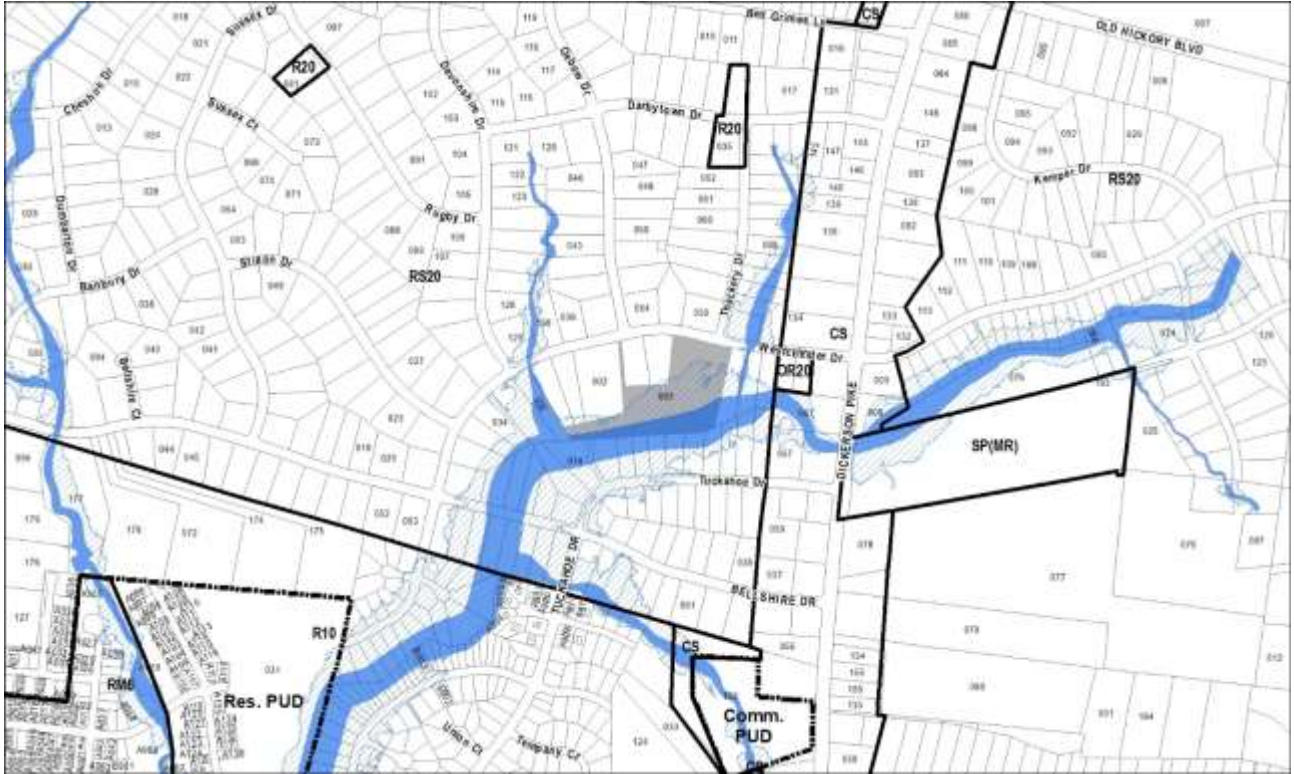
APPLICANT REQUEST
Final plat to create four lots.

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 25, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 6/11/20



2020S-103-001

BELLSHIRE ESTATES, SECTION V, REVISION 1

Map 041-16, Parcel(s) 003

02, Parkwood – Union Hill

03 (Jennifer Gamble)



Project No.	Final Plat 2020S-103-001
Project Name	Bellshire Estates, Section V, Revision 1
Council District	03 – Gamble
School District	1 – Gentry
Requested by	Ragan-Smith and Associates Inc., applicant; Vernon T. Keesee Jr., owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the June 25, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Request for final plat approval to create four lots.

Final Plat

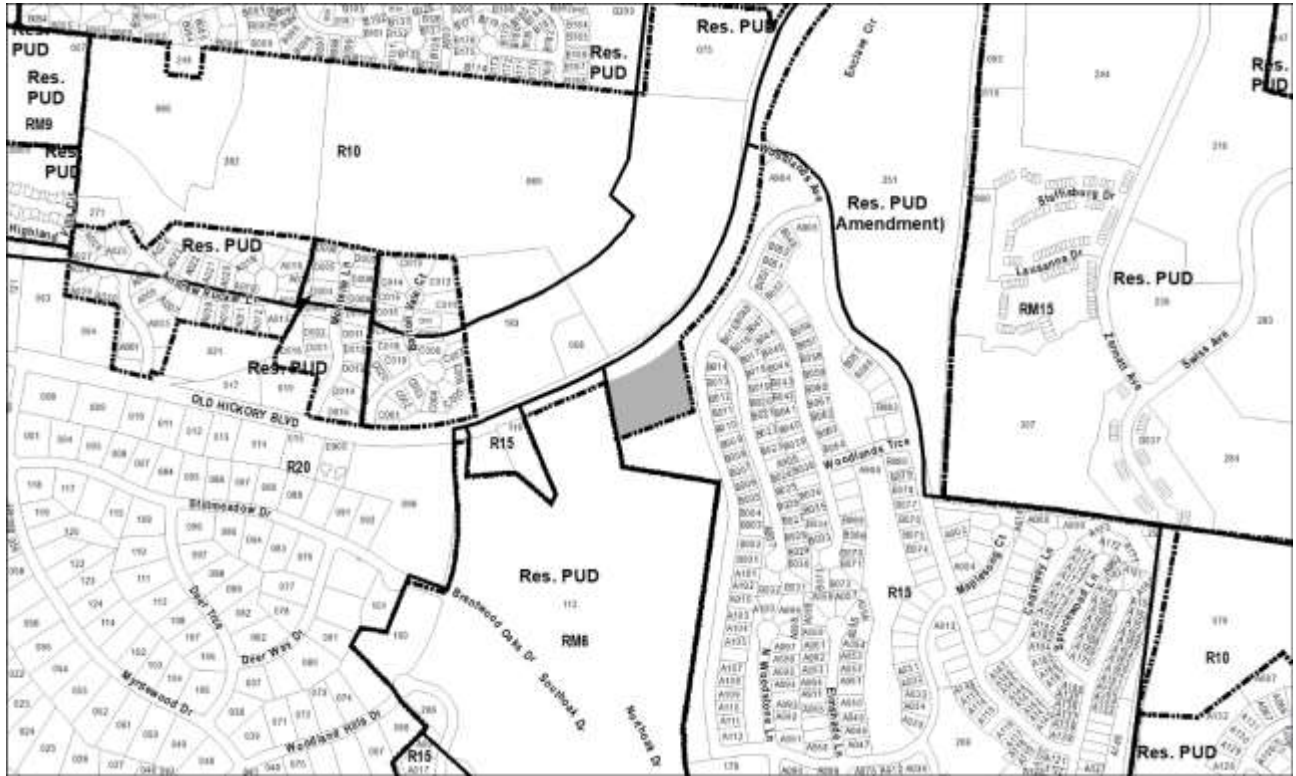
A request for final plat approval to create four lots on property located at Westchester Drive (unnumbered), approximately 700 feet west of Dickerson Pike, zoned Single-Family Residential (RS20) (6.7 acres).

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 6/11/20



2020Z-071PR-001
Map 161, Parcel(s) 090
12, Southeast
04 (Robert Swope)



Project No.	Zone Change 2020Z-071PR-001
Council District	04 – Swope
School District	2 – Elrod
Requested by	Dale and Associates, applicant; Zebid Tesfaye, owner.
Deferrals	This item was deferred from the May 28, 2020, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the July 23, 2020, Planning Commission meeting.</i>

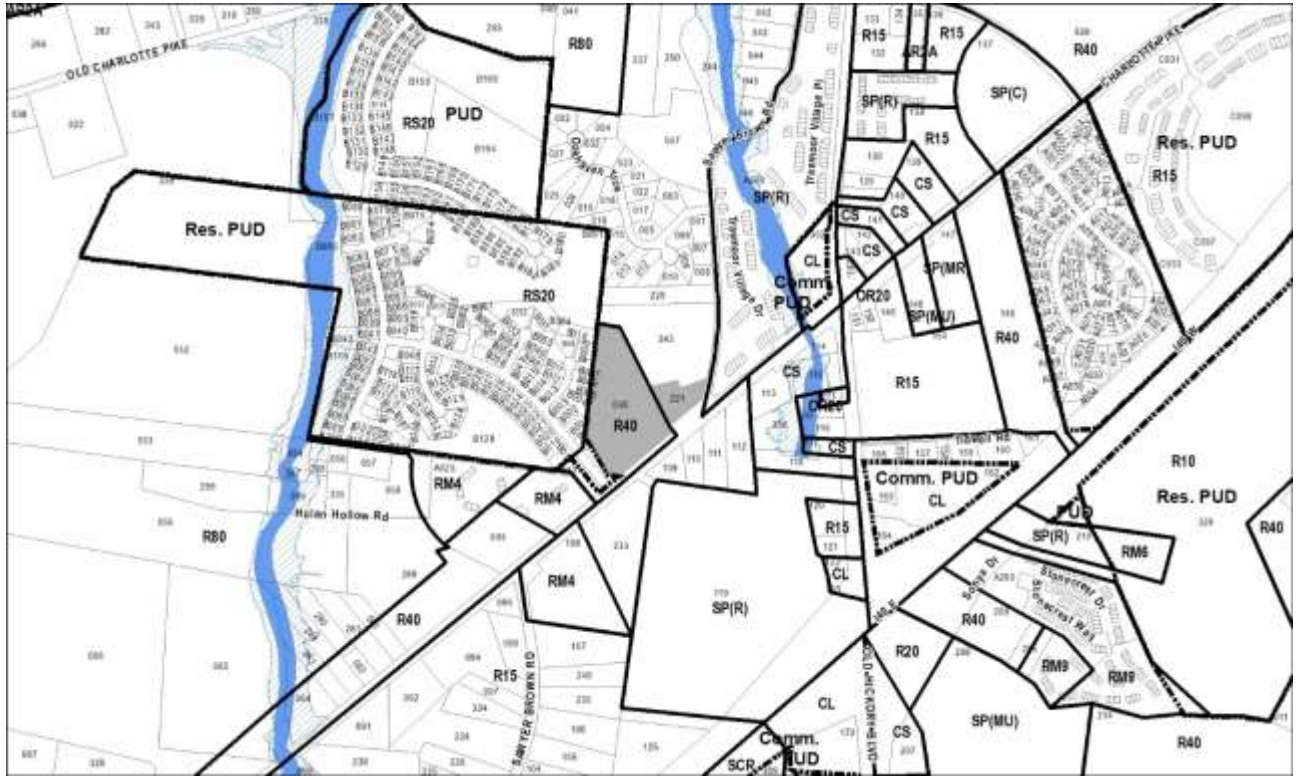
APPLICANT REQUEST
Zone change from R15 to RM6.

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 July 23, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 6/11/20



2019SP-009-001
CHARLOTTE PIKE SP
Map 114, Parcel(s) 048, 221,
06, Bellevue
22 (Gloria Hausser)



Project No. Specific Plan 2019SP-009-001
Project Name Charlotte Pike SP
Council District 22 - Hausser
School District 9 - Frogge
Requested by Dewey Engineering, applicant; Lynette M. Lavers, Margaret L. Heer, and Bertha E. Heer, owners.

Deferrals This item was deferred at the May 28, 2020 Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Defer to the July 23, 2020, Planning Commission meeting.*

APPLICANT REQUEST

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

Preliminary SP

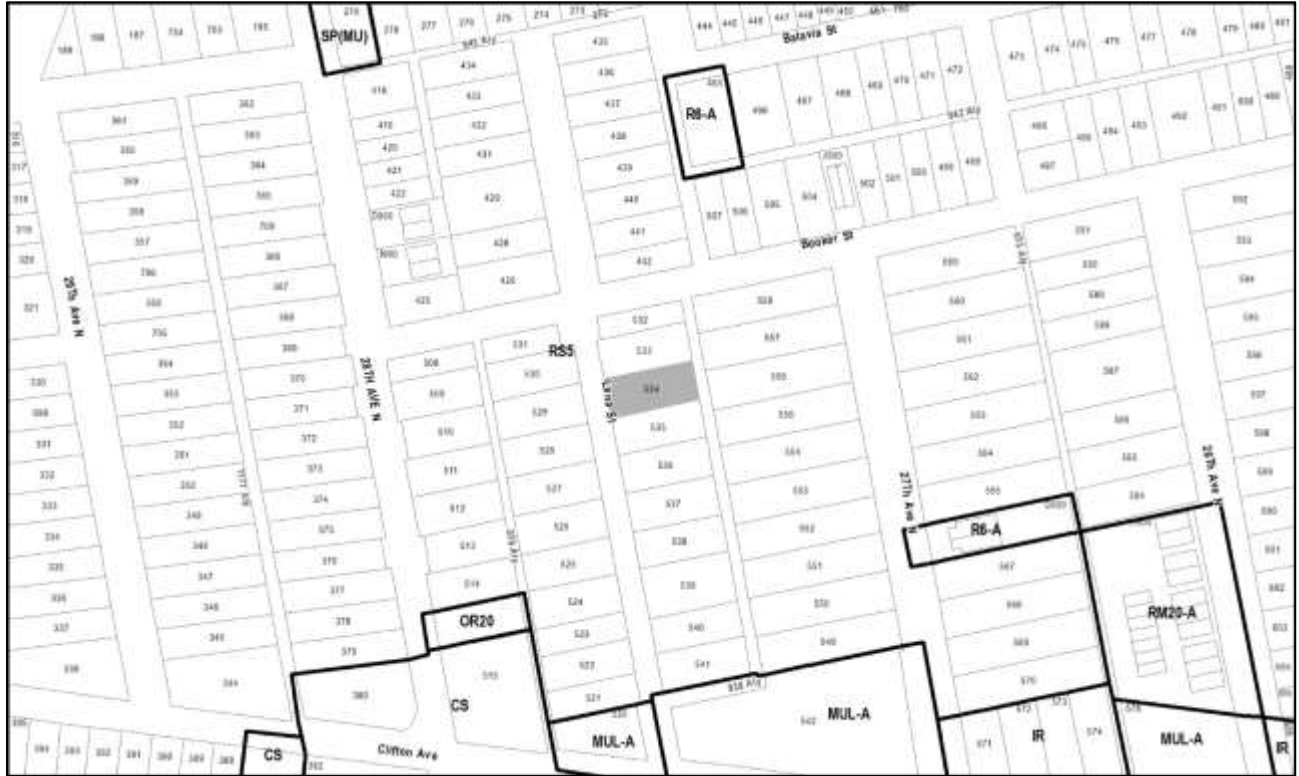
A request to rezone from One and Two Family Residential (R15 and R40) to Specific Plan-Residential (SP-R) zoning for properties located at 7456 and 7460 Charlotte Pike, at the northwest corner of Charlotte Pike and Sawyer Brown Road (6.87 acres), to permit 40 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the July 23, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 6/11/20



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, and May 28, 2020 Planning Commission meetings. A public hearing was held and closed at the May 28, 2020, Planning Commission meeting.

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

APPLICANT REQUEST
Zone change from RS5 to R6-A.

Zone Change
A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential-Alternative (R6-A) zoning for property located at 720 Lena Street, approximately 80 feet south of Booker Street (0.14 acres).

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



Metro Planning Commission Meeting of 6/11/20



2012NL-001-003
SMOKIN THIGHS (AMENDMENT)
Map 105-11, Parcel(s) 239
11, South Nashville
17 (Colby Sledge)



Project No.	Neighborhood Landmark 2012NL-001-003
Project Name	Smokin Thighs (Amendment)
Council District	17 - Sledge
School District	7 - Player-Peters
Requested by	S+H Group, applicant; Carney Estates, LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the June 25, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Amend a Neighborhood Landmark Overlay District.

Neighborhood Landmark Overlay District

A request for an amendment to a Neighborhood Landmark Overlay District (NLOD) on property located at 609 Wedgewood Avenue, approximately 260 feet west of Bransford Avenue (0.19 acres), zoned One and Two-Family Residential (R6) and within a Neighborhood Landmark Overlay District, to add a second story to an existing restaurant.

STAFF RECOMMENDATION

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



Metro Planning Commission Meeting of 6/11/20



2019CP-014-001

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN AMENDMENT

Map 044-01, Part of Parcel(s) 013

14, Donelson-Hermitage-Old Hickory

11 (Larry Hagar)



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

APPLICANT REQUEST

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

Minor Plan Amendment

A request to amend the Donelson-Hermitage-Old Hickory Community Plan by amending the Community Character Policy to change from D IN District Industrial to T3 Suburban Neighborhood Maintenance on properties located at Swinging Bridge Road (unnumbered), at southern corner of Swinging Bridge Road and Hickerson Street (2.20 acres).

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

Current Policy

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

Proposed Policy

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



Metro Planning Commission Meeting of 6/11/20

BACKGROUND

The applicant requested this plan amendment in conjunction with Case #2019Z-158PR-001, a request to change the zoning for properties located at Swinging Bridge Road (unnumbered) at the southeastern corner of Swinging Bridge Road and Hickerson Street. The applicant has requested a change from Commercial Services (CS) to One and Two-Family Residential (R10) in order to permit a residential development. Existing D IN policy applied to this property does not support the residential uses proposed by the applicant. Due to the conflict between the applicant's zoning request and existing policy, the applicant has proposed a policy change to T3 NM policy, which is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM policy can support attached and detached housing types.

While zoned commercial, the site has remained undeveloped for several decades. The prevailing housing type in the surrounding community southwest of Swinging Bridge Road is one and two family. A grandfathered manufactured home community is located across Hickerson Avenue from the site. Meanwhile, industrial uses dominate the area to the northeast side of Swinging Bridge Road, including companies such as Sontra and 3M.

Swinging Bridge Road provides a boundary between industrial uses and residential uses from Hickerson Avenue northwestward. This request would further establish this boundary and create a more appropriate transition from industrial uses to the established residential neighborhood.

COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is minor and the applicant is required to hold a community meeting. Staff hosted a community meeting at the Old Hickory Community Center on Wednesday, October 30, 2019, attended by five people from the community. The District 11 Councilmember and Council Office staff hosted a separate meeting focused on the rezoning request on October 10, 2019 at Ruth Ensor Methodist Church. Planning staff did not attend. The applicant provided a summary of the community input from that meeting to staff. A summary of comments from both meetings is provided below. Attendees at both meetings:

- Preferred T3 NM policy over existing D IN policy for the site; no participants wanted to maintain D IN policy.
- Expressed concerns about drainage, housing type, landscape buffers, and traffic.

ANALYSIS OF T3 NM NEIGHBORHOOD MAINTENANCE POLICY

The application of T3 NM policy is consistent with adjacent policy currently applied to properties on the southeast side of Swinging Bridge Road where T3 NM policy is currently applied.

NashvilleNext's Growth & Preservation Concept Map

The Growth & Preservation Concept Map reflects Nashvillians' desires for growth and preservation in the future. The concept map designates the site, along with areas on the northeast side of Swinging Bridge Road as "Special Impact," which can include intense industrial areas, airports, landfills, and other uses that should be kept separate from homes. The concept map



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designates the area on the southwest side of Swinging Bridge Road (and adjacent to the site) as “Neighborhood,” which are generally applied to residential areas.

The NashvilleNext planning process applied Growth & Preservation Concept Map designations generally rather than at the parcel-specific level. This location occurs along the “Neighborhood” / “Special Impact” boundary, making it an appropriate area for applying T3 NM policy.

- Concept map’s vision for this area make it appropriate to consider the site for T3 NM policy.

Community Character Policy Application

“Special Impact” and “Neighborhood” areas are generalized on the concept map and are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions. The requested T3 NM policy is intended to maintain the general character of developed suburban residential neighborhoods. The residential context is a mix of one- and two- family residential uses, which is compatible with the adjacent policy.

Key Finding

- T3 NM’s intent of maintaining suburban residential neighborhoods and its location adjacent to an existing, established residential neighborhood makes it an appropriate policy for this location.

Transportation and Connectivity

While designated as a local street, Swinging Bridge Road provides access from the nearest *Major and Collector Street Plan*-classified collector-avenue (Bridgeway Avenue) and arterial-boulevard, (Old Hickory Boulevard/Robinson Road), to several large industrial employers, the southern access to Old Hickory Lock and Dam, and Old Hickory Beach. There are no sidewalks in the area. The site is not served by transit. The existing transportation system will accommodate residential development on the lot for this nine-acre property.

Key Finding

- While the area lacks transportation options other than driving, the existing network is adequate to support the low density envisioned by T3 NM for this location.

Relationship to Surrounding Policy

The amendment area is surrounded by two policy areas:

- T3 Neighborhood Maintenance (T3 NM) to the west, northwest, southwest, which is applied to areas that are maintain the general character of developed suburban residential neighborhoods.
- District Industrial (D IN) to the east, northeast, and, southeast, which is intended to maintain, enhance, and create Industrial Districts in appropriate locations.

The policy change to T3 NM appears to be suitable given the adjacent land uses and established zoning pattern north and west of the site. The proposed plan amendment could offer increased housing choice by introducing additional housing near employers. Residential uses will be more



Metro Planning Commission Meeting of 6/11/20

balanced and integrated with the established neighborhood character, rather than walled off as is currently the case.

Key Findings

- T3 NM policy provides for housing choice not allowed under existing policy.
- Suburban residential development patterns envisioned by T3 NM policy is more compatible with existing development located south of Swinging Bridge Road
- Changing to T3 NM policy solidifies Swinging Bridge Road as the boundary between industrial and residential uses.

Analysis Summary

Amending the Community Character Policy from D IN to T3 NM is appropriate at this location because of the opportunities described above. In summary, the area of the request is appropriate for T3 NM policy due to the following:

- Community has expressed a preference for T3 NM policy over existing D IN policy for the site.
- Concept map's vision for this area make it appropriate to consider the site for T3 NM policy.
- T3 NM's intent of maintaining suburban residential neighborhoods and its location adjacent to an existing, established residential neighborhood makes it an appropriate policy for this location.
- While the area lacks transportation options other than driving, the existing network is adequate to support the low density envisioned by T3 NM for this location.
- T3 NM policy provides for housing choice not allowed under existing policy.
- Suburban residential development patterns envisioned by T3 NM policy is more compatible with existing development located south of Swinging Bridge Road
- Changing to T3 NM policy solidifies Swinging Bridge Road as the boundary between industrial and residential uses.

STAFF RECOMMENDATION

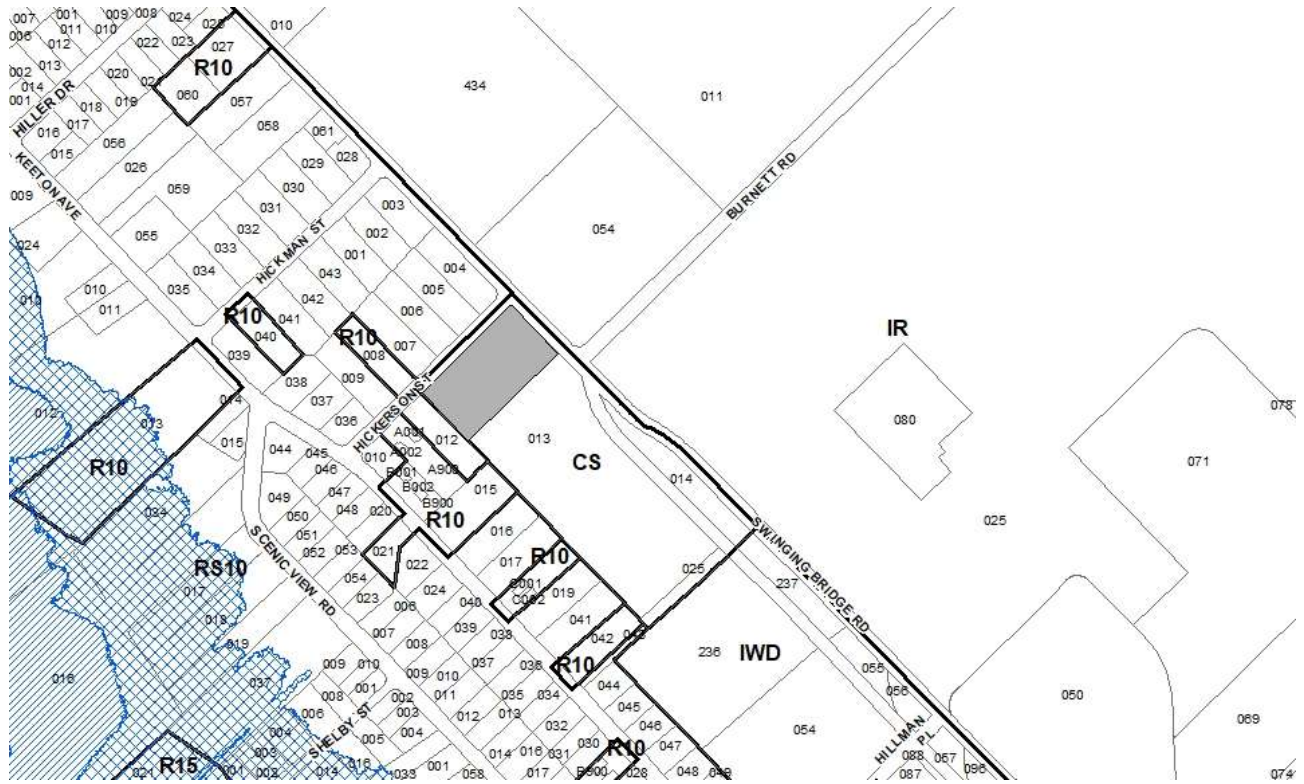
Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 6/11/20



2019Z-158PR-001

Map 044-01, Part of Parcel(s) 013,
14, Donelson - Hermitage - Old Hickory
11 (Larry Hagar)



Project No. 2019Z-158PR-001
Associated Case 2019CP-014-001
Council District 11 - Hagar
School District 4 – Shepherd
Requested by CESO, Inc., applicant; Charron & Williams, LLC, owner.

Staff Reviewer Napier
Staff Recommendation *Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.*

APPLICANT REQUEST
Rezone from CS to RS10.

Zone Change

A request to rezone from Commercial Service (CS) to Single-Family Residential (RS10) zoning for property located at Swinging Bridge Road (unnumbered), at the corner of Swinging Bridge Road and Hickerson Street (2.20 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

Single Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 8 units.*

DONELSON - HERMITAGE – OLD HICKORY COMMUNITY PLAN

Existing Policy

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

Proposed Policy

T3 Suburban Neighborhood Maintenance is intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and



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institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

ANALYSIS

The 2.20 acre site is located on the corner of Swinging Bridge Road and Hickerson Street. The site is currently vacant and contains dense vegetation. The parcel is located within a residential neighborhood with diverse lot pattern and diverse lot sizes. The developed parcels contain a mixture of single-family, two-family, and multi-family residential uses.

The site is located at the edge of the T3 Suburban Neighborhood Maintenance policy and is adjacent to a large area DI District Industrial Policy to the northeast which contains existing industrial structures and uses. If approved, the associated case, 2019CP-014-001, would amend the policy for this site to T3 Neighborhood Maintenance policy.

The site surrounded by a large area of T3 NM policy which is intended to preserve the general character of developed suburban residential neighborhoods. The policy supports a range of residential development, including single-family, two-family, and multi-family residential, depending on location and context. The requested rezoning to RS10 is consistent with the proposed T3 NM policy at this location as it will provide the opportunity for moderately dense development that will serve as an appropriate transition between the T3 Suburban Neighborhood Maintenance and the large arear of District Industrial Policy to the northwest of this site. The RS10 zone district would likely introduce a housing type which is consistent the existing development pattern and may provide some transition to the existing neighborhood.

FIRE MARSHAL RECOMMENDATION

Approve

TRAFFIC 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)	2.20	0.6 F	57,499 SF	3757	188	405

Maximum Uses in Proposed 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)	2.20	3.7 D	8 U	87	6	8

*Based on two-family lots



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Traffic changes between maximum: CS and RS10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-3670	-182	-397

METRO SCHOOL BOARD REPORT

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

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

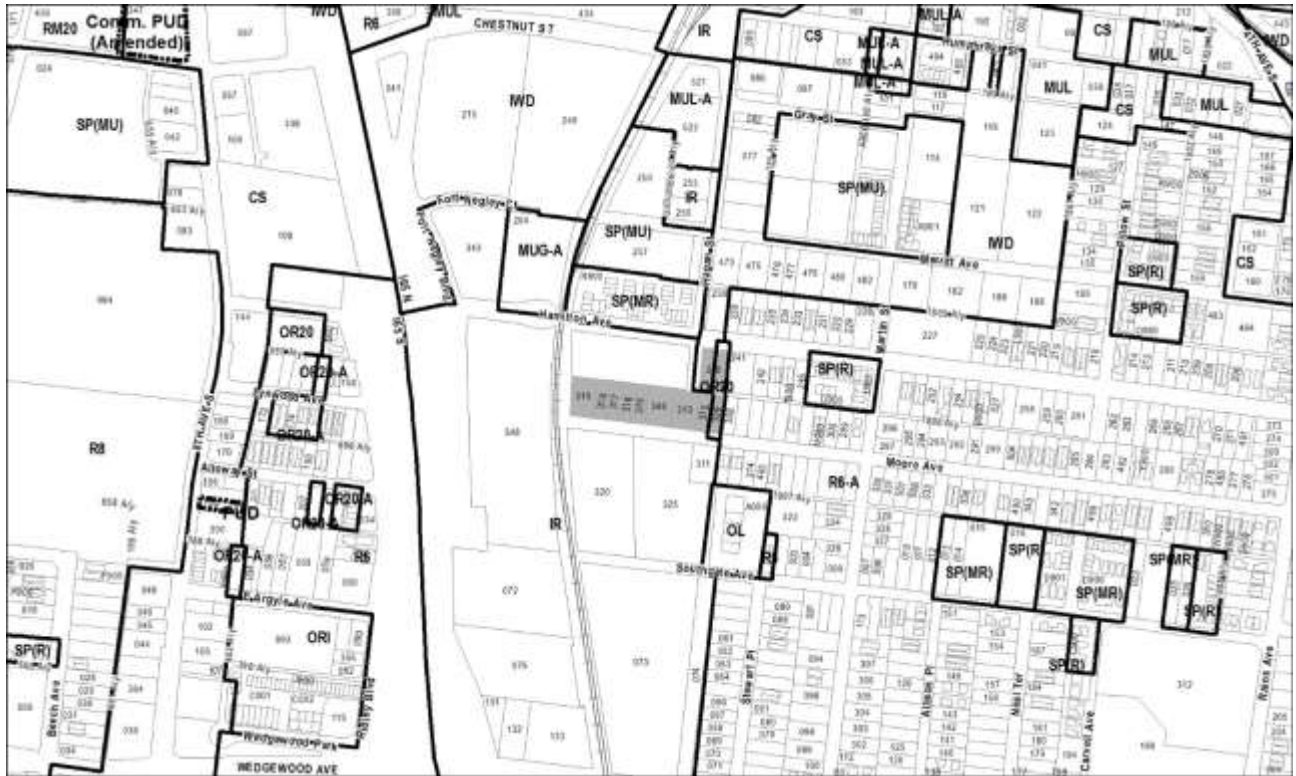
The proposed RS10 zoning district will generate 4 additional students beyond what would be generated under the existing CS zoning. Students would attend Dupont Elementary School, Dupont – Hadley Middle School and McGavock High School.

STAFF RECOMMENDATION

Staff recommends approval if the associated plan amendment is approved and disapproval if the associated plan amendment is not approved.



Metro Planning Commission Meeting of 6/11/20



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)



Project No. Specific Plan 2020SP-024-001
Project Name Hamilton and Hagan SP
Council District 17 – Sledge
School District 5 – Buggs
Requested by Civil Site Design Solutions, applicant; Hamilton and Moore L.P., owner.

Deferrals This item was deferred at the May 28, 2020 Planning Commission meeting. No public hearing was held.

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

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.

Existing Zoning

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

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.

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

Proposed Zoning

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

SOUTH NASHVILLE COMMUNITY PLAN

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features



Metro Planning Commission Meeting of 6/11/20



Proposed Site Plan



Metro Planning Commission Meeting of 6/11/20

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

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

Wedgewood Houston Chestnut Hill Supplemental Policy

The Wedgewood-Houston Chestnut Hill (WHCH) Planning Study is a supplement to and part of the South Nashville Community Plan of NashvilleNext. It addresses land use, transportation, and community design at the neighborhood scale. It consists of 15 subdistricts. Each district is unique in terms of the land use mix, building form and scale desired within each subdistrict. These three variables – use, form, and scale – comprise the context for each subdistrict and express the vision for development in each. The subject site is in Subdistrict One –North Wedgewood-Houston. The character of Subdistrict One includes a wide variety of commercial and small-scale light industrial uses. Adaptive reuse is encouraged, but new development is also supported. New development should reflect and respond to the surrounding industrial buildings.

SITE CONTEXT AND PLAN DETAILS

The site is 2.46 acres and currently contains industrial uses. The site includes 12 parcels. Two parcels front Hamilton Avenue, and the remaining parcels front Moore Avenue. An existing CSX rail line is located directly to the west of the parcels fronting Moore Ave with Moore Avenue terminating at the existing railroad right of way. The surrounding development pattern includes industrial and non-residential uses concentrated along the rail corridor to the north and south of this site. Various less intense residential, office, and commercial uses are located to the northeast of rail corridor. A large one and two-family residential neighborhood is located directly to the east of the site. Several community and institutional land uses, including Fort Negley and the Adventure Science Center are located the northwest of the site. A Specific Plan permitting 37 multi-family units was recently approved for a parcel fronting Hamilton Avenue, north of the site. Property directly west of the SP site, on the opposite side of the rail line, recently received a recommendation of approval by the Metro Planning Commission to be rezoned from IR to MUG-A, Mixed Use General-Alternative.

Specific Plan

This SP proposes a mixed use development that permits a maximum of 220 residential units and a maximum of 5,000 square feet of non-residential uses. The permitted non-residential uses include retail and restaurant uses. The site consists of three separate structures; two of the structures will front Moore Avenue, noted as Buildings 2 and 3 on the plan. The remaining structure will front Hamilton Avenue, noted as Building 1 on the plan. The plan also proposes that of the 220 residential units, 9 will be permitted as live work units within a maximum total of 6,670 square feet. These units will front a small central open space courtyard located between Buildings 2 and 3.



Metro Planning Commission Meeting of 6/11/20

The non-residential uses are located within Building 1 and will occupy the entire frontage of Hamilton Ave wrapping the corner along the Hagan Street frontage. The maximum height for Building 3 is noted as 5 stories in 78 feet. With the tallest portion of Building 3 located adjacent to the CSX rail line. The maximum height for Buildings 1 and 2 is noted as four stories in 60 feet for Building 1, 4 stories in 52 feet for Building 2.

The primary access point for the site is provided through Hagan Street. Hagan Street terminates into a small private drive allowing access for an internal parking structure. The parking structure will contain 262 spaces within 4 stories. The parking structure will be screened from view by the residential portion of building 3. Additional access is provided along the frontage of Moore Avenue.

Open space is provided in three locations within the site. A central open space amenity with a pool and patio is located within building three. A second open space courtyard area is located in between Building 3 and Building 2. This space will contain a plaza for community functions and formal landscaping. The terminus of Moore Avenue will contain an open lawn with surrounding landscaping acting as a small park adjacent to the site; this area will be publicly accessible

Glazing standards are specified for residential uses and non-residential uses ranging from 20% for residential to 50% for ground floor non-residential uses. A minimum raised foundation is required for ground floor residential. A minimum and maximum raised foundation is indicated for both residential and non-residential ground floor uses. Architectural elevations have been provided with the preliminary SP site plan submittal and will also be required with the submittal of the final SP site plan.

ANALYSIS

The proposed SP at this location is consistent with the T4 MU and supplemental policy, which is intended to provide moderate density residential and non-residential development in areas that are envisioned to become primarily mixed use. The site is located within a larger area of T4 MU policy in close proximity to Interstate 65 South and the CSX rail line, where additional intensity is supported. The site is also located in an area identified by NashvilleNext as a Tier 1 Center. Tier 1 Centers are the focus of coordinated investments to shape growth where additional intensity would be appropriate through infill development that supports pedestrian, vehicular, and multimodal transportation. Supporting infrastructure for increased intensity is present in the form of existing mass transit. An MTA bus route and bus stop are located north of the site on Hamilton Avenue. Proximity of future development to existing transit networks offers options beyond single vehicle occupancy trips.

The proposal includes a height transition from the railroad track down to Hagan Street, providing for height appropriate to the context of the site while also providing for the intensity expected within a Tier 1 Center. The proposed SP is consistent with the policy for the area and is appropriate given the surrounding land uses and land use policies. Given the form and bulk; location within the larger neighborhood, and transition provided to the adjacent neighborhood proposed within the SP the plan as proposed is consistent with the T4MU and supplemental policy in this location.



Metro Planning Commission Meeting of 6/11/20

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building detail, and/ or building construction information provided. Construction must meet all applicable building and fire codes. 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. - JLA

STORMWATER RECOMMENDATION

Approve with conditions

- Site must comply with LID and combined sewer policies.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public sewer and public water construction plans may need to be submitted and approved, prior to Final SP Stage. Please contact metro water prior to Final SP Stage concerning situation in Merritt Ave. If needed, 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.
- Comply w/ MPW traffic comment for removal of bulb-in on Hamilton.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- An approved development on the northwest quadrant of the intersection of Hamilton Avenue at Hagan Street will install an eastbound left-turn lane. A westbound left-turn is not warranted and the applicant does not wish to install. Revise plans to account for a 6' wide 75' long taper.
- Remove on-street parking on Hamilton Avenue. Applicant is permitted to install on-street parking on Hagan Street.
- Coordinate with Jason Radinger (MPW Bikeway Coordinator) on installation of / contribution to part of the Chestnut Street bikeway. Show improvements within Final SP packet.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	1.95	0.6 F	50,965 SF	127	32	34



Metro Planning Commission Meeting of 6/11/20

Maximum Uses in Existing Zoning District: **OR20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	0.32	0.8 F	11,129 SF	109	13	13

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.19	0.6 F	4,965 SF	9	1	1

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)	-	-	220 U	1623	101	120

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)	-	-	5,000 SF	318	16	35

Traffic changes between maximum: **IR, OR20, IWD and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1696	+71	+107

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed SP-MU district: 47 Elementary 18 Middle 22 High

The proposed SP zoning may generate 87 more students than the existing IR zoning. Students would attend Fall-Hamilton Elementary School, Cameron College Prep Middle School, and Glencliff High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 220 multi-family residential units, including up to 9 live/work units (up to 6,670 square feet); and a maximum of 5,000 square feet of non-residential uses as permitted within MUL-A zoning. All non-residential uses are limited to the designated commercial zones specified on the plan. Short term rental properties – owner occupied and short term rental properties – not owner occupied are prohibited.

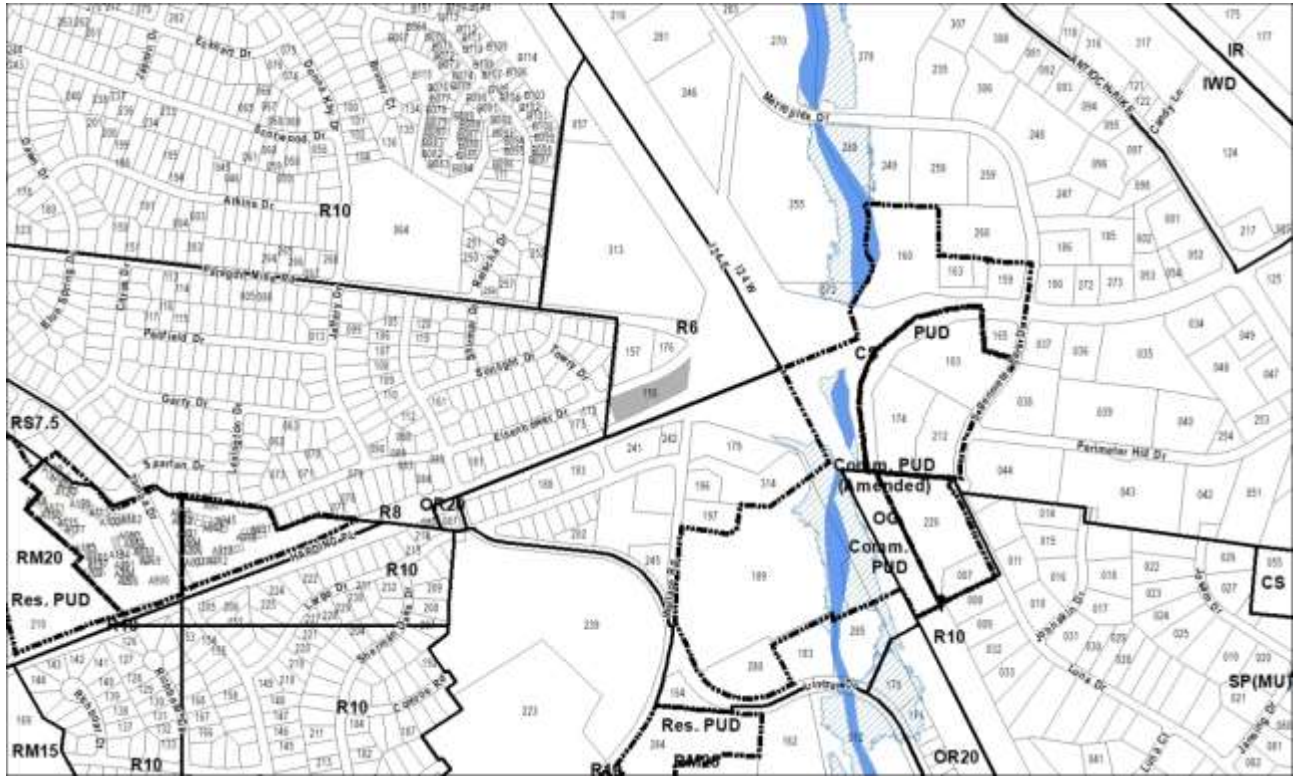


Metro Planning Commission Meeting of 6/11/20

2. With the submittal of the final site plan, the applicant shall propose screening for the exposed parking garage for review by Planning staff.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. 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.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
10. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
11. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 6/11/20



2019S-160-001

1242 PROPERTY SOLUTIONS, LLC PROPERTY

Map 134, Parcel(s) 156

12, Southeast

26 (Courtney Johnston)



Project No. Final Plat 2019S-160-001
Project Name 1242 Property Solutions, LLC Property
Council District 26 – Johnston
School District 6 – Bush
Requested by Clint T. Elliott Surveying, applicant; 1242 Property Solutions LLC, owners.

Deferrals This item was deferred at the May 28, 2020, Planning Commission hearing. No public hearing was held.

Staff Reviewer Lewis
Staff Recommendation *Approve with conditions.*

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).

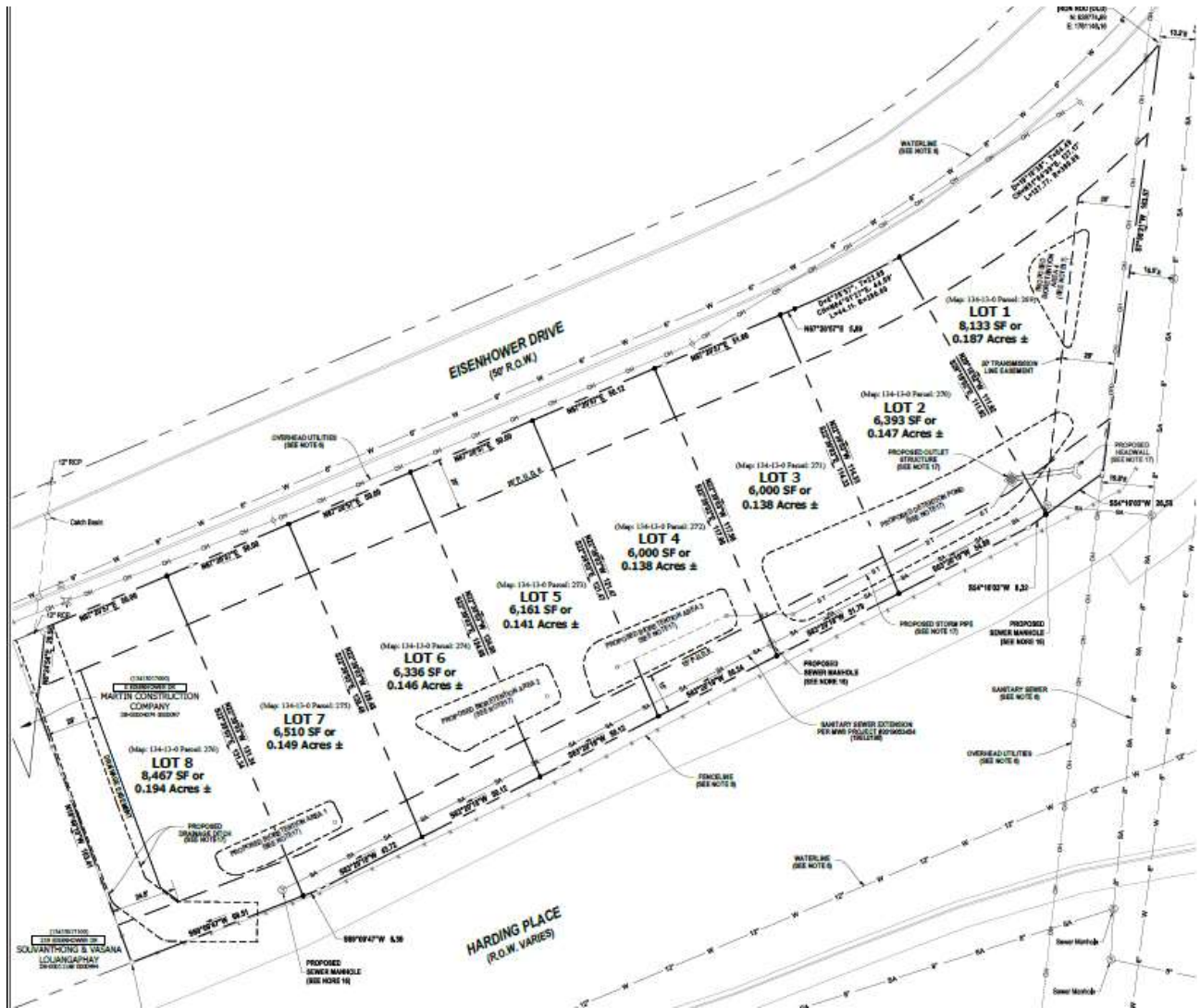
Existing Zoning
One and Two Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of 8 lots with 2 duplex lots for a total of 10 units.*

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

PLAN DETAILS
 The site is approximately 1.24 acres and is located just east of the intersection of Towry Drive and Eisenhower Drive. The site is currently vacant. The surrounding land use pattern contains a diverse mixture of structure types and land uses. The area to the west is zoned One and Two-Family Residential (R8) and has primarily been established with single family detached structures. The area to the north is a mix of One and Two Family Zoning (R6 & R10) and has been established with multi-family, single family, and some vacant properties. The southern and eastern sides of the property are bordered by Interstate 24.



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Proposed Final Plat



Metro Planning Commission Meeting of 6/11/20

Site Plan

The site plan proposes to subdivide the existing 1.24 acres to create eight lots. The properties all have frontage along Eisenhower Drive and Harding Place. All lots meet the minimum lot size of the R6 zoning district which is 6,000 sf.

Zoning regulations state that 25% of newly created lots within a one and two-family zoning district subdivision can be duplex eligible. The proposed plat has identified Lots 7 and 8 as duplex eligible.

ANALYSIS

The site has frontage along two public rights-of-ways, Harding Place and Eisenhower Drive. The proposed lots are oriented towards Eisenhower Drive. The creation of double frontage lots is generally prohibited by the Subdivision Regulations, however the regulations state that the Planning Commission may grant exceptions to this standard to provide access to residential development from a street that is not an arterial or collector street. In this case, Eisenhower Drive is a local street whereas Harding Place is an arterial boulevard per the Major and Collector Street Plan. Staff recommends the Plan Commission grant the exception to allow the creation of double frontage lots with the condition that all access be limited to Eisenhower Drive.

The proposed subdivision meets the standards of the subdivision regulations including minimum lot size and street frontage. Future development will be required to meet the standards of the Metro Zoning Code. Staff recommends approval as the proposed subdivision meets the requirements of the subdivision regulations.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- New driveway connections or access points will require a permit from the Public Works Department. Adequate sight distance must be provided per AASHTO for new driveway connections.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approval is contingent on construction and completion of MWS Project #'s 19-SL-198. A bond amount of \$51,000.00 is assigned to 19-SL-198.



Metro Planning Commission Meeting of 6/11/20

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

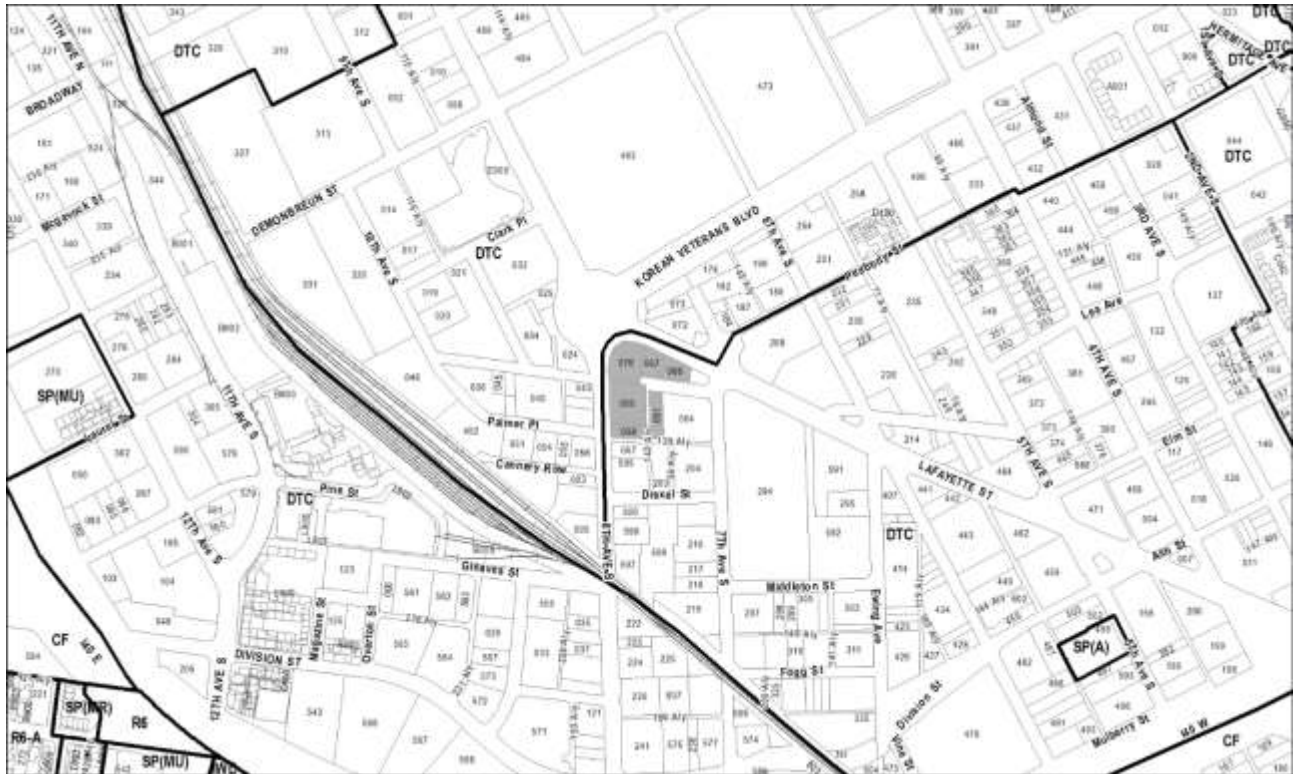
1. A corrected copy of the final plat incorporating the conditions of approval by the Planning Commission shall be provided to the Planning Department prior to plat recordation.
2. On the corrected copy of the plat, add the following note: All access for lots is limited to Eisenhower Drive. No access is permitted to Harding Place.
3. All conditions from Metro Public Works and Metro Water Services must be completed or bonded prior to the recording of the final plat.
4. 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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 6/11/20



2020DTC-031-001

CIRCLE SOUTH

Map 093-01, Parcel(s) 58, 60, 61, 66, 67, 70

11, Downtown

19 (O'Connell)



Project No.	DTC Overall Height Modification 2020DTC-031-001
Project Name	Circle South
Council District	19 – O’Connell
School District	05– Buggs
Requested by	D. Tyler Jones, Applicant; Circle South Holdings (TN), LLC, owner;
Staff Reviewer	Hammer
Staff Recommendation	<i>Approve with conditions or defer without all conditions.</i>

APPLICANT REQUEST

Modification of overall height standards of the DTC, Lafayette Subdistrict, to allow thirty stories of building height where twelve is permitted by right.

DTC Overall Height Modification

A request for a modification of overall building height on property located at 700, 711 and 712 Lea Avenue and 410, 500 and 512 8th Avenue South, within the Lafayette Subdistrict of the Downtown Code (DTC).

Existing Zoning

Downtown Code (DTC) is the underlying base zoning and is designed for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown.

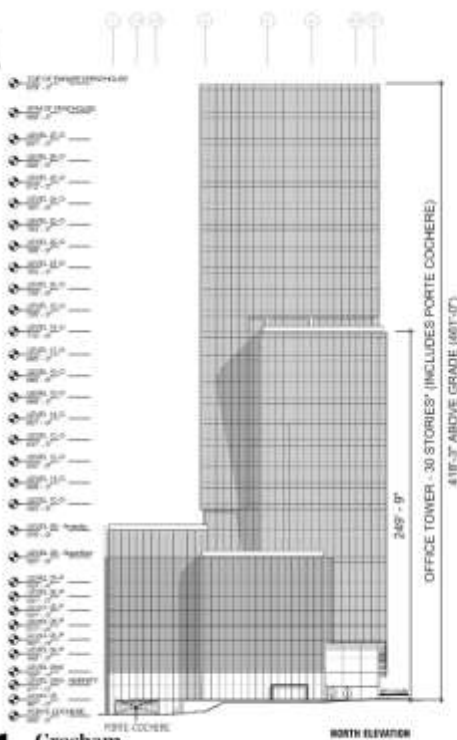
PROJECT OVERVIEW

The project proposes a 30-story office building consisting of 535,000 square feet of office space, 15,000 square feet of retail space, and both underground and structured parking for a total of 1,172 vehicular parking spaces. The ground floor of the building is lined with active uses and pedestrian entrances. A privately-owned, publicly accessible open space is proposed at the Korean Veterans Boulevard Roundabout with pedestrian seating and cutting gardens.



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- OFFICE GLAZING
- GLASS CLADDING
- GLASS REFLECTIVE GLAZING
- GLASS REFLECTIVE GLAZING
- GLASS REFLECTIVE GLAZING
- SHIMMER GLAZING



Lincoln Property Company

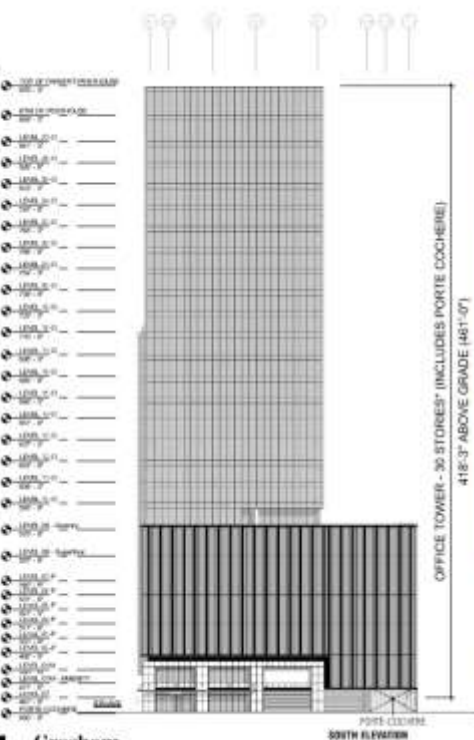
Gresham Smith

OVERALL ELEVATIONS

CIRCLE SOUTH | DRC PACKAGE 05/08/20 41

Figure 1: Korean Veterans Roundabout Elevation

- OFFICE GLAZING
- GLASS CLADDING
- GLASS REFLECTIVE GLAZING
- GLASS REFLECTIVE GLAZING
- GLASS REFLECTIVE GLAZING
- SHIMMER GLAZING



HOLISTIC EXTERIOR DESIGN
 THROUGH PORTIONS OF THE BUILDING'S FACADES ADJACENT PROPERTIES OR ALLEYS, THE BUILDING EXTERIOR IS TREATED AS IF ALL AREAS WILL BE VISIBLE IN PERPETUITY. GLAZING HAS BEEN INCORPORATED THROUGHOUT TO CREATE AN APPEALING AESTHETIC, AND CONCEAL THE PARKING PODIUM. THE BUILDING FORM BREAKS DOWN INTO SEVERAL LAYERED MASSES, AND UTILIZES A DIVERSE PALETTE OF QUALITY DURABLE MATERIALS RESULTING IN A RICH AND APPROPRIATELY SCALED PEDESTRIAN STREETSCAPE.



Lincoln Property Company

Gresham Smith

OVERALL ELEVATIONS

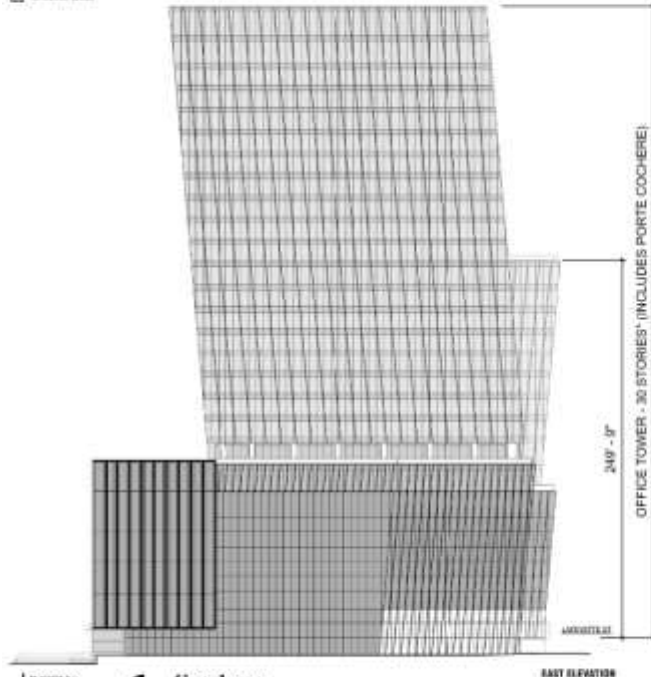
CIRCLE SOUTH | DRC PACKAGE 05/08/20 41

Figure 2: Palmer Alley Elevation



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- GENERAL LEGEND
- CLASH GLAZING
 - ▨ LOW REFLECTIVE GLAZING
 - ▩ HIGH REFLECTIVE GLAZING
 - ▧ DARK REFLECTIVE GLAZING
 - ▦ SHIMMER GLAZING

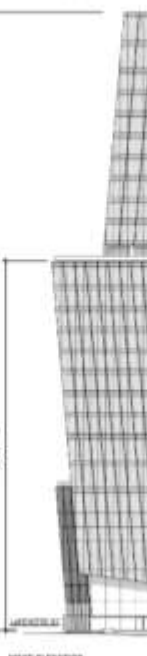


LINCOLN PROPERTY COMPANY
Gresham Smith

OVERALL ELEVATIONS

CIRCLE SOUTH | DRC PACKAGE 05/08/20

Figure 3: Lafayette Street Elevation



- GENERAL LEGEND
- CLASH GLAZING
 - ▨ LOW REFLECTIVE GLAZING
 - ▩ HIGH REFLECTIVE GLAZING
 - ▧ DARK REFLECTIVE GLAZING
 - ▦ SHIMMER GLAZING

LINCOLN PROPERTY COMPANY
Gresham Smith

OVERALL ELEVATIONS

CIRCLE SOUTH | DRC PACKAGE 05/08/20

Figure 4: 8th Avenue South Elevation



Metro Planning Commission Meeting of 6/11/20



Figure 5: Ground Floor Plan – Access



Figure 6: Ground Floor Plan – Landscape

PLAN DETAILS

The property is located south of the intersection of Lafayette and 8th Avenue South, directly on the Korean Veterans Roundabout. The property is also adjacent to Lea Avenue, which is recommended for closure by the Downtown Code. Access for the project is taken from several locations, including a new expanded public alley aligning with Palmer Avenue, a right-in, right out access on Lafayette, and a temporary exit onto Lea Avenue. Service and loading occur from the new expanded alley to the south of the site. A new traffic signal light is proposed at the off-set intersections of Drexel and Cannery Row. Pick-up and drop-off will occur within an internal circulation pattern.

In the future, it is anticipated that the Lea Avenue access point and (right-of-way generally) will close fully and that the expanded alley that is proposed to align with Palmer will be widened by future redevelopment to the east of this site. In the short-term, an existing north-south alley between this property and Drexel will be improved to allow better circulation.

OVERALL HEIGHT MODIFICATION PROCESS

The process for an Overall Height Modification is outlined in the DTC as follows:

1. The Executive Director of the Planning Department shall determine whether the development has made reasonable efforts to use all appropriate bonuses available in the Bonus Height Program.
2. The applicant shall hold a community meeting providing notices to all property owners within 300 feet.
3. The Planning Commission shall review the modification request and may grant additional height for exceptional design, including but not limited to unique architecture, exceptionally strong streetscape, and improvement of the project's relationship to surrounding properties.

OVERALL HEIGHT MODIFICATION ANALYSIS

Bonus Height Program

In the Lafayette Subdistrict for properties with frontage on Lafayette Street, an additional four stories may be earned, up to a maximum of sixteen stories, through use of the Bonus Height Program.



Metro Planning Commission Meeting of 6/11/20

A Determination Letter, signed by the Executive Director of the Planning Department, is attached to this staff report and states the development has made reasonable efforts to use all appropriate bonuses available in the Bonus Height Program. Efforts include fulfilling requirements of the Public Parking, Open Space, Pervious Surfaces, Upper Floor Garage Liner, and Underground Parking bonuses, as well as committing to earn LEED Silver certification.

Community Meeting

The applicant held a virtual community meeting on May 27, 2020 and sent notices to properties within 300 feet. Several questions were answered and no members of the public expressed opposition. This meeting was recorded and is viewable. Several letters of support were received after this meeting.

Metropolitan Development and Housing Agency Design Review Committee Meeting

The Metropolitan Development and Housing Agency Design Review Committee (MDHA DRC) convened on June 2, 2020 and voted (with none opposed) to conceptually approve the project and approve modifications to the required 15-foot step-back, ground floor-to-floor height, and curvilinear frontage standards. As the northern portion of the property is within the Gateway Boulevard Urban Design Overlay, which is administered by MDHA, the committee also voted to grant a modification to expand the number of stories of structured parking allowed from three to six. The committee also voted (with none opposed) to recommend approval to modify the overall height to 30 stories.

Downtown Code Design Review Committee Meeting

The Downtown Code Design Review Committee (DTC DRC) convened on June 4, 2020 and voted (with none opposed) to conceptually approve the project and approve modifications to the required 15-foot step-back and ground floor-to-floor height. The committee also voted (with none opposed) to recommend approval to modify the overall height to 30 stories.

Input from Metro Departments

Metro Public Works has worked with this applicant to evaluate access and mobility needs, both adjacent to this property and within the neighborhood. A series of mobility improvements, including a traffic signal at Drexel Street and improvements to the 7th and Lafayette intersection are proposed as part of this project. A traffic study is currently under review by Metro Public Works.

Unique Architecture

The following architectural qualities contribute to unique design:

- The architecture of the building relates directly to the Stix public art in the center of the Korean Veterans Roundabout, providing a unique building at the terminated vista of 8th Avenue S. at the roundabout.
- Proposed materials are either custom-made or otherwise high quality.
- The landscape architecture of the publicly accessible open space at the base of the structure near the roundabout is unique and is not common within the Downtown Core. This area is noted by the Downtown Code as having an open space deficiency.



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Enhanced Streetscape

- The project uses both retail space and publicly accessible open space to activate the sidewalk corridor. The open space includes passive and active recreational and relaxation spaces, that serve not only the tenants of this building, but also the neighborhood.
- The project fully complies with the Major and Collector Street Plan and proposes several off-site improvements, which are currently being evaluated by Metro Public Works.
- Applicant has agreed to discuss coordinating bus stop locations with WeGo Public Transit.

Improvement of Project's Relationship to Surrounding Properties

- Drexel Street will be signalized as part of the access reconfiguration proposed by this project in consultation with Planning and Metro Public Works.
- The intersection of 7th and Lafayette will receive mobility improvements as part of this project in consultation with Planning and Metro Public Works.

STAFF RECOMMENDATION

The project offers unique qualities and architectural expression in its site design, building massing, and overall aesthetic and staff recommends approval of the modifications requested. Staff is entertaining this overall height modification solely due to its prominent location on the Korean Veterans Boulevard Roundabout. This roundabout serves as a focal point for both the SoBro and Lafayette subdistricts and a coherent urban design strategy should address all sides of this important element. Future overall height modification requests along 8th Avenue South would not be generally appropriate without a detailed policy review of the larger neighborhood context. Staff recommends approval with the following conditions and deferral without all conditions:

1. Any street or alley closures or encroachments shall be approved by Metro Council.
2. The applicant shall coordinate with WeGo Public Transit on existing and future transit stops on 8th Avenue South.
3. Final design of the proposed signal at Drexel and improvements to the 7th Avenue South and Lafayette intersection shall be coordinated with and approved by Metro Public Works.
4. All bonus height actions identified in this application, including those that require a deed or restrictive covenant, shall be approved prior to building permit approval.
5. The developer must propose an agreement for reasonable public access (e.g. hours of operation and other operational expectations) to the privately-owned, publicly accessible open space. This shall be reviewed by Metro Planning and Metro Legal prior to the issuance of building permits.



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**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department
800 Second Avenue South
P.O. Box 196300
Nashville, Tennessee 37219-6300

April 15, 2020

Attn: Tyler Jones
Lincoln Property Company
424 Church Street, Suite 2100
Nashville, TN 37219

**Re: Determination on DTC Bonus Height Program Efforts
Circle South Office Building, Overall Height Modification Case**

Mr. Jones:

This letter serves as a determination to proceed with the Overall Height Modification process and does not indicate a project approval. The Overall Height Modification request is scheduled to be heard by the Planning Commission on May 28, 2020.

The project is within the Lafayette Subdistrict, where 12 stories are permitted by-right and up to 16 stories permitted through use of available bonuses programs. Submitted exhibits demonstrate use of LEED, Underground Parking and Upper Level Garage Liner, Pervious Surface Open Space and Public Parking to in combination to earn the equivalent of 22.28 stories, for a total of 34.28 stories.

Upon entering the Overall Height Modification process, this project will be required to commit to public benefits that enhance mobility both adjacent to the project and for the neighborhood. These may include, but are not limited to, traffic signalization on 8th Avenue S, and improvements to both the intersection of Lafayette with 7th Avenue S and the Korean Veterans Boulevard roundabout. As part of this process, Metro Public Works will continue to work with the applicant on these items.

The applicant has made reasonable efforts to accomplish the intent of the Bonus Height Program and may proceed with next steps, as outlined in the Overall Height Modification process. Deviations from commitments made as outlined herein may result in a reconsideration of these efforts and project.

Sincerely,

Lucy Kempf
Executive Director
Metro Nashville Planning Department

CC: Erica Garrison



Metro Planning Commission Meeting of 6/11/20



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, owner.

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

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

APPLICANT REQUEST

Amend a SP to permit an additional 55 multi-family units.

SP Amendment

A request to amend the Brentwood Skyline Specific Plan (SP) 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.

Existing Zoning

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

SOUTHEAST COMMUNITY PLAN

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



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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.

HISTORY

This site was originally approved as a Planned Unit Development (PUD). The Highlands of Brentwood PUD was approved by Metro Council in September 1989. The PUD was approved for a 7-story office building that permitted up to 131,400 square feet of office space.

In 2015, the existing SP zoning was approved for the site to permit 140 multi-family units. The SP proposed in 2015 had a proposed building footprint of 38,600. This proposal decreased the amount of disturbance on an environmentally sensitive site from the approved PUD. The proposed amendment would permit an additional 55 units for a total of 195 units.

PLAN DETAILS

The site is generally located south of Old Hickory Boulevard and east of Interstate 65, near the terminus of Stone Brook Drive.

The proposed site plan is similar to the original approved SP. The seven story U-shaped building is located on the southern property line of the site. The first two levels of the building are parking, with five levels of residential units above. The internal portion of the U-shaped building contains the two vehicular drive entrances leading into the garage. Given the steep slopes on the site, a portion of the parking levels are below ground. There is also a proposed surface parking lot and club house proposed within the U-shaped portion of the building.

ANALYSIS

The policies have not changed on the site since the original SP approval. T3-NE policy areas are intended to be developed in suburban residential patterns, with higher densities and with greater housing variety than classic suburban neighborhoods. The requested additional intensity is consistent with the intent of the policy to provide higher density suburban development. The policy guidance for T3-NE includes guidance for developing with sites where both T3-NE and CO policies exist. Given that the original site plan was approved to be consistent with CO policy, and the footprint of the proposed plan minimally changes, this plan is also consistent with the CO policy.

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



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story of the building as measured by an approved route around the exterior of the building or facility.

- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
- All buildings and/or developments are required to meet the fire-flow requirements listed in the adopted code prior to construction.
- Fire department connections for standpipe/sprinkler system shall be within 100 feet of the fire hydrant via approved access route.
- Developments of one- or two-family dwelling units where the number of dwelling units exceeds 30 shall be provided with two separate and approved fire apparatus access roads.
- Buildings exceeding 30 feet in height or 62,000 square feet in area (124,000 fully sprinklered) shall be provided with two separate and approved fire apparatus access roads.
- Where two separate and approved fire apparatus access roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between accesses. The AHJ may approve variations to this requirement in the event remoteness cannot be accomplished.
- The maximum grade for fire apparatus access roads shall not exceed 10% without approval from the fire code official.
- Gates across fire apparatus access roads shall comply with adopted code and standards.
- Approval of a preliminary or final site plan is not an approval for building construction. Full and complete review of building plans is required prior to approval for construction and may require changes to the site.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public water construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. Capacity must be paid before issuance of building permits.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Following approval of final plans by MPW, any ROW dedications and



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waste/recycle private hauler agreements will need to be submitted to MPW for Bldg. permit approval.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Development shall work with MPW to provide a sidewalk connection from development to existing sidewalk on the west side of Stone Brook drive.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	6.56	-	140 U	1018	66	80

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)	6.56	-	195 U	1434	90	108

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+55 U	+416	+24	+28

METRO SCHOOL BOARD REPORT

Projected student generation existing SP-R district: 6 Elementary 3 Middle 3 High

Projected student generation proposed SP-R district: 8 Elementary 4 Middle 4 High

The amended SP zoning may generate four more students than the existing SP zoning district. Students would attend Percy Priest Elementary School, J.T. Moore Middle School, and Hillsboro High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 195 multi-family residential units. Short term rental property – owner occupied and short term rental property – not owner-occupied shall be prohibited.
2. With the exception of the amendment to the maximum number of units, all conditions of BL2015-1230 remain in effect.
3. The maximum height is limited to 7 stories in 85 feet.
4. 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.



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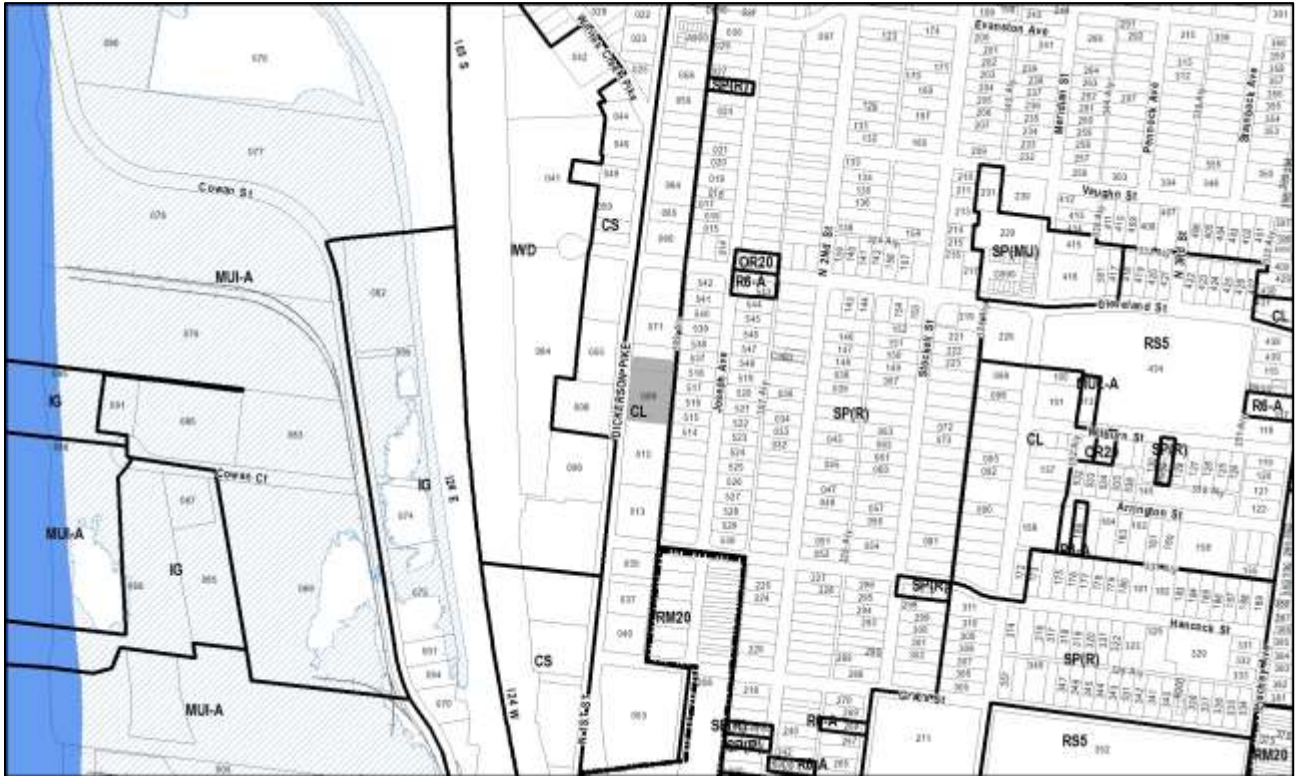
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20 fallback zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
7. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
8. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
10. 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.



SEE NEXT PAGE



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2020SP-018-001

829 DICKERSON PIKE SP

Map 082-02, Parcel(s) 074

Map 082-06, Parcel(s) 009

05, East Nashville

05 (Sean Parker)



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

Deferrals This item was deferred from the March 12, 2020, March 26, 2020, April 9, 2020, and May 14, 2020, Planning Commission meetings. A public hearing was held at the May 14, 2020, Planning Commission meeting and was closed.

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

APPLICANT REQUEST
Preliminary SP to permit a mixed use development.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

HISTORY

At the May 14, 2020, Planning Commission meeting, the MPC deferred case 2020SP-018-001, after a public hearing was held, following Staff’s recommendation of disapproval, as staff found the proposed heights to be inconsistent with the Building Height Subdistricts policy of the Dickerson South Corridor Study. The deferral was requested to allow the applicant and staff sufficient time to discuss the overall intent of the supplemental Building Heights Subdistricts



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policy and whether the building heights, as proposed in the SP, were consistent with the policy goals. Following the deferral, staff and the applicant have had further conversations relative to the policy expectations in this area. The analysis included below, including staff's recommendation, has been updated to reflect further evaluation of the policy and its application to the proposed plan. No changes to the plans have been proposed.

SITE CONTEXT AND PLAN DETAILS

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

Site Plan

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

EAST NASHVILLE COMMUNITY PLAN

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

Dickerson South Corridor Study

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

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



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intensity between the Dickerson Pike corridor and the neighborhood. This subdistrict supports only the RM20-A, MUN-A, and MUL-A zoning districts. The pattern of development created by the supported zoning districts is consistent with envisioned height and development intensity supported by the subdistrict.

ANALYSIS

The plan proposes redevelopment of vacant and/or underutilized properties into a mixed use development along a major corridor, which would generally be supported by the T4 CM policy. Staff has reevaluated the vision and goals of the Dickerson South Corridor Study against the proposed 5th story (see attached memo) and supports the plan, as proposed, for several reasons. The 5th story steps back from the lower levels along Dickerson Pike. The 5th story is also set back from the alley at the rear of the site, which separates this site from the residential neighborhood to the east. This setback helps to keep the overall bulk of the fifth story closer to Dickerson Pike, rather than to the interior neighborhood, forming a transition in scale and massing as the building relates to the lower-intensity policy areas to the east. It also prevents intrusive heights along the building's eastern edge, consistent with the general logic to step down in height from west to east.

The plan meets several critical policy goals envisioned for the corridor, including street activation that prioritizes pedestrians and a tree-lined streetscape in place of head-in parking and driveway access points that have long dominated Dickerson Pike. Additionally, the inclusion of non-residential development along the corridor provides transit-supportive uses and densities necessary for high-capacity transit service to succeed. Right-of-way will be dedicated along the street frontage for pedestrian improvements and to accommodate high-capacity transit service, consistent with the Major and Collector Street Plan requirements. The building frames the corridor with several pedestrian entries that have been identified on the plans, and the conceptual elevations include additional design details to ensure street-level interaction, including glazing and façade treatments. Staff finds that the plan meets several critical planning goals and is consistent with the overall intent of the Dickerson South Corridor Study.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sewer construction plans must be submitted and approved prior to Final SP approval. These approved



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construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval or the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- For final SP approval, comply with MPW traffic comment: identify off-site parking location for site, if required.
- From previous comments, Alley pavement improvements extending from Hancock to Cleveland shall be coordinated with MPW at final SP.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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



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Maximum Uses in Existing Zoning District: CL

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

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Hotel (310)	-	-	100 Rooms	703	45	49

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	-	-	10,548 SF	885	8	83

Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	-	4,430 SF	282	15	31

Traffic changes between maximum: CL and SP

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

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 100 hotel rooms and all uses of MUL-A. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. No vehicular access to Dickerson Pike shall be permitted.
3. On the corrected copy, remove the lay by lane along Dickerson from all plan sheets.
4. On the corrected copy, remove General Note #9: "Proposed accessory uses shown are what is currently anticipated for development but are subject to change based on tenant demand for approved uses under MUL-A zoning. Developer understands a revised TIS may be required to account for any change in proposed uses."
5. On the corrected copy, landscaping and tree density requirements shall be updated to comply with the Metro Zoning Code.
6. On the corrected copy, correct General Note #5 to read: "Architectural elevations will be required with submittal of the final site plan."



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7. With the submittal of the final site plan, provide architectural elevations complying with the conceptual elevations, including locations of pedestrian entrances, and all architectural standards outlined on the Preliminary SP for review and approval.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner's Association.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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**METROPOLITAN GOVERNMENT
OF NASHVILLE AND DAVIDSON COUNTY**

Planning Department
Metro Office Building, 2nd Floor
800 Second Avenue South
Nashville, Tennessee 37219

To: Chairman Adkins and Planning Commissioners
From: Greg Claxton, Community Plans & Engagement Manager
Marty Sewell, Multimodal Transportation Manager, Dickerson South project lead
Re: Interpretation of heights in the Dickerson South Study
Date: June 5, 2020

This memo is intended to review and clarify the function of the Subdistricts identified within the Dickerson South Study. The first section of the memo presents the overall policy intent of the Dickerson South Study, as well as background on how that intent was established by the planning process. The second section of the memo analyzes the 829 Dickerson SP as an example of the kind of case-by-case analysis that should be done when proposals do not fit squarely within the Study's guidance.

Neighborhood and corridor studies provide an opportunity for community members to work with one another to create a shared vision for the future of an area. No study will ever strike the perfect balance between (1) flexibility for developers and neighbors to find creative solutions that work for the many interests involved in land use decisions and (2) the certainty that clear rules provide both developers and neighbors.

Seeking such balance in Dickerson South requires both careful analysis of proposals on a case by case basis, as well as demonstrations of broad-based community support.

Overall intent of the Dickerson South Study

The vision of the Dickerson South Study is to create a safe, beautiful, mixed use corridor. Key themes were tree-lined streets, with a cohesive, authentic design. The plan also calls for transit-supportive density achieved through taller buildings in appropriate locations, with adjacent neighborhoods protected from intrusive heights.

The core policy direction from the Study is created through a series of subdistricts that guide development intensity. A key element shaping the Study's subdistricts is the corridor's location within the County and its relationship to a larger parallel route (I-65). Dickerson South is a low intensity pike adjacent to Downtown, the East Bank, and River North, all of which are recommended as intense mixed use centers. Moreover, Dickerson South is parallel to I-65, with the space between the two predominantly used for industrial purposes. Finally, on the other side of I-65, another recently adopted plan, the Haynes Trinity Small Area Plan, also recommends an intense mixed use center. However, east of Dickerson Pike are well-established neighborhoods, including McFerrin Park, Cleveland Park, and Highland Heights.



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Because of this, the Dickerson South Study sought to increase intensity primarily west of Dickerson Pike, stepping down in height from west to east until reaching neighborhood interiors that should be maintained.

During the Dickerson South charrette, Planning staff created small-group exercises to allow stakeholders to determine appropriate heights for broad areas. This created a clear consensus for the heights on the west side and a general intent to step that height down from west to east. However, the exercise did not allow for fine tuning the exact way in which that step down should be accomplished. At the work-in-progress meeting that concluded the charrette, Planning staff presented a detailed set of heights that would accomplish the goals developed earlier in the charrette.

At that meeting and in the subsequent opportunities to review the plan, the step down was generally welcomed but not discussed in detail. There was no discussion of partial floors, height in feet, mezzanines, competing uses, or the disjunct between the six-story policy on the west side of Dickerson stepping down and the four-story policy on the east side of Dickerson.

Finally, the recommended height along the east side of Dickerson was based, in part, on staff's expectation that structured parking was not feasible given lot characteristics, and that surface parking would naturally limit heights to four stories.

Because of this, the height limits specified by Dickerson South subdistricts should be used as a general guide for community expectations. The Study contains guidance on appropriate base zoning districts to use within each subdistrict. Applicants seeking flexibility in the plan's specific recommendations must use a Specific Plan zoning district with a site plan to demonstrate how their project performs in achieving the outcomes sought by the community in total. This can only be done on a case-by-case basis, examining the specifics of the proposal and surrounding policy context.

829 Dickerson

829 Dickerson presents an example of the kind of case-by-case analysis that should be done. The proposed SP achieves the overall policy intent of this subdistrict. Further review highlights the following factors:

- The proposed SP creates a high-quality, tree-lined streetscape and mix of uses sought by the neighborhood, while not introducing short-term rentals. While the Dickerson South Study does not comment on short-term rentals, staff recognizes that they are of concern to the neighborhood.
- While tuck-under surface parking is often disfavored because it can be incompatible with active street-front uses, the proposed SP appropriately addresses these concerns.
- Limiting the building to four stories would still allow for rooftop uses, recognizing Dickerson South's views of downtown (an asset highlighted in the Study). Including the fifth story provides relief from noise and unwanted views from rooftop visitors. While not a focus of the policy, this supports the transition from Dickerson to the neighborhood interior.
- The partial fifth floor helps keep the overall bulk of the building closer to Dickerson Pike. An alternative building design, limited to the four stories but bringing the bulk of the building closer to the rear property line, would be more intrusive to the neighborhood and less in keeping with the overall policy intent of the stepping height down from west to east. Further, it adds minimally to the bulk of the building as viewed from Joseph Avenue.
- The fifth floor provides for improved urban design along Dickerson Pike, as it creates a less severe step down between properties facing the corridor.



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- Finally, properties to the rear of the site have a Neighborhood Evolving policy. Though the Dickerson South subdistricts identify three stories along the length of Joseph Avenue, only the portion south of Cleveland Street has Evolving policy. The potential for these properties to redevelop more intensely will help the transition along these blocks of Dickerson.

Therefore, staff finds that the proposed SP meets the overall intent of the Dickerson South Study. Future development proposals seeking flexibility in achieving the Dickerson South Study's overall goals will require a similar level of detailed analysis.



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2020S-098-001

PETRE PLACE RESUB LOT 2

Map 070-02 Parcel(s) 015

3, Bordeaux-Whites Creek-Haynes Trinity

02 (Toombs)



Project No.	Final Plat 2020S-098-001
Project Name	Petre Place Resub Lot 2
Council District	02 - Toombs
School District	1 – Gentry
Requested by	Clint Elliott Survey, applicant; L.A.N.D. Group, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Request for final plat approval to create two lots.

Final Plat

A request for final plat approval to create two lots on property located at 1205 St. Marys Lane, approximately 195 feet east of Tucker Road, zoned One and Two-Family Residential (R10) (0.46 acres).

Existing Zoning

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 2 duplex lots for a total of 4 units, based solely on the acreage of the site. The application of the Subdivision Regulations results in fewer lots.*

Community Character Manual Policy

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

SITE CONTEXT AND PLAN DETAILS

The site comprises 0.46 acres and is located on the south side of St. Marys Lane, east of Tucker Road and south of Stokers Lane. The property contains a single-family residential use. St. Marys Lane connects from Tucker Road to St. Joseph Drive to the east, which wraps to the north and connects to Stokers Lane. The surrounding properties along St. Marys Lane and St. Joseph Drive contain single-family and vacant lots.

The proposed plat would create 2 lots as follows:

- Lot 1: 10,009 square feet (0.23 acres) and 68.4 feet of frontage
- Lot 2: 10,019 square feet (0.23 acres) and 68.4 feet of frontage



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ANALYSIS

Section 3-5.2 of the Subdivision Regulations outlines the criteria for reviewing infill subdivisions located within the Suburban Neighborhood Maintenance policy area. Staff reviewed the final plat against the following criteria as required by the Subdivision Regulations:

Zoning Code

Each proposed lot meets the minimum standards of the One and Two-Family Residential (R10) zoning district.

Street Frontage

Each proposed lot has frontage on a public street.

Compatibility

Section 3-5.2 of the Subdivision Regulations outlines criteria for determining compatibility for property located in Neighborhood Maintenance policy areas. "Surrounding parcels" is defined as the five parcels oriented to the same block face on either side of the parcel proposed for subdivision, or to the end of the same block face, whichever is less. The five lots on either side of parcel proposed for subdivision were used in this evaluation.

Based on the surrounding parcels, the minimum required lot frontage along St. Marys Lane is determined to be 140.3 feet and the minimum required lot area is 0.52 acres per lot.

For the proposed subdivision, the minimum required area for each proposed lot is 0.52 acres (approximately 22,651 square feet). Each proposed lot is 0.23 acres. The proposed lots do not meet the minimum lot area requirement. The minimum required lot frontage for each proposed lot is 140.3 feet. Each proposed lot has a frontage of 68.4 feet. The proposed lots do not meet the minimum lot frontage requirement.

Based on the lots not meeting the minimum frontage requirement and therefore failing to meet the compatibility requirements, staff recommends disapproval.

Planning Commission Consideration – Harmonious Development

Section 3-5.2.f states that if a proposed subdivision meets all required standards except for the compatibility requirement, the Planning Commission may consider whether the subdivision can provide for the harmonious development of the community. In doing so, the Planning Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may also place reasonable conditions on the development of the subdivision. Below is information that the Planning Commission may want to consider in making the determination as to whether the subdivision provides for harmonious development.

Development Pattern

There are 3 properties located on the south side of St. Marys Lane, including the site, and 6 properties located to the east along St. Joseph Drive. All are located within the T3 NM policy area, and therefore subject to compatibility requirements. Excluding the site, the adjacent parcels along St. Marys Lane have an average lot size that is greater than 0.5 acres and an



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average frontage greater than 150 feet. Along St. Joseph Drive, the average lot size of the 6 existing parcels is greater than 0.50 acres and the average frontage is greater than 130 feet.

The zoning along St. Marys Lane and St. Joseph Drive is R10, which permits both one and two-family residential units. All of the lots on St. Marys Lane, and 2 of the lots on St. Joseph Drive, contain single-family uses. The remaining lots on St. Joseph Drive are vacant.

Geographic, Topographic, and Environmental Factors

Staff has found no relevant geographic, topographic, or environmental features on this site.

Other Relevant Information

Staff has found no other relevant information to consider.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- New driveway connections or access points will require a permit from the Public Works Department. Adequate sight distance must be provided per AASHTO for new driveway connections.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits;
- Capacity fees must also be reserved before issuance of building permits for additional lots before their construction may begin.

STAFF RECOMMENDATION

Staff recommends disapproval.



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308-84P-001

ROBIN HOOD CONDOMINIUMS, PHASE 2 (CANCELLATION)

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

04, Madison

09 (Tonya Hancock)



Project No.
Project Name

Planned Unit Development 308-84P-001
Robin Hood Condominiums, Phase 2
(Cancellation)

Council District
School District
Requested by

09 - Hancock
3 – Speering
RK Junior Contracting LLC, applicant; Garafola Properties LLC, owner.

Deferrals

This request was deferred from the May 28, 2020, Planning Commission Meeting. No public hearing was held.

Staff Reviewer
Staff Recommendation

Swaggart
Approve.

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.



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Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

ANALYSIS

The subject property is approximately four and a half acres in size. It does not have street frontage and sits directly behind Robin Hood Condominiums. There are approximately 88 existing units in Robin Hood Condominiums. 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 Robin Hood Condominiums. The lower density acts as a transition from the higher density Robin Hood Condominiums 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.

Since the first publication of this staff report, issues regarding access to the site have been raised by residents of Robin Hood Condominiums. The primary issue raised is whether new development on the subject site can access Forest Park Road through Robin Hood Condominiums. Staff researched this issue and has found information indicating that the site may have access to Forest Park Road through Robin Hood Condominiums. A plat creating the lot and individual units for Robin Hood Condominiums includes a 20' common access and public utility easement that extends from Forest Park Road to the eastern property line abutting the subject site. A master deed was also found indicating that future development on the subject site will access Forest Park Road through Robin Hood Condominiums. Of note is that the master deed also limits the subject site to 54 units which is consistent with the approved PUD.

Staff is recommending approval of the PUD cancellation as the underlying RM15 zoning district is consistent with the T3 NE land use policy. It is important to note that staff's recommendation is solely based on land use policy. While staff has been informed of possible access issues as above stated, those issues are a private matter and not enforceable by Metro.

FIRE MARSHAL RECOMMENDATION

Approve



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PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC & PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 6/11/20



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, May 14, 2020, and May 28, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Lewis
Disapprove.

APPLICANT REQUEST
Zone change from R6 to RM20-A.

Zone Change

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

Existing Zoning

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

Proposed Zoning

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

WEST NASHVILLE COMMUNITY PLAN

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



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

ANALYSIS

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

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

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

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

FIRE RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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



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

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

*Based on two-family lots

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

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

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

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

METRO SCHOOL BOARD REPORT

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

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

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

STAFF RECOMMENDATION

Staff recommends disapproval of the requested rezoning.