

# Metropolitan Planning Commission



## Staff Reports

**June 25, 2020**



## Metro Planning Commission Meeting of 6/25/20

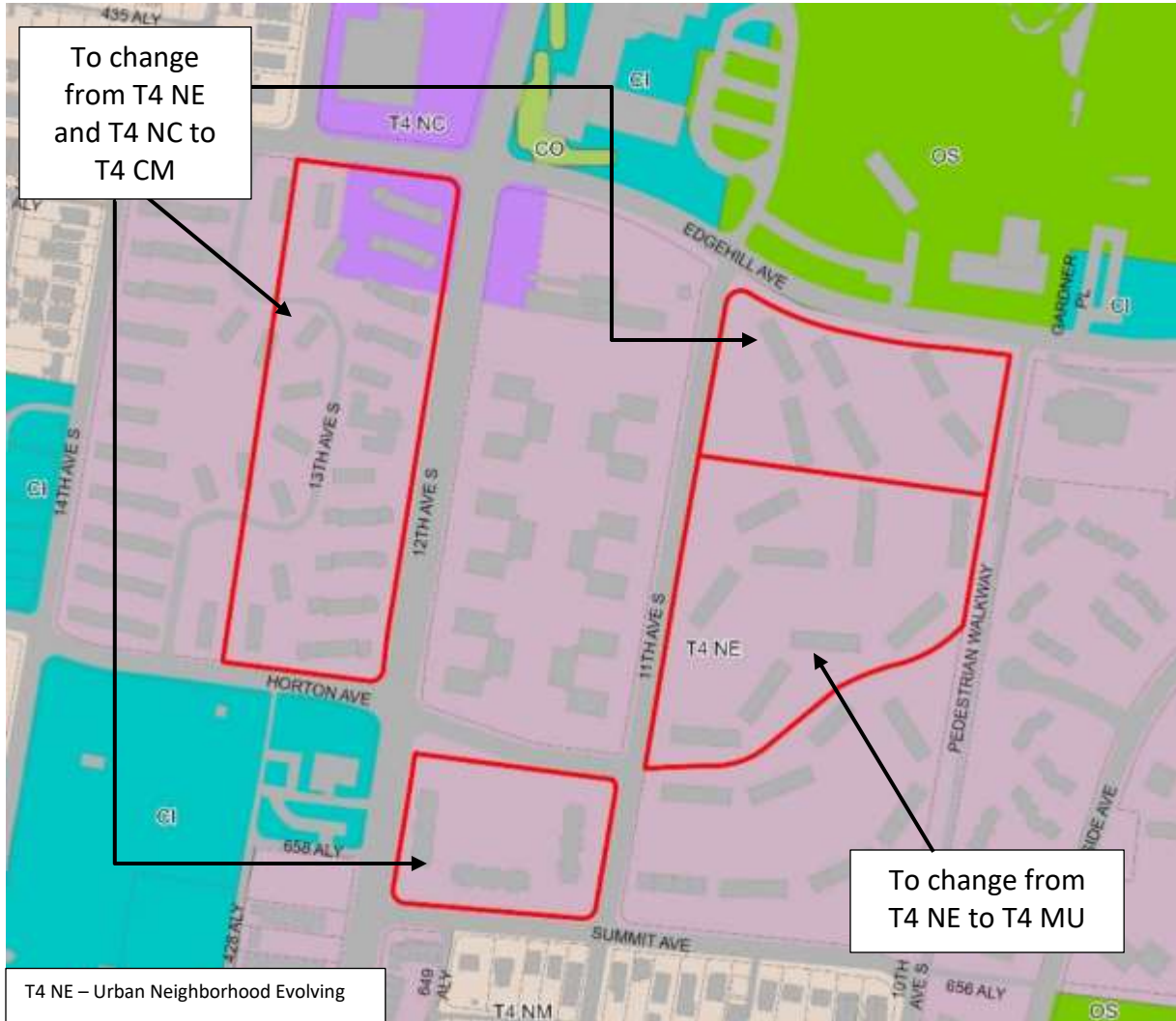
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure, 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 6/25/20



- 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
- CO – Conservation

**2020CP-010-001**  
**GREEN HILLS-MIDTOWN COMMUNITY PLAN AMENDMENT**  
 Map 105-05, Parcel 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, April 9, 2020, April 23, 2020, and June 11, 2020, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

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

Major Plan Amendment

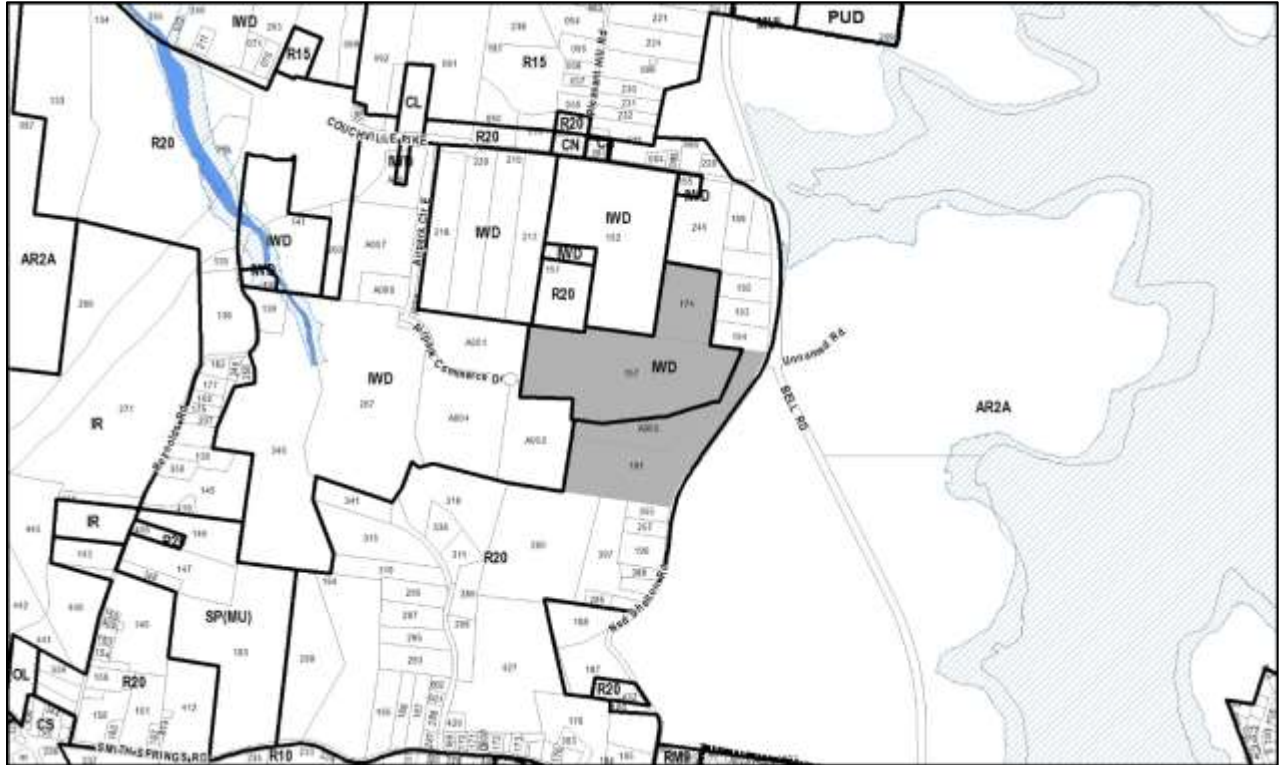
A request to amend the Green Hills - Midtown Community Plan by changing from T4 Urban Neighborhood Evolving Policy (T4 NE) and T4 Urban Neighborhood Center Policy (T4 NC) to T4 Urban Mixed Use Corridor Policy (T4 CM) and T4 Urban Mixed Use Neighborhood Center Policy (T4 NC) for property located at 1100 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 July 23, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 6/25/20



### **2020SP-015-001**

HAMILTON SP

Map 121, Parcel(s) 157, 174

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

Map 135, Parcel(s) 191

13, Antioch-Priest Lake

29 (Delishia Porterfield)



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

**Deferrals** This item was deferred from the March 26, 2020, April 9, 2020, and May 28, 2020 Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Defer to the August 27, 2020, Planning Commission meeting.*

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**APPLICANT REQUEST**

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

Preliminary SP

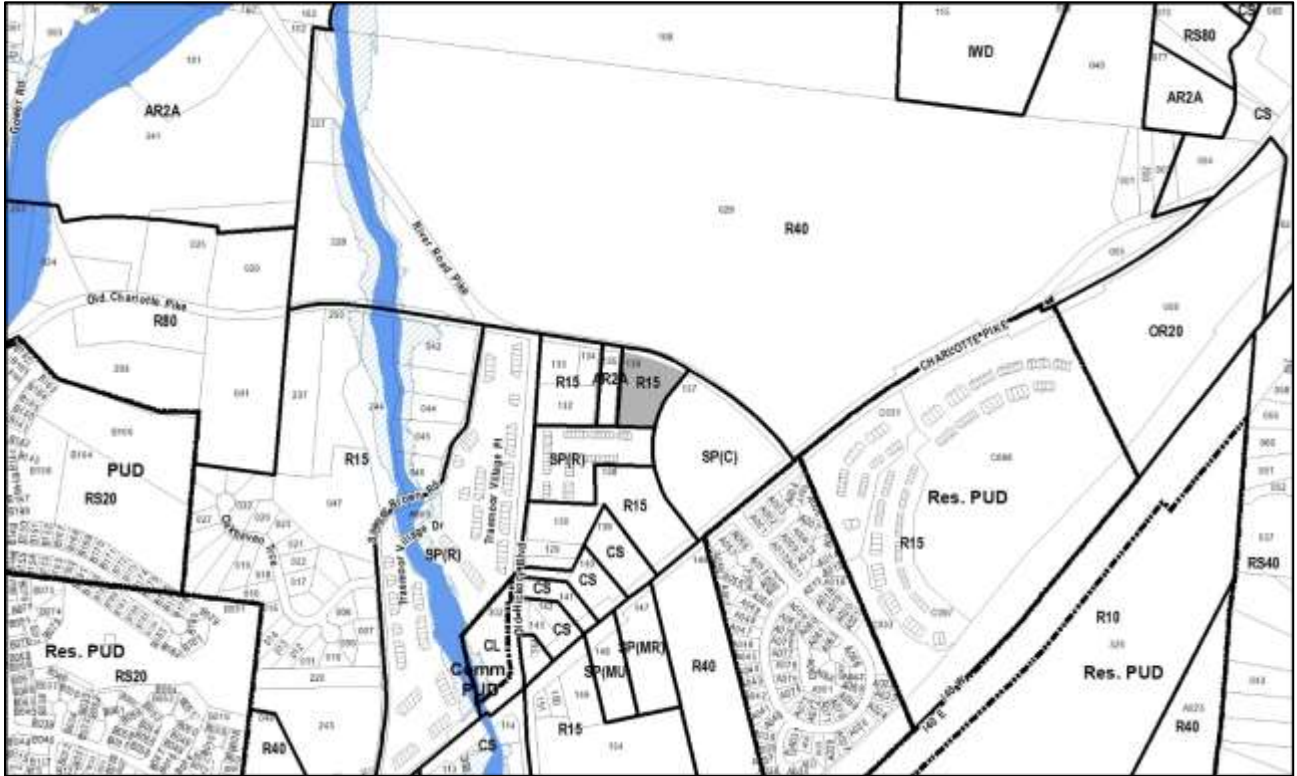
A request to rezone from Industrial Warehousing/Distribution (IWD) and One and Two-Family Residential (R20) to Specific Plan (SP) zoning for properties located at 2793 Couchville Pike, 2871 Ned Shelton Road, and Ned Shelton Road (unnumbered), at the southwestern corner of Ned Shelton Road and Bell Road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

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 27, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 6/25/20



**2020SP-023-001**

7335 OLD CHARLOTTE PIKE

Map 114, Parcel 136

6, Bellevue

22 (Gloria Hausser)





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

**Deferrals** This item was deferred at the May 14, 2020, May 28, 2020, and June 11, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Dunnavant  
**Staff Recommendation** *Defer to the July 23, 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 July 23, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 6/25/20



**2015S-166-002**

**PAYNE ROAD ESTATES – SECTION 1**

Map 148, Parcel(s) 120-121

13, Antioch – Priest Lake

28 (Tanaka Vercher)



**Project No.** Final Plat 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.

**Deferrals** This request was deferred from the June 11, 2020, Planning Commission meeting. No public hearing was held.

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

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**APPLICANT REQUEST**

**Concept plan to create 25 single-family residential lots.**

Final Plat

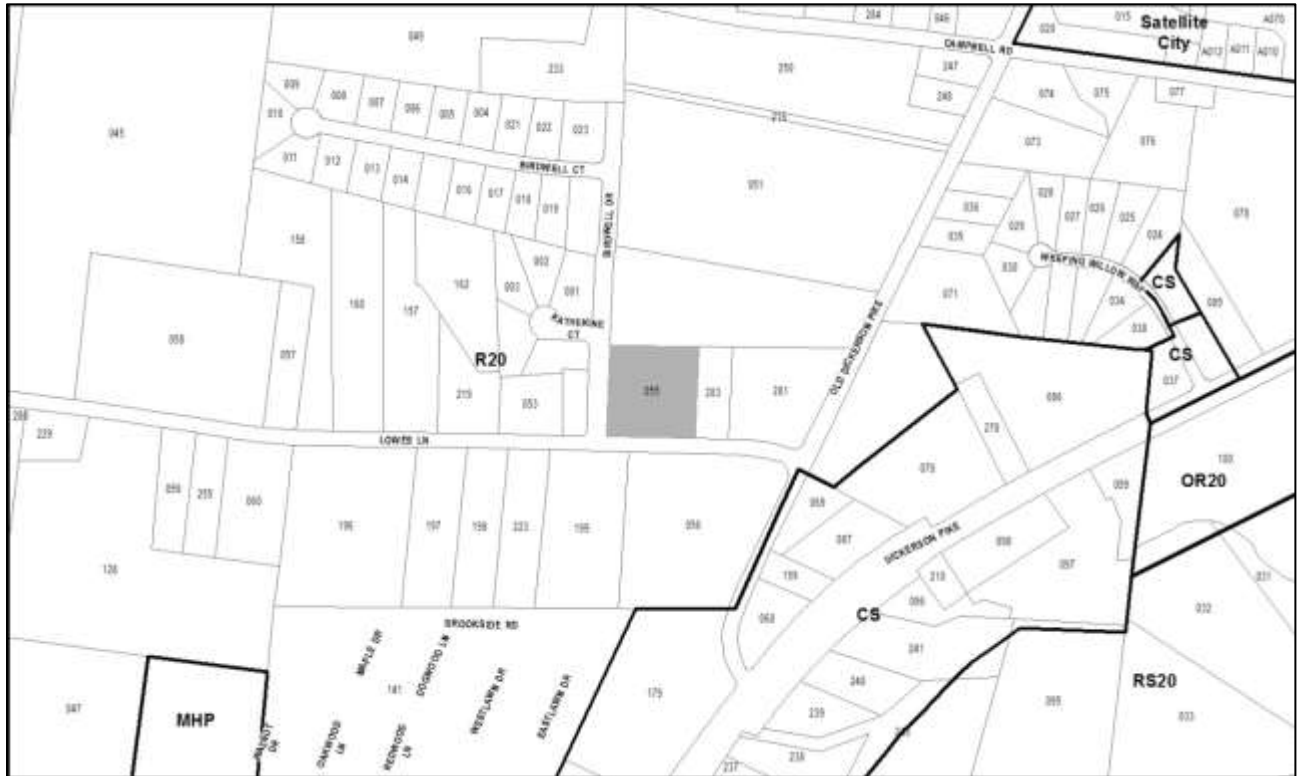
A request for concept plan approval to create 25 single-family residential lots on properties located at 4801 Payne Road and Payne Road (unnumbered), at the southwest corner of Reeves Road and Payne Road, zoned Single-Family Residential (RS7.5) and within the Payne Road Residential Urban Design Overlay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

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 6/25/20



**2018S-209-001**

W.E. SCOTT SUBDIVISION, RESUB PHASE 2

Map 033, Parcel(s) 055

02, Parkwood – Union Hill

03 (Jennifer Gamble)



<b>Project No.</b>	<b>Final Plat 2018S-209-001</b>
<b>Project Name</b>	<b>W. E. Scott Subdivision, Resub Phase 2</b>
<b>Council District</b>	03- Gamble
<b>School District</b>	3– Speering
<b>Requested by</b>	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, May 28, 2020, and the June 11, 2020, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Birkeland
<b>Staff Recommendation</b>	<i>Defer to the July 23, 2020, Planning Commission meeting.</i>

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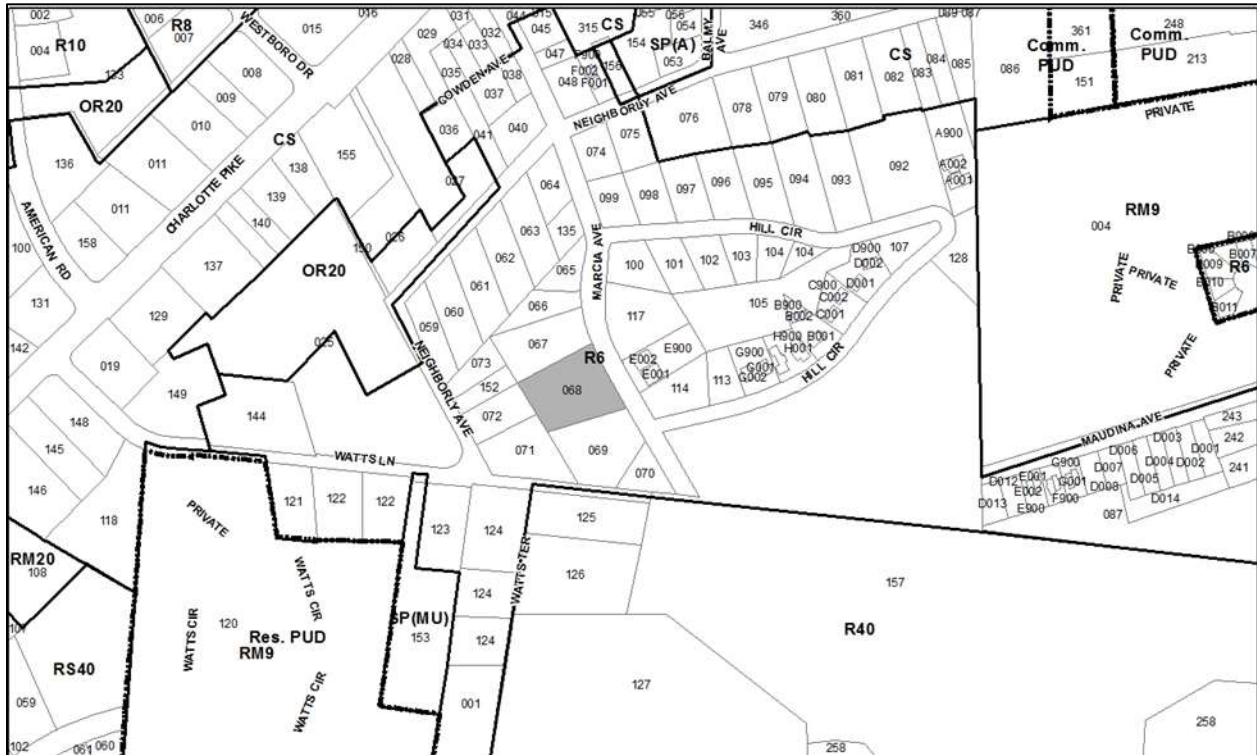
**APPLICANT REQUEST**  
**Final plat to create four lots.**

Final Plat  
A request for final plat approval to create four lots on property located at Lowes Lane (unnumbered), at the corner of Birdwell Drive and Lowes Lane, zoned One and Two-Family Residential (R20) (2.11 acres).

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



## Metro Planning Commission Meeting of 6/25/20



### 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)



<b>Project No.</b>	<b>Final Plat 2019S-086-001</b>
<b>Project Name</b>	<b>Resubdivision of Lots 3 &amp; 4 on the Plat Showing the Division of the John B Cowden Property</b>
<b>Council District</b>	20- Roberts
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Clint T. Elliott Surveying, applicant; Luke and Hom, Xenia Ryan.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Defer to the July 23, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Final Plat

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

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 6/25/20



**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, May 28, 2020, and June 11, 2020, Planning Commission meetings. No public hearing was held.

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

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**APPLICANT REQUEST**

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

Final Plat

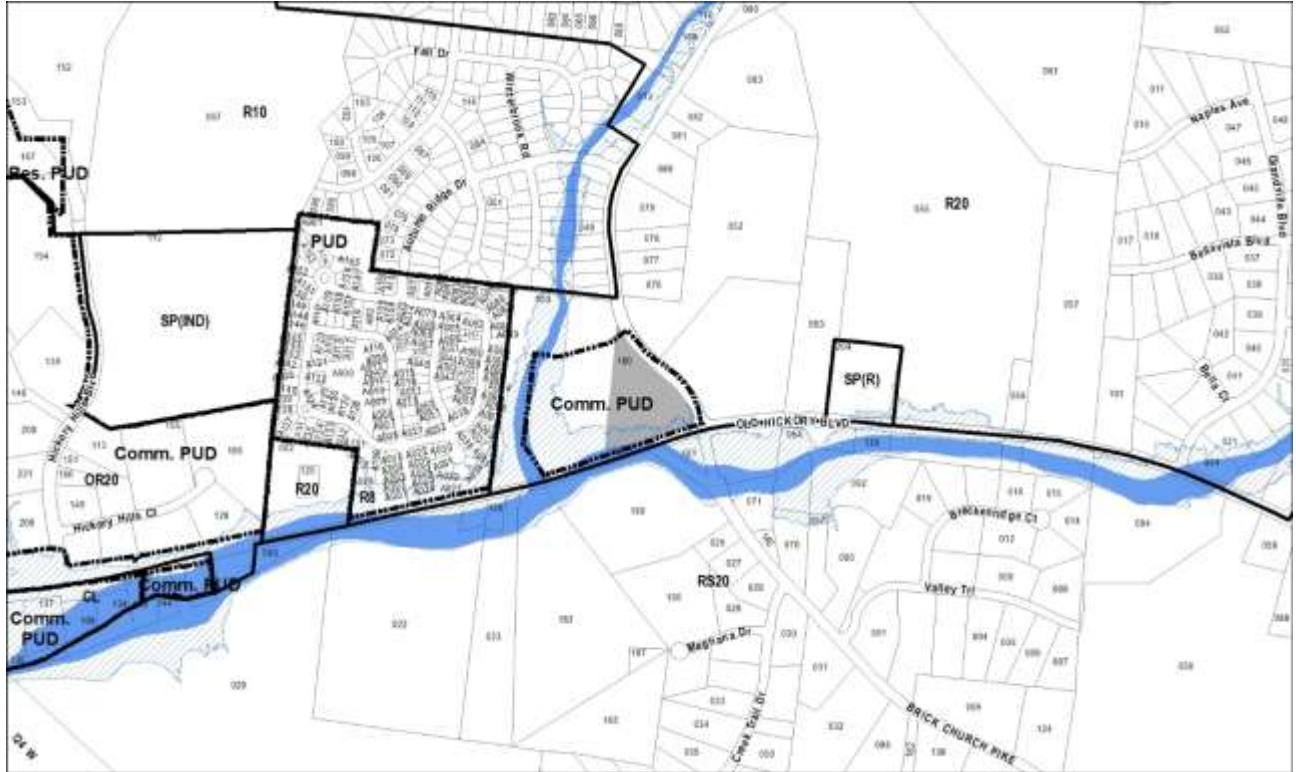
A request for final plat approval to create four lots on property located at 170 Antioch Pike, at the northeast corner of Southlake Drive and Antioch Pike, zoned Single-Family Residential (RS7.5) (0.91 acres).

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 6/25/20



**65-76P-001**

**DOLLAR GENERAL (REVISION)**

Map 032, Parcel 180

02, Parkwood – Union Hill

03 (Jennifer Gamble)



<b>Project No.</b>	<b>Planned Unit Development 65-76P-001</b>
<b>Project Name</b>	<b>Dollar General (Revision)</b>
<b>Council District</b>	03 - Gamble
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Dale and Associates, applicant; Gordon F. McCammon and Robert C. Helson, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the July 23, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Revise a portion of a Planned Unit Development Overlay to permit 24,000 sq. ft. of commercial space.**

Revise PUD

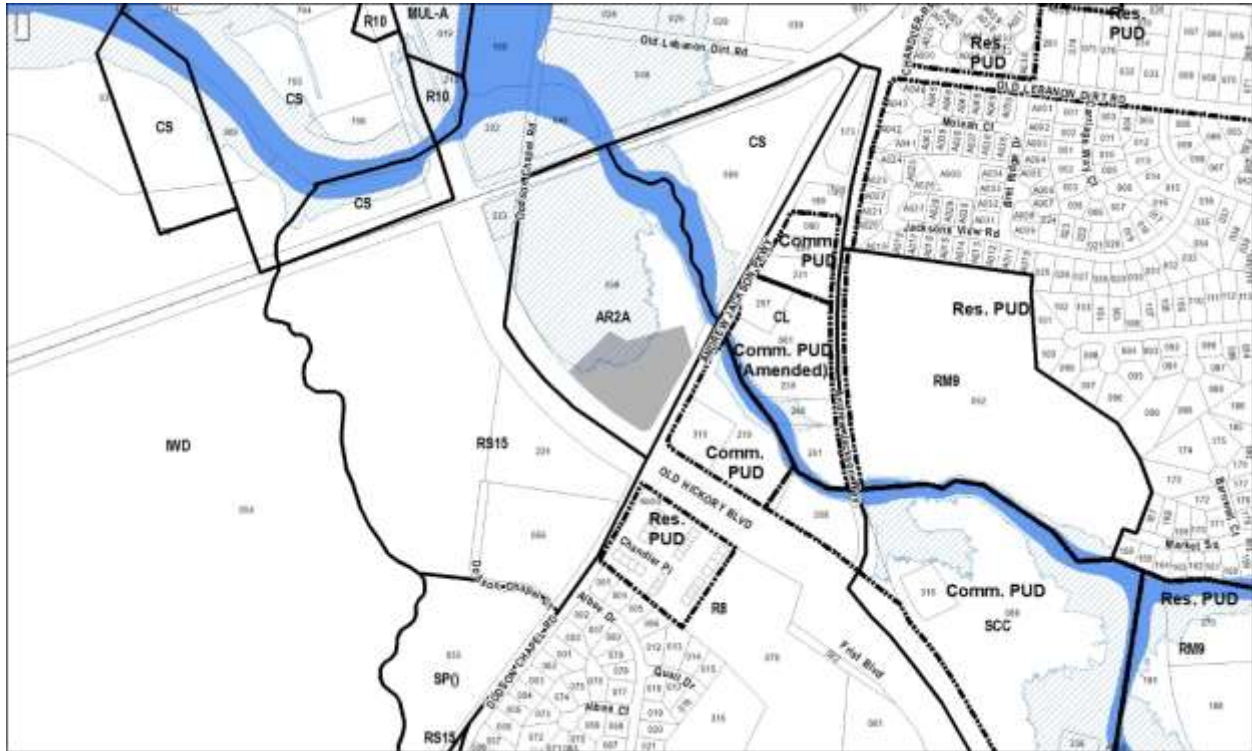
A request to revise a portion of the preliminary Planned Unit Development Overlay District (PUD) for property located at Brick Church Road (unnumbered), at the northwest corner of Old Hickory Boulevard and Brick Church Pike, zoned One and Two-Family Residential (R20), (4.63 acres), to permit 24,000 square feet of commercial space.

**STAFF RECOMMENDATION**

Staff recommends deferral to the July 23, 2020, Planning Commission meeting as requested by the applicant.



## Metro Planning Commission Meeting of 6/25/20



**2020Z-069PR-001**

Map 086, Part of Parcel(s) 058

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



<b>Project No.</b>	<b>Zone Change 2020Z-069PR-001</b>
<b>Council District</b>	11 - Hagar
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Gresham Smith, applicant; Morgan Family Properties, LLC, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Defer to the July 23, 2020, Planning Commission meeting.</i>

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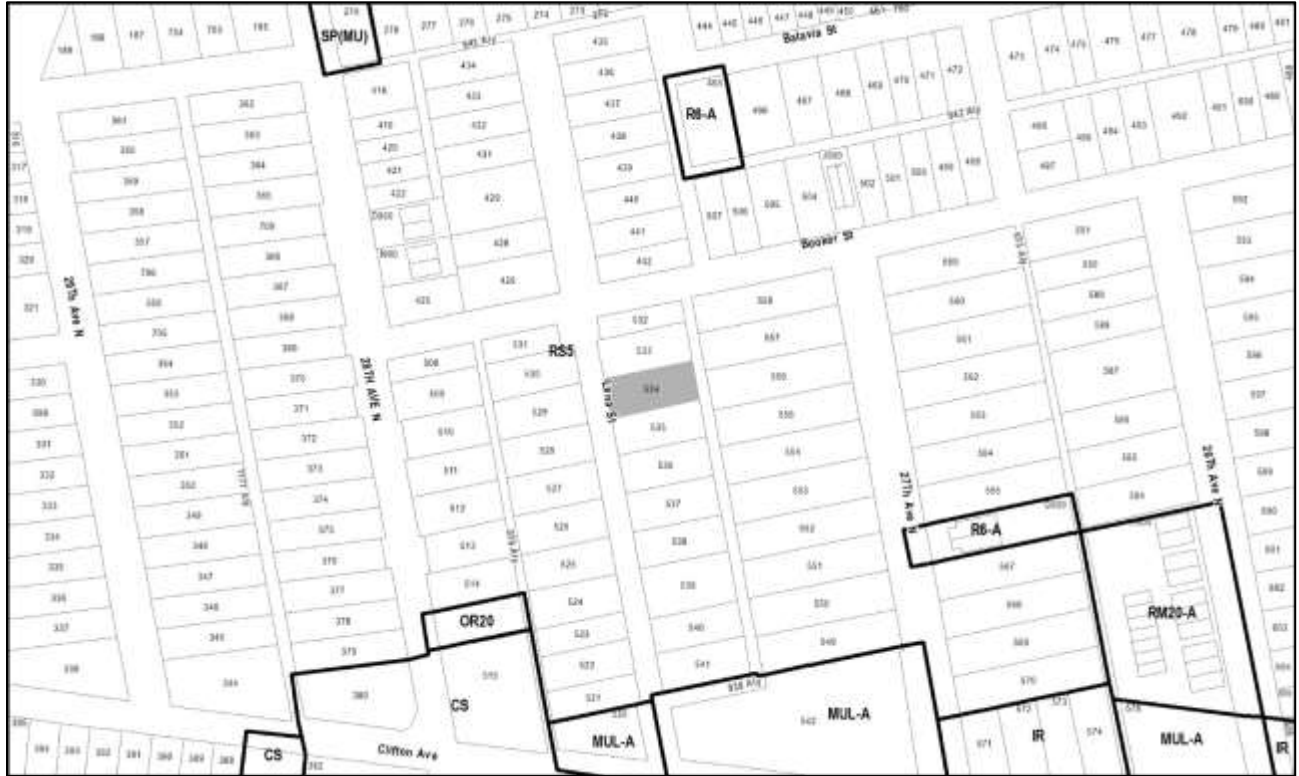
**APPLICANT REQUEST**  
**Zone change from AR2a to CS.**

Zone Change  
A request to rezone a portion of the property from Agricultural/Residential (AR2a) to Commercial Services (CS) zoning for property located at 4000 Andrew Jackson Parkway, at the northern corner of Andrew Jackson Parkway and Old Hickory Boulevard (3.24 acres).

**STAFF RECOMMENDATION**  
Staff recommends deferral to the July 23, 2020, Planning Commission meeting.



# Metro Planning Commission Meeting of 6/25/20



**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, May 28, 2020, and June 11, 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 July 23, 2020, Planning Commission meeting.*

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

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

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



## Metro Planning Commission Meeting of 6/25/20



**2020SP-028-001**

VASTLAND - AVALON MIDTOWN SP

Map 092-12, Parcel(s) 465-469

10, Green Hills – Midtown

21 (Brandon Taylor)





<b>Project No.</b>	<b>Specific Plan 2020SP-028-001</b>
<b>Project Name</b>	<b>Vastland - Avalon Midtown SP</b>
<b>Council District</b>	21 – Taylor
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Civil Site Design Group, applicant; Vastland Development Partnership, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Rezone from MUI-A to SP to permit a mixed use development.**

Specific Plan

A request to rezone from Mixed Use Intensive – Alternative (MUI-A) to Specific Plan (SP) zoning for properties located at 1709, 1711, 1715, 1717 and 1719 Hayes Street, at the southeast corner of 18th Avenue North and Hayes Street (1.12 acres), to permit a mixed use development.

**Existing Zoning**

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

**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 commercial uses.

**GREEN HILLS – MIDTOWN COMMUNITY PLAN**

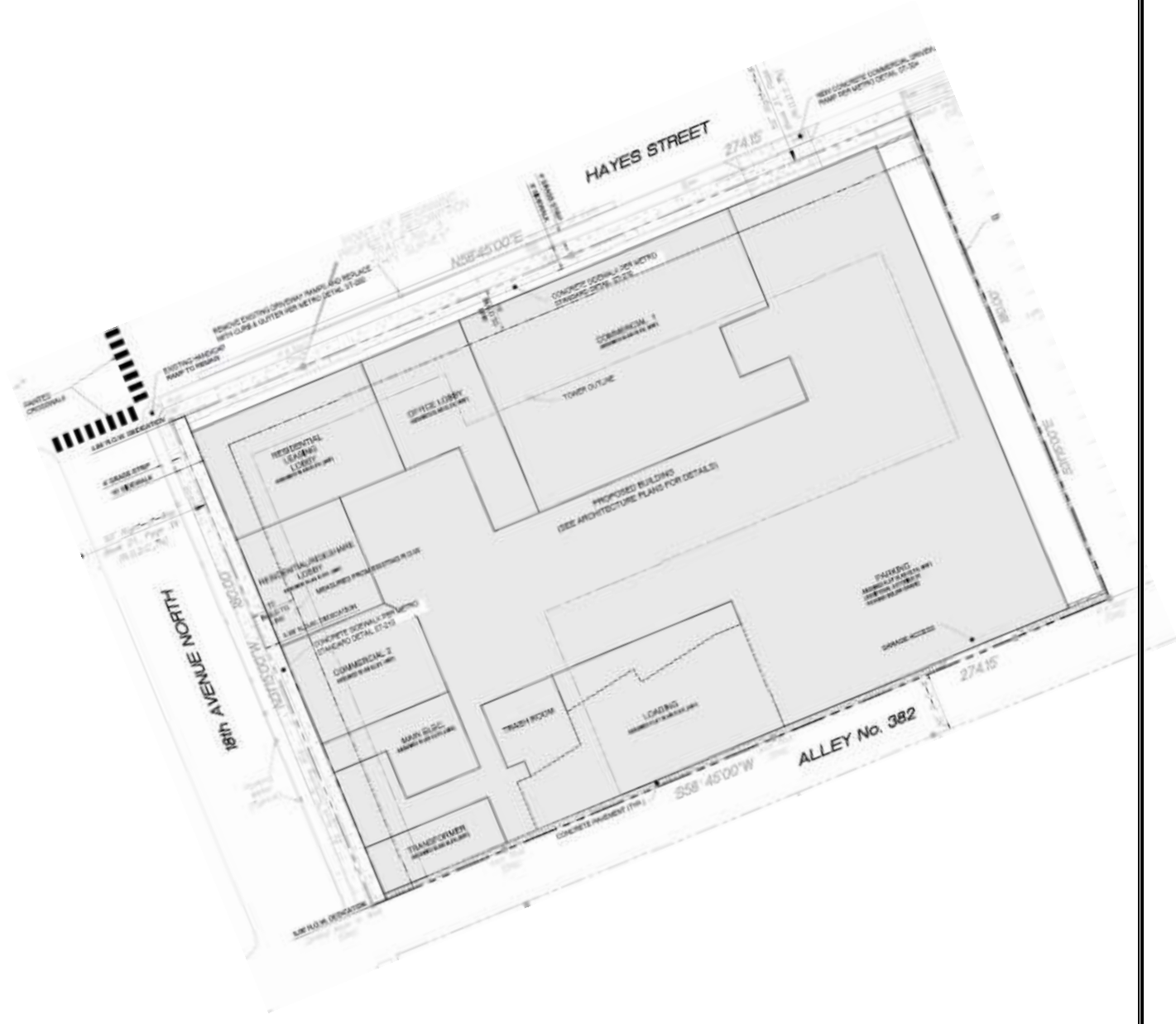
T5 Center Mixed Use Neighborhood (T5 MU) is intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

**MIDTOWN STUDY SUPPLEMENTAL POLICY**

The site is located within the T5 Center Mixed Use Subdistrict Area 1 (T5 MU-01) of the Midtown Study Community Character Plan that was adopted in 2012. The T5 MU-01 subdistrict is intended to contain a significant amount of high density residential development that is very mixed use in nature with civic and public benefit, and high intensity commercial, and office land uses.



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Proposed Site Plan



## Metro Planning Commission Meeting of 6/25/20

### **SITE CONTEXT AND PLAN DETAILS**

The site is approximately 1.15 acres and sits at the southeast corner of the intersection of 18<sup>th</sup> Avenue North and Hayes Street in the Midtown neighborhood. The site currently contains a one-story office building and surface parking. The site is accessed via the alley and several points on Hayes Street. The area surrounding the site is a mixture of commercial, office, vehicle parking, and vacant uses. One block north on Hayes Street is the Broadwest mixed-use development (formerly West End Summit) that is currently under construction and immediately south of 18<sup>th</sup> Avenue North is an 8-story hotel building.

18<sup>th</sup> Avenue is classified as an Arterial Boulevard in the Major and Collector Street Plan and as a Secondary Street in the Midtown Study. Hayes Street is a local street and classified a tertiary street in the Midtown Study.

#### Site Plan

The plan proposes a 25-story podium style mixed-use tower that covers the majority of the site. The ground level of the tower proposes lobby space for the residential and office uses and up to 15,000 square feet of commercial tenant space split between 18<sup>th</sup> Avenue North and Hayes Street. The structured parking is accessed via the alley at the rear of the site. The tower includes two levels of below ground parking and 8 levels of above ground parking. Above the parking are two levels of office space; totaling up to 90,000 square feet. Above the office use is the residential use which varies from 12 to 15 stories for a total of 310 units. The buildings architecture addresses the intersection of 18<sup>th</sup> Avenue North and Hayes street with the 25 story portion of the building being located adjacent to the 18<sup>th</sup> Avenue North frontage and at the corner of 18<sup>th</sup> Avenue North and Hayes Street. The building steps down along the Hayes street frontage to 22 stories.

The ground floor commercial uses and above ground parking structure are proposed to be built adjacent to the sidewalk. The applicant has provided conceptual images demonstrating how the above ground parking structure will be architecturally treated and screened. The site plan has outlines demonstrating where the office and residential portion of the tower will sit above the parking structure. The plan proposes a 15 foot step-back for the portion of the building above the parking structure that rises up to 25 stories and a 40 foot step-back for the portion of the building above the parking structure that rises up to 22 stories.

### **ANALYSIS**

The proposed specific plan is consistent with the Midtown Study Supplemental Policy. The plan is consistent with the intent of the T5 MU-01 subdistrict to provide for high density residential development that is very mixed use in nature. The plan is sensitive to the fact that the north side of Hayes street is within a less intense subdistrict in the Midtown study as well as the fact that Hayes Street is classified as a tertiary street in the Midtown Study and steps down the building height and increases the building step-back along Hayes Street.



# Metro Planning Commission Meeting of 6/25/20

## 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.

## 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. (Permit Nos, T2020002702 and T2020002699.

## PUBLIC WORKS RECOMMENDATION

### Approve with conditions

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Following approval of final plans by MPW, a recorded copy of any ROW dedications will need to be submitted to MPW for Bldg. permit approval.
- Provide truck turning exhibit site loading berth.
- Additional comments may follow pending TIS review.
- Private hauler will be required for waste/recycle disposal for site. Note in general notes on final.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- Applicant shall restripe 18th Avenue from West End Avenue to Church Street per the MCSP to provide a bike lane on each side of the roadway.
- Revised TIS will be requires during Final SP or permitting because data collection could not be conducted due to COVID-19. Additional off-site improvements may be required.

Maximum Uses in Existing Zoning District: MUI-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)	0.56	5.0 F	121 U	874	58	70

Maximum Uses in Existing Zoning District: MUI-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.28	5.0 F	60,984 SF	3871	194	418



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.28	5.0 F	60,984 SF	5113	45	476

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	-	-	310 U	2303	140	162

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	-	-	90,000 SF	958	112	104

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	-	15,000 SF	953	48	103

### Traffic changes between maximum: MUI-A and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-5644	+3	-595

## METRO SCHOOL BOARD REPORT

**Projected student generation existing MUI-A district: 2 Elementary 1 Middle 1 High  
 Projected student generation proposed SP-MU district: 6 Elementary 3 Middle 3 High**

The proposed SP zoning is expected to generate 8 more students than the existing MUI-A zoning. Students would attend Eakin Elementary School, West End 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 105,000 square feet of commercial use consistent with the uses permitted in the MUI-A zoning district and 310 hotel or multi-family residential units. Short term rental properties- owner occupied and short-term rental properties- not-owner occupied shall be prohibited.
2. Upper level cladding is required on all public street frontages, for any above ground parking structure. Facade treatments shall integrate or complement the architectural characteristics of



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the habitable portion of the building and the surrounding built context. Openings for natural ventilation are permissible when integrated into the facade design.

3. A minimum of 75% of the lineal street frontage shall be devoted to office or non-parking commercial uses. A minimum of 50% of that wall area shall be glazing.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
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 MUI-A zoning district as of the date of the applicable request or application.
7. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



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## Metro Planning Commission Meeting of 6/25/20



**202S-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.

**Deferrals** This item was deferred at the June 11, 2020, Planning Commission meeting. No public hearing was held.

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

**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).

**Existing Zoning**

Single-Family Residential (RS10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of 88 single-family residential lots.*

**Community Character Manual Policy**

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

**PLAN DETAILS**

The approximately 24 acre site is located at the southwest corner of Pin Hook Road and Hobson Pike. The property contains a residence and several other detached structures. The house is accessed from a single driveway off Pin Hook Road. The site is densely wooded. Metro records do not indicate that the property is encumbered with any steep slopes or streams. A large electrical substation abuts the southern property line. Other adjacent property consists of large single-family tracts. Antioch High School is located on the east side of Hobson Pike.

Site Plan

The plan calls for a total of 82 single-family residential cluster lots with an overall density of approximately 3.4 units per acre. Lots range in size from 5,000 sq. ft. to 7,125 square feet.



# Metro Planning Commission Meeting of 6/25/20



**Proposed Concept Plan**



## **Metro Planning Commission Meeting of 6/25/20**

Except for lots one through nine, all lots front onto new streets. Lots one through nine front onto Pin Hook Road. Primary access into the subdivision is shown from Pin Hook Road and Hobson Pike. Vehicular access to lots one through nine and lots 10 through 18 is provided from a rear alley. All other lots are front loaded. A future street connection is shown to the east.

The plan calls for approximately seven acres of open space consisting of passive and active areas. The plan identifies approximately one and a half acres as active and approximately five and a half acres as passive. The plan calls for “C” landscape buffer yards along the perimeter where required by Metro Zoning Code.

### **ANALYSIS**

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space, and the preservation of natural features in residential zoning districts. To promote creative designs, cluster lots are allowed to contain less area than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. The minimum lot size proposed is 5,000 square feet consistent with the RS5 zoning district which is two districts below the RS10 zoning district that applies to the site.

In cluster lot subdivisions, a minimum of 15 percent of the development must be open space. Of the approximately 24 acres, approximately seven acres (29%) is provided as open space. Of the seven acres approximately one and a half acres is classified as active. The cluster lot option requires a minimum of one recreational facility. The plan identifies a gazebo.

As proposed, the subdivision meets all zoning requirements for the cluster lot option and the subdivision regulations. Staff is recommending approval with conditions, since the proposed plan meets all Metro requirements authorizing the Cluster Lot Subdivision.

### **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.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- The project access on Hobson Pike should be constructed to include a shared left turn/through lane and a separate right turn lane. Each of these turn lanes should include at least 75 feet of storage.



## Metro Planning Commission Meeting of 6/25/20

- A northbound left turn lane should be provided on Hobson Pike at the project access. This turn lane should include at least 75 feet of storage and should be designed and constructed according to AASHTO standards. It is important to note that the analyses conducted for the purposes of this study indicate that the critical turning movements at the intersection of Hobson Pike and the project access will operate acceptably even if a dedicated southbound right turn lane is not provided at this intersection. However, in order to facilitate safe and efficient turning movements at this location, a southbound right turn lane with at least 75 feet of storage should be provided on Hobson Pike at the project access.
- The analyses conducted for the purposes of this study indicate that the critical turning movements at the intersection of Pin Hook Road and the project access will operate acceptably even if no dedicated turn lanes are provided at this intersection. However, in order to facilitate safe and efficient turning movements at this location, a westbound left turn lane and an eastbound right turn lane should be provided on Pin Hook Road at this intersection. If these turn lanes are provided, each one should include at least 75 feet of storage and should be designed and constructed according to AASHTO standards.
- In conjunction with the preparation of final construction documents for the proposed project, sight triangles should be provided to confirm that adequate sight distances will be available at the project accesses on Hobson Pike and Pin Hook Road. These sight triangles should be developed based on guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book. Specifically, The Green Book indicates that for a speed of 35 mph, the minimum stopping sight distance is 250 feet. This is the distance that a motorist on Hobson Pike will need to come to a stop if a vehicle turning from the project creates a conflict. Also, based on the Green Book, the minimum intersection sight distance is 390 feet. This is the distance that motorists exiting the project will need to safely complete turns onto Hobson Pike. Also, The Green Book indicates that for a speed of 45 mph, the minimum stopping sight distance is 360 feet. This is the distance that a motorist on Pin Hook Road will need to come to a stop if a vehicle turning from the project creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 500 feet. This is the distance that motorists exiting the project will need to safely complete turns onto Pin Hook Road.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Concept plan only. Public Water and Sewer construction plans must be submitted and approved prior to Final SP approval. These approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must be paid prior to building permits approval. (See capacity fee Permit #'s T20190022928 and T2019022931).

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



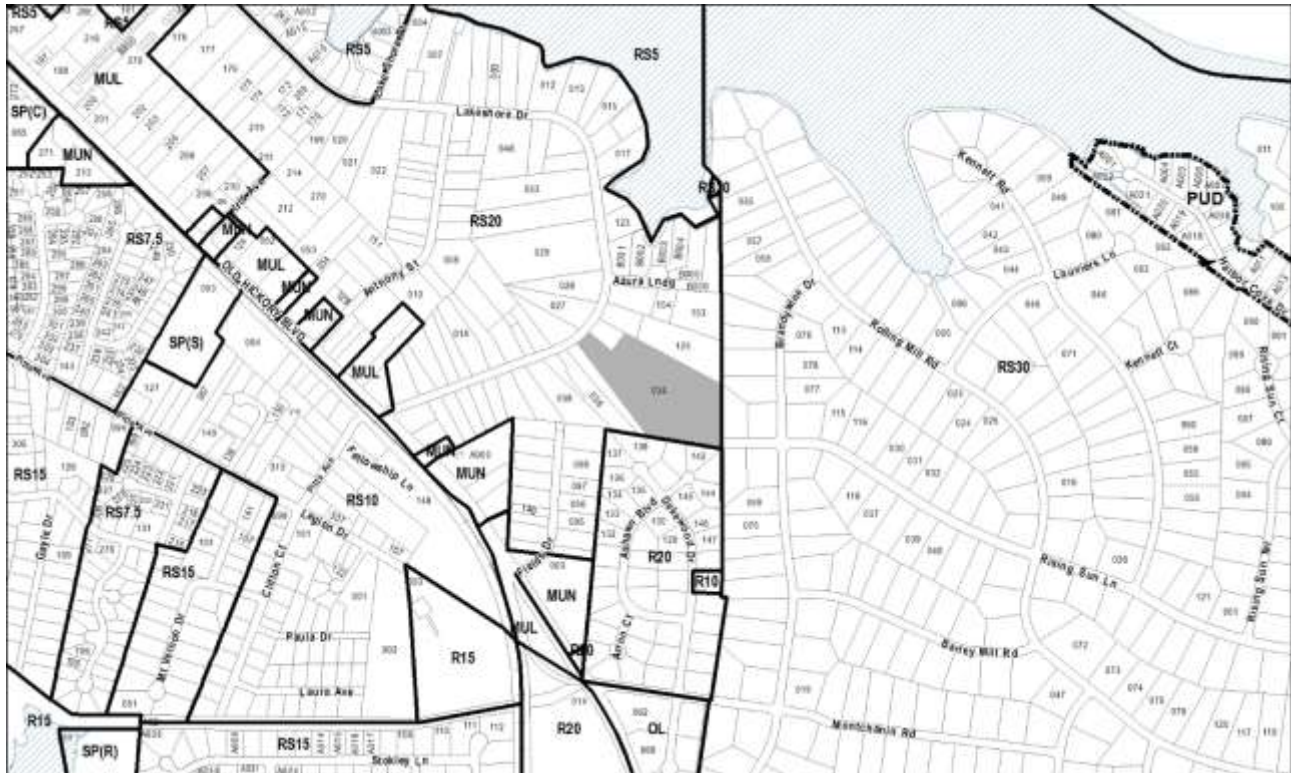
## Metro Planning Commission Meeting of 6/25/20

### CONDITIONS

1. Comply with all conditions and requirements of Metro reviewing agencies.
2. On the cover sheet, delete note 15 under "General Concept Plan Notes".



## Metro Planning Commission Meeting of 6/25/20



**2020S-110-001**  
3233 LAKESHORE DRIVE SUBDIVISION  
Map 054-13, Parcel(s) 034  
14, Donelson-Hermitage-Old Hickory  
11 (Larry Hagar)



<b>Project No.</b>	<b>Concept Plan 2020S-110-001</b>
<b>Project Name</b>	<b>3233 Lakeshore Drive Subdivision</b>
<b>Council District</b>	11 - Hagar
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Q. Scott Pulliam, applicant; Timothy Huffine, et al, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**  
**Create 13 cluster lots.**

Concept Plan

A request for concept plan approval to create 13 cluster lots on property located at 3233 Lakeshore Drive, approximately 310 feet southwest of Azura Landing, zoned Single-Family Residential (RS20) (7.21 acres).

**Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *RS20 would permit a maximum of 13 units, based on the acreage only. However, application of the Subdivision Regulations may result in fewer units on this property.*

**Community Character Manual Policy**

The site is within the T3 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 found in Chapter 3 are utilized.

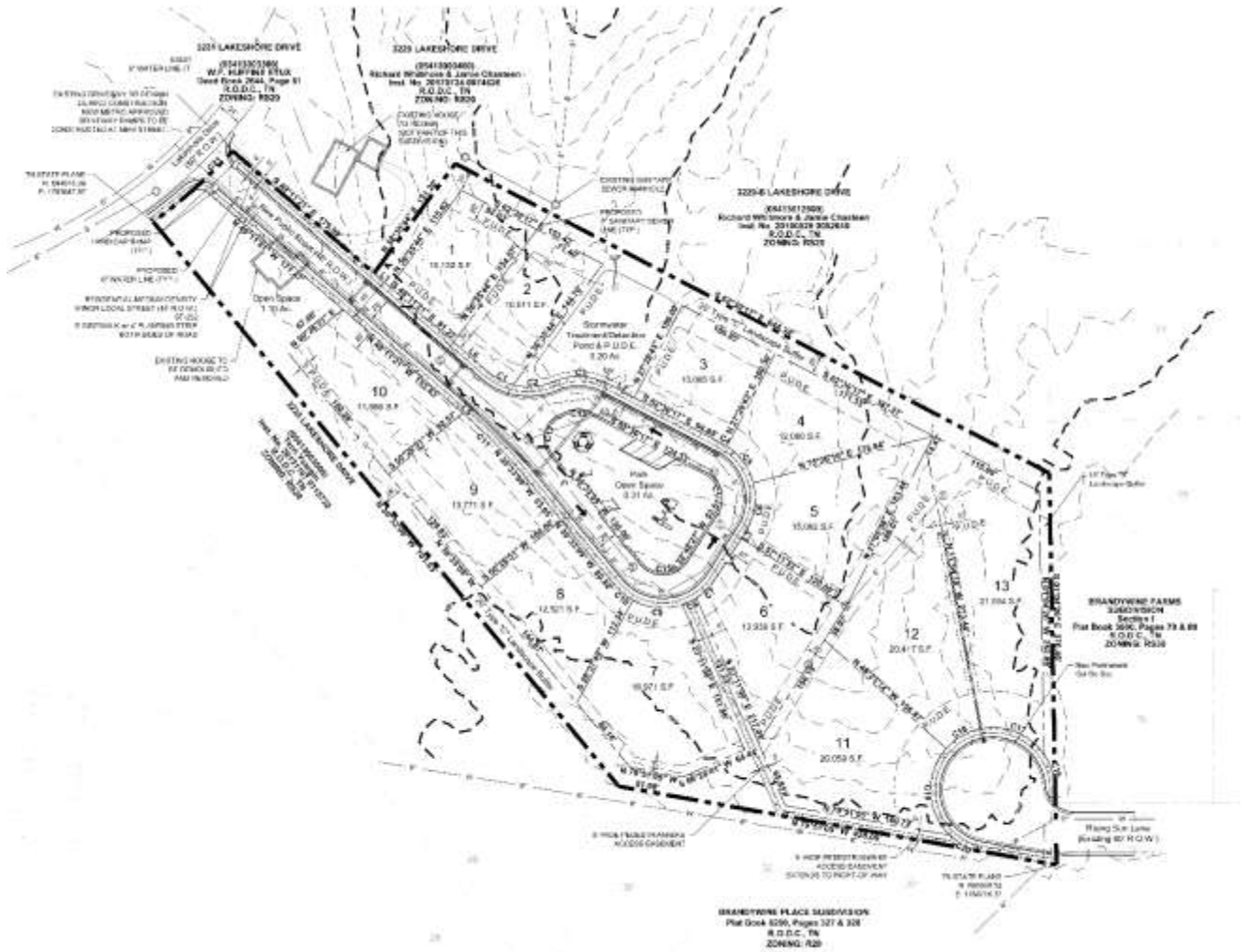
**SITE CONTEXT AND PLAN DETAILS**

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application.

The site is located on the south side of Lakeshore Drive, east of Old Hickory Boulevard and south of Old Hickory Lake. The property contains 7.21 acres and includes a residential unit, which is proposed to be demolished. An adjacent property located between the northwestern corner of the site and Lakeshore Drive (parcel 033), which is not included in the proposed subdivision, contains a single-family residence. The site is adjacent to two existing subdivisions: Brandywine Place, to the south, and Brandywine Farms, to the east. Rising Sun Lane, an existing road located in the Brandywine Farms subdivision, terminates at the site's southeastern corner.



# Metro Planning Commission Meeting of 6/25/20



Proposed Subdivision





## Metro Planning Commission Meeting of 6/25/20

### Site Plan

The plan proposes a cluster lot subdivision with 13 single-family lots. Lots 1 through 10 are accessed from a proposed public road that extends from Lakeshore Drive towards the middle of the site, before looping around a common open space in the center. Lots 1 through 10 are clustered down to a minimum lot size of 10,000 square feet, with lot sizes ranging from approximately 10,000 square feet to 16,000 square feet, and are oriented around the new loop road. The proposed road includes on-street parking spaces internal to the loop, where the central open space is located. A second open space is proposed at the front of the subdivision, south of the new road, adjacent to Lakeshore Drive.

Lots 11, 12, and 13 will be accessed from Rising Sun Lane, the existing street in Brandywine Farms which is proposed to form a cul-de-sac at the southeastern corner. Lots 11, 12, and 13 will each contain minimum land areas of 20,000 square feet, consistent with the minimum lot size of the site's RS20 zoning district, rather than clustering down to smaller lot sizes. Although cul-de-sacs are generally discouraged, the existing network in Brandywine Farms includes an interconnected street system that broadly disperses traffic with multiple access points to Shute Lane and one connection to Old Hickory Boulevard, where meaningful connections have been established and a cul-de-sac may be appropriate.

Five-foot wide sidewalks and four-foot wide planting strips will be provided along the proposed road and along the Rising Sun Lane cul-de-sac, per the local street standard. A proposed private sidewalk, located in common open space and within a public access easement, will connect the two public sidewalks for enhanced pedestrian connectivity.

In cluster lot subdivisions, a minimum of 15 percent of each phase of development shall be open space. Approximately 1.61 acres (22.3%) of the site is proposed as open space, including two common open spaces, landscape buffers, and areas for stormwater detention. A standard "C" buffer is provided along all perimeter cluster lots in accordance with the cluster lot provisions.

### **ANALYSIS**

In order to provide for flexibility of design, the creation of common open space, and the preservation of natural features, the Metro Zoning Code permits the development of cluster lot subdivisions in Single-Family (RS) and One and Two-Family (R) zoning districts. To permit creative design necessary to meet the premise of the cluster lot option, residential lots are allowed to contain less land area than what is normally required by the base zoning district when certain standards are met. The cluster lot option does not allow more density than what would be allowed under the existing RS20 zoning district, but it does allow the minimum lot area for single-family lots to be reduced down to a minimum of two smaller base zone districts (RS20 to RS10, in this case). As proposed, lots 1 through 10 have been clustered down to a minimum lot size of 10,000 square feet. Lots 11, 12, and 13 are each proposed to meet the minimum lot area of the existing RS20 zoning district (minimum lot size of 20,000 square feet). Approximately 22.3% of the site has been set aside as open space, exceeding the 15% minimum requirement, and buffers are provided around all perimeter cluster lots in accordance with the cluster lot provisions. As proposed, the plan meets all requirements of the Subdivision Regulations and the Zoning Code for the cluster lot option.



## **Metro Planning Commission Meeting of 6/25/20**

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Roadway 20-23' width. Building height limited to 30'. 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**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Concept Plan only, All Water and Sanitary Sewer related fees or assessments, including capacity must be confirmed paid prior to building permits approval.

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Construction plans for all vehicular and pedestrian infrastructure to be approved with final site plan. Pedestrian infrastructure may need to shift based on construction plans.
2. The final site plan shall include buffer yards consistent with the provisions of the Cluster Lot Option, Section 17.12.090 of the Metro Zoning Code.
3. Comply with all conditions and requirements of Metro reviewing agencies.
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.
5. The final site plan/building permit site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
6. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 6/25/20



**2020HL-005-001**

202 6<sup>TH</sup> AVENUE NORTH AND 530 CHURCH STREET

Map 093-06-1, Parcel(s) 026-027

09, Downtown

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Historic Landmark 2020HL-005-001</b>
<b>Project Name</b>	<b>202 6<sup>th</sup> Avenue North and 530 Church Street</b>
<b>Council District</b>	19- O'Connell
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Barge Design Solutions, applicant; Cornerstone Associates, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Apply a Historic Landmark Overlay District.**

Historic Landmark Overlay

A request to apply a Historic Landmark Overlay District on property located at 202 6th Avenue North (Site A, 0.08 acres) and on property located at 530 Church Street (Site B, 0.11 acres), at the northeast corner of 6th Avenue North and Church Street, zoned Downtown Code (DTC) and located within the Capitol Mall Redevelopment District Overlay (0.19 total acres).

**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.

**Proposed Overlay**

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

**DOWNTOWN COMMUNITY PLAN**

T6 Downtown Core (T6 DC) is intended to maintain and enhance the “core” of Downtown such that it will remain the commercial, civic, and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6 DC, in the SoBro neighborhood.

**Supplemental Policy**

The site is located within a supplemental policy which was created to provide additional guidance for specific areas within the downtown community plan. The supplemental policy, 09-T6-DN-CORE-01, is the densest neighborhood in Downtown and is intended to accommodate a



## Metro Planning Commission Meeting of 6/25/20

mix of uses. Within the Core, and primarily within the Historic Core, there are a number of historic structures that figure prominently into Nashville's history and are unique building types in the country. The Core is also home to several historic structures that housed some of the earliest banks and commercial institutions in Nashville. Many of the goals within the supplemental policy are directed at the protection and preservation of existing historic structures within the Historic Core, including:

- There is an area with an especially high concentration of historic structures and a National Register Landmark District, including the Arcade and Printer's Alley. It is the intent to preserve these historic structures to the greatest extent possible, to support their adaptive reuse, and to ensure that new development within the area complements the context of the historic structures.
- A Historic Preservation Overlay District is recommended for the Historic Core.

### REQUEST DETAILS

The Metro Historic Zoning Commission (MHZC) considered this application at its June 17, 2020, meeting and recommended approval. MHZC staff provided the following background information:

#### Site A (202 6<sup>th</sup> Avenue North)

202 Sixth Avenue North is significant for its Art Deco commercial architecture. It is also significant for its connection to the development of Nashville in the early- to mid-twentieth century, particularly with its association to the Rich, Schwartz & Joseph and later Harvey's stores. Its survival into the twentieth-first century is remarkable given the changes to downtown Nashville over the last one hundred years.

In 1983, the structure was listed in the National Register of Historic Places as part of the Fifth Avenue Historic District. Changes to the building since that time have not altered its contributory status. The structure therefore meets the requirements of Section 17.36.120 for a landmark overlay.

No exterior alterations are currently planned.

#### Site B (530 Church Street)

530 Church Street is significant for its late nineteenth century commercial architecture. It is also significant for its connection to the development of Nashville in the late nineteen to early twentieth century, particularly with its association with the famed Harvey's Department store. Its survival into the twentieth century is remarkable given the changes to downtown Nashville over the last one hundred years.

In 1977, the structure was listed in the National Register of Historic Places as part of the Fifth Avenue Historic District. Changes to the building since that time have not altered its contributory status. The structure therefore meets the requirements of Section 17.36.120 for a landmark overlay.



## Metro Planning Commission Meeting of 6/25/20

No exterior alterations are currently planned.

**Recommendation:** Staff suggests that the Metro Historic Zoning Commission recommend approval of the historic landmark to the Planning Commission and Metro Council and the adoption of the existing Historic Landmark Design Guidelines to apply to exterior alterations. Staff finds that the building is listed in in the National Register of Historic Places as a contributing building to the Fifth Avenue Historic District, and therefore meets the requirements of section 17.36.120. for a landmark overlay.

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

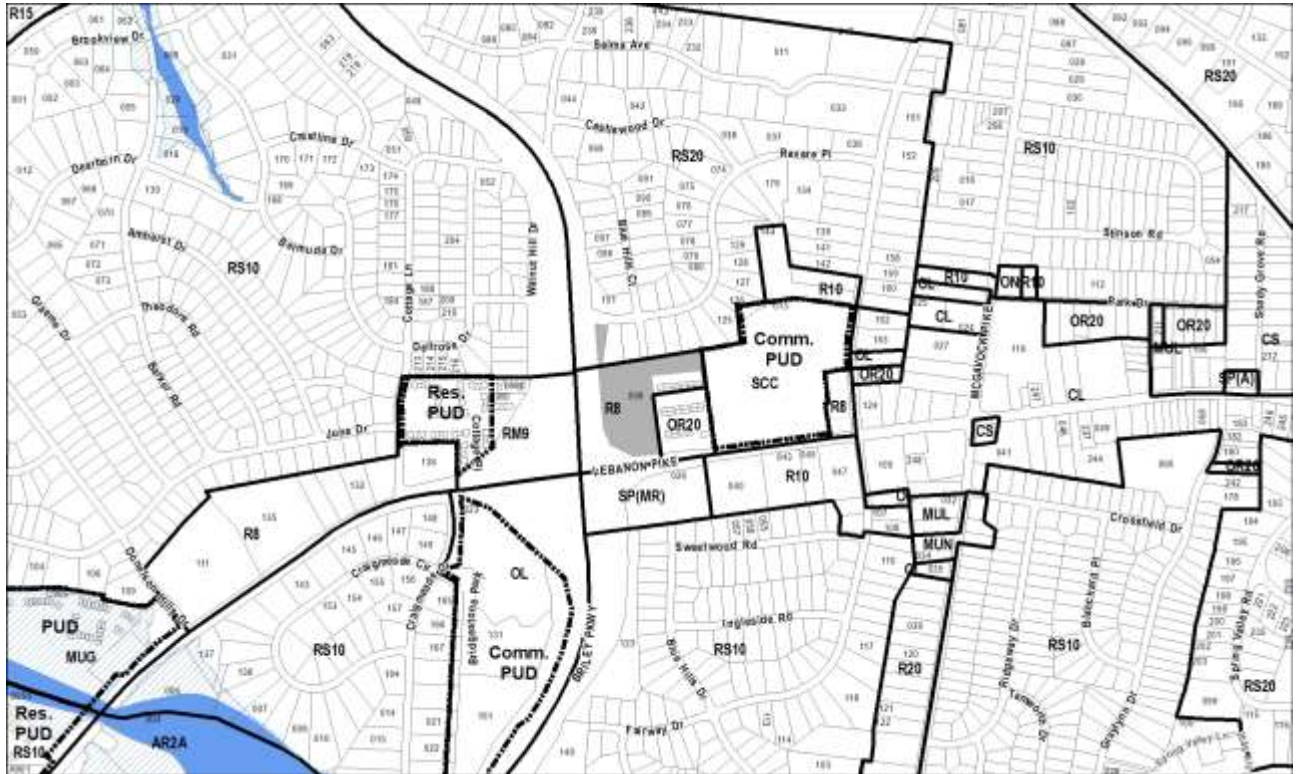
On June 17, 2020, the Metro Historic Zoning Commission reviewed the request and recommended approval of the Historic Landmark designation for Site A and Site B. In addition, they adopted the existing design guidelines for Historic Landmarks to guide changes on the properties.

### **STAFF RECOMMENDATION**

The proposed Historic Landmark Overlay District is intended to preserve the historic structures on the properties through the implementation of development guidelines by the Metro Historic Zoning Commission and Staff. The policy and supplemental policy encourage the protection and preservation of historic structures in the downtown core. Staff recommends approval of the Historic Landmark Overlay District.



## Metro Planning Commission Meeting of 6/25/20



**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.

**Deferrals** This item was deferred at the June 11, 2020, Planning Commission meeting. No public hearing was held.

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

**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.

**Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre.

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots.

Urban Design Overlay (UDO) is intended to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the built environment, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards of the Zoning Code. *The site is located in the Downtown Donelson UDO.*

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.



# Metro Planning Commission Meeting of 6/25/20



**Proposed Plan**



## Metro Planning Commission Meeting of 6/25/20

### **HISTORY**

In 2017, Metro Council approved BL2017-773, which created a Neighborhood Landmark Overlay District for property located at 2250, 2254, and Lebanon Pike (unnumbered) and Revere Place (unnumbered). This designation recognizes the unique characteristics that a structure contributes to the community and identifies the feature as a critical component of the neighborhood context and structure. In 2018, a plan was approved to permit up to 15 bed and breakfast units in the two existing structures on site, mansion tours, and an innkeeper's cottage.

### **PLAN DETAILS**

The 5.92 acre site is located on the north side of Lebanon Pike, east of Briley Parkway. This property is located at the northeast corner of Briley Parkway and Lebanon Pike. Lebanon Pike is an active arterial-boulevard that includes various residential and commercial uses.

There are several existing structures on the southern half of the site: The Belair Mansion, is on the west side of the property, an inn keeper's cottage to the east of the mansion, and on the eastern property line is a guest house. There is a parking lot with 44 parking spaces located between these structures and Lebanon Pike.

The requested amendment to the Neighborhood Landmark District will permit two additional bed and breakfast units, for a total of 17 bed and breakfast units on site, permit the construction of a special events center and create additional parking. One of the proposed bed and breakfast units will be located in the existing guest house and one will be located within the mansion. The proposed 9,500 square foot event center will be located north of the mansion. An additional 86 parking spaces are proposed to the north and east of the event center, on the northeastern portion of the site. The additional parking will provide a total of 133 spaces on the site. The proposed parking is adjacent to existing residential development. The proposal includes a 20 foot landscape buffer to the north of the parking, and a five foot landscape buffer to the south of the proposed parking.

The site has an existing vehicular entrance on Lebanon Pike, which would remain with this proposal. The existing drive would be extended to the north, connecting to the proposed parking on the northeastern area of the plan.

### **ANALYSIS**

In NL overlay districts, the Zoning Code allows Council to permit land uses not permitted under the underlying zoning district, which in this instance are R8 and RS20, provided that the Planning Commission determines that they are compatible and sensitive to abutting properties. In addition to revising the uses, a Neighborhood Landmark Development Plan requires a recommendation by the Planning Commission and must include design standards to ensure the compatibility of the proposed plan with surrounding uses.

Staff finds the proposed expansion of the existing bed and breakfast use and the proposed event center is compatible within this Neighborhood Landmark due to its location, the proposed buffer between the property and adjacent residential areas, the location of the parking, and the overall mixture of uses along this corridor. This proposal does not negatively impact the historic features of the site and contributes to the feature as a valuable asset to the community.



## **Metro Planning Commission Meeting of 6/25/20**

### **STORMWATER RECOMMENDATION**

**Approve**

### **FIRE MARSHAL RECOMMENDATION**

**Approve with conditions**

- Limited building details or construction information provided. Future construction must comply with all applicable fire and building codes and may require changes to the project. Any additional fire code or access issues will be addressed prior to permitting for construction.

### **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, before their construction may begin.
- Any W&S capacity fees 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.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- In order to preserve the historic nature of the property, the existing project access on Lebanon Pike should remain with its current laneage.
- Because Lebanon Pike is a major arterial roadway that serves as a primary commuter route, events at Belair Mansion should be limited to weekends. Specifically, the project site should not contribute any traffic volumes along the frontage of the project site during the PM peak hour of typical weekday commuter traffic on Lebanon Pike.
- Based on the calculations conducted for the purposes of this study, an event on the property, as it exists with the 47 existing parking spaces, can accommodate a maximum capacity of 82 guests without providing off-site parking and shuttling. For events larger than 82 guests, additional parking will be needed off-site, consistent with Section 17.20.090 of The Code of the Metro Government of Nashville and Davidson County. Under these conditions, guests must be shuttled to and from the project site.
- Based on the calculations conducted for the purposes of this study, an event on the property, as it will be with the construction of 84 new parking spaces on-site, will be able to accommodate a maximum capacity of 250 guests without providing off-site parking and shuttling. For events larger than 250 guests, additional parking will be needed off-site, consistent with Section 17.20.090 of The Code of the Metro Government of Nashville and Davidson County. Under these conditions, guests must be shuttled to and from the project site.
- If rideshare/uber traffic is allowed, developer shall provide traffic officers as needed to direct traffic on site.



## Metro Planning Commission Meeting of 6/25/20

- Appropriate traffic officers shall be provided to reduce the queuing of entering traffic on Briley Parkway during events.

### **STAFF RECOMMENDATION**

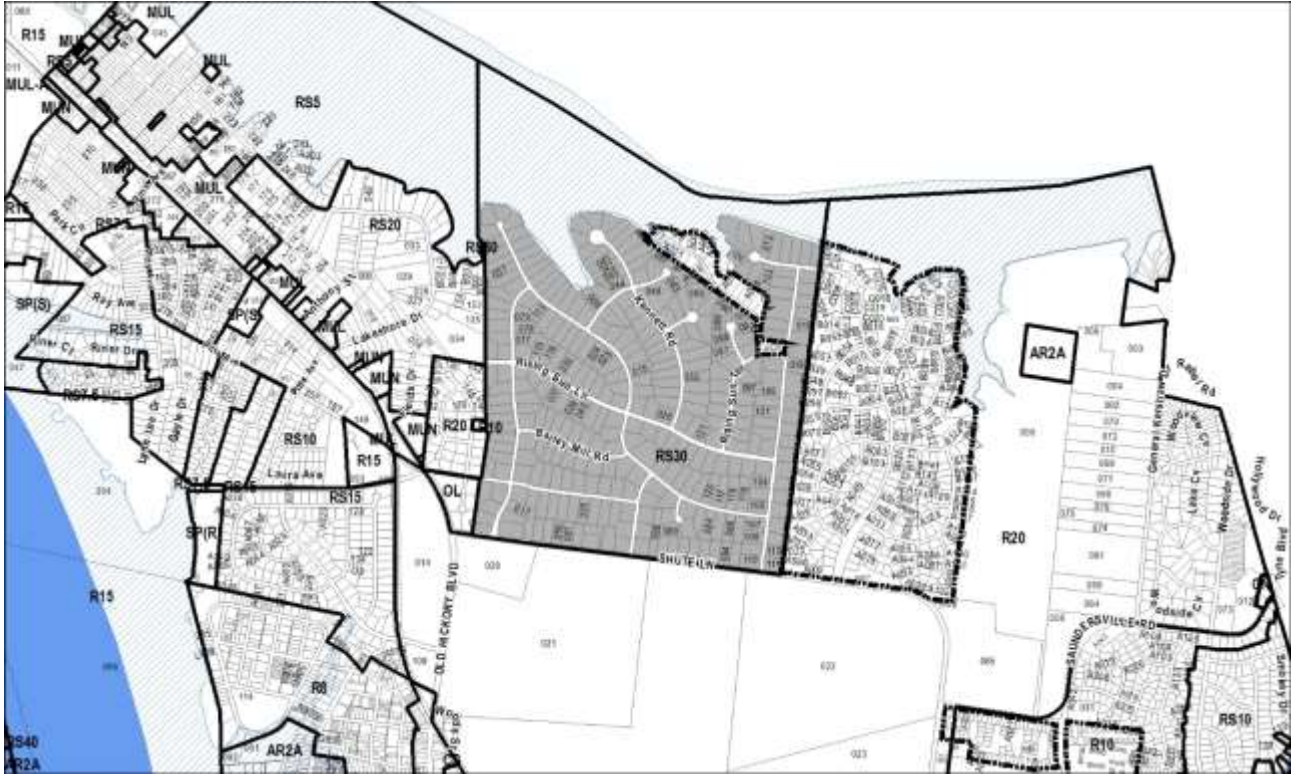
Staff recommends approval with conditions.

### **CONDITIONS**

1. Permitted uses shall be limited to a maximum of 17 bed and breakfast units, a 9,500 square foot event center, mansion tours, and an innkeeper's cottage.
2. Vehicular access along Lebanon Pike shall be limited to the one existing curb cut shown on the site plan.
3. There shall be no pole or monument signs and all signs shall meet the CN zoning requirements and be limited to 24 square feet.
4. All conditions of BL2017-773 apply.
5. The building permit plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.



## Metro Planning Commission Meeting of 6/25/20



**2020RAS-001-001**

Various Maps; Various Parcels

14, Donelson - Hermitage - Old Hickory

11 (Larry Hagar)



<b>Project No.</b>	<b>Residential Accessory Structure Overlay and Text Amendment 2020RAS-001-001</b>
<b>Council Bill</b>	BL2020-316
<b>Council District</b>	11 - Hagar
<b>School District</b>	4 - Shepherd
<b>Requested by</b>	Metro Councilmember Larry Hagar, applicant; various owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve amendments to Title 17 and approve the overlay.</i>

**APPLICANT REQUEST**

**Apply a Residential Accessory Structure Overlay District and Amend Title 17.**

Zone Change and Text Amendment

A request to apply a Residential Accessory Structure (RAS) Overlay District to various properties located along Brandywine Drive, Montchanin Road, Montchanin Terrace, Willow Bough Lane, Barley Mill Road, Rising Sun Court, Rising Sun Terrace, Rising Sun Lane, Cherry Branch Lane, Rolling Mill Road, Louviers Lane, Kennett Road, Kennett Court, Rolling Mill Court, and Shute Lane, zoned Single-Family Residential (RS30) (343.38 acres), and a request to amend Section 17.36.610 of the Metro Zoning Code related to the application for a Residential Accessory Structure Overlay District.

Please note: the ordinance includes a minor change to the text of the recently adopted Residential Accessory Structure overlay which is described in the analysis section.

**Existing Zoning**

Single Family Residential (RS30) requires a minimum 30,000 square foot lot and is intended for single-family dwellings at a density of 1.23 dwelling units per acre.

**Proposed Zoning**

Single Family Residential (RS30) requires a minimum 30,000 square foot lot and is intended for single-family dwellings at a density of 1.23 dwelling units per acre.

Residential Accessory Structure Overlay (RAS) provides appropriate design standards and bulk regulations for accessory structures in residential areas necessary to maintain and reinforce an established form or character of residential development in a particular area.

**DONLESON - HERMITAGE – OLD HICKORY COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 6/25/20

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

### **Residential Accessory Structure Overlay**

The Residential Accessory Structure Overlay district provides appropriate design standards within residential areas necessary to maintain and reinforce an established form or character for accessory structures. The design standards established through the Contextual Overlay include specific standards regarding location, building height, gross floor area, and materials. The design standards are established within the overlay and cannot be modified. When the overlay is applied the parcels within the Overlay must be contiguous.

### **RESIDENTIAL ACCESSORY STRUCTURE OVERLAY STANDARDS**

- A. Number. A maximum of two accessory structures may be constructed on a lot.
- B. Location. Accessory structures shall not be erected in any required setback and must be located to the rear of the principle structure.
- C. Size. The combined gross floor area of all accessory structures on a lot shall be no more than 30% of the total gross floor area of the principal structure or 1,200 square feet, whichever is less.
- D. Height. Accessory structures shall not exceed one story or sixteen feet in height, whichever is less. The top elevation of an accessory structure shall not exceed the top elevation of the principal structure.
- E. Materials. Accessory structures greater than 150 square feet in gross floor area must be constructed in a like manner to the principal building in terms of roof style and building materials. Metal, plastic, vinyl, and concrete masonry units are prohibited as primary siding materials for accessory structures greater than 150 square feet in gross floor area except where the material is the primary material on the principal structure.

### **Analysis**

The proposed overlay is located within a T3 Suburban Neighborhood Maintenance policy area which is intended to maintain the general character of the established Development pattern. There is a consistent housing type regarding bulk and massing that currently exists in the neighborhood. The Overlay would help to preserve the general character of the existing neighborhood with specific standards for new accessory structure construction that are directly related to the existing residential structures in the area. As proposed the Overlay is consistent with the policy. The standards required for accessory structures will continue to maintain the existing character within the neighborhood.

A text amendment is proposed for the Residential Accessory Structure Overlay within the application requirements. The text amendment which established the RAS Overlay required parcels to be contiguous and include an entire block. The amendment removes the requirement for an entire block face to be included within an application. Parcels will be required to be contiguous when an application is submitted for review. Staff finds that this is an appropriate amendment as specific neighborhoods may want to apply an overlay and often times neighborhoods do not include full block faces.





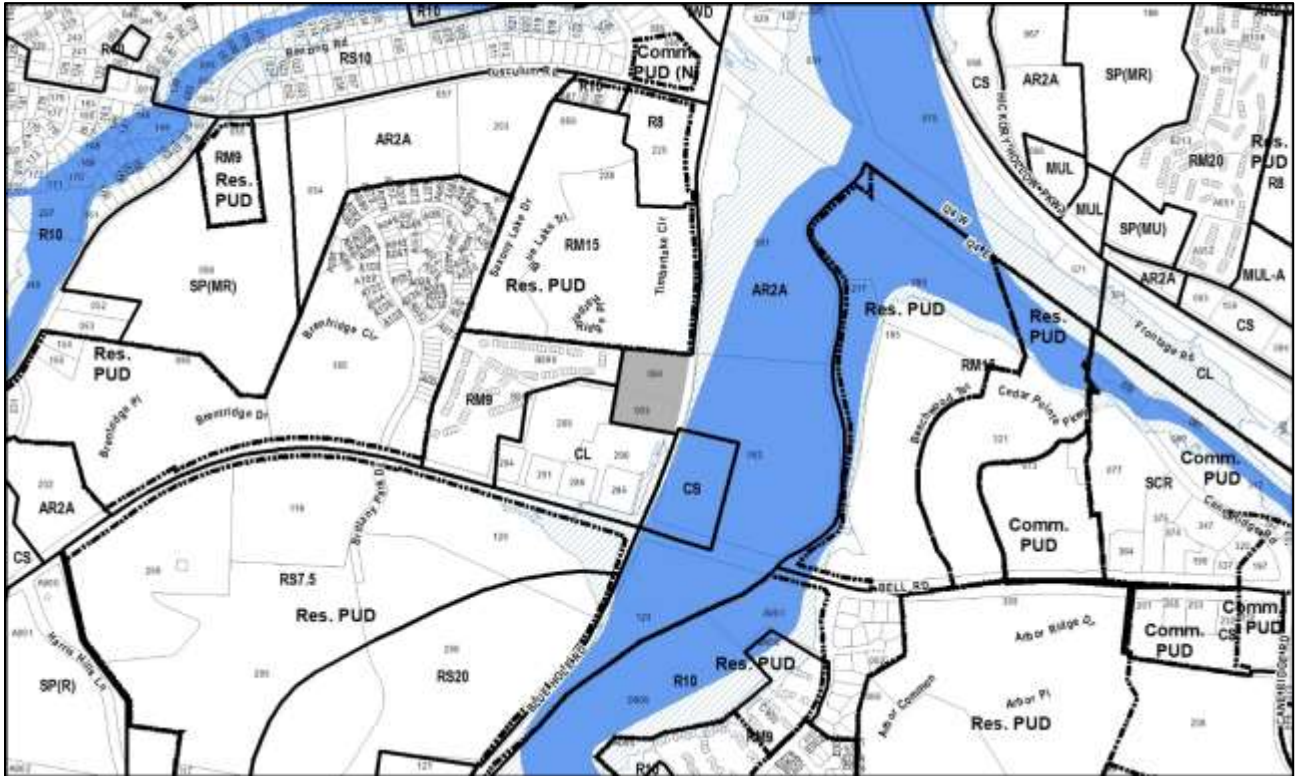
## **Metro Planning Commission Meeting of 6/25/20**

### **STAFF RECOMMENDATION**

Staff recommends approval as the establishment of a Residential Accessory Structure Overlay for contiguous parcels is consistent with the policy for the area. Staff also recommends approval of the amendments to Title 17.



# Metro Planning Commission Meeting of 6/25/20



**2020Z-059PR-001**

Map 162, Parcel 063-064

12, Southeast

31 (John Rutherford)



<b>Project No.</b>	<b>Zone Change 2020Z-059PR-001</b>
<b>Council District</b>	31 - Rutherford
<b>School District</b>	2 - Elrod
<b>Requested by</b>	Catalyst Design Group, applicant; Michael Thomas, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from AR2a to RM15.**

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Multi-Family Residential (RM15) zoning for properties located at 5215 Blue Hole Road and Blue Hole Road (unnumbered), approximately 545 feet north of Bell Road (3.87 acres).

**Existing Zoning**

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

**Proposed 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 58 units.*

**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.

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



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

### **ANALYSIS**

The site is located on the west side of Blue Hole Road, north of the intersection of Blue Hole Road and Bell Road. The properties to the south and southeast of the site, at the intersection, are zoned Commercial Limited (CL) and Commercial Services (CS). The properties to the north and west of the site have been primarily developed with multi-family development. Some of these properties are within Planned Unit Developments (PUD) with underlying zoning districts of Residential Multifamily, RM9 and RM15 zoning districts. The property to the east across Blue Hole Road is zoned AR2a.

The requested zoning district is consistent with for the intent of T3 NE policy to establish moderate density residential development. The policy guidance for considering when increased intensity is appropriate includes the site's location in relation to centers and corridors, the size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered.

The site is located just north of the intersection of two arterial roads. The development to the south of the site is commercial, which is appropriate for the intersection. The properties to the north and the west have been developed with multi-family development. These sites have developed at approximately 9 units/acre and 15 units/acre. The proposed zoning district is compatible with the existing surrounding development. The site is approximately 3.8 acres which would permit a maximum of 58 units. The site is likely large enough to accommodate an increase in development.

Existing environmental conditions on the site are indicated by the CO Policy on site. This policy is primarily due to steep slopes on the edges of the site. The majority of the center of the site does not have steep slopes. In order to meet the policy guidance for the conservation areas, future development should be located on areas not affected by steep slopes.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

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



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### Maximum Uses in Existing Zoning District: AR2a

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	3.87	0.5 D	2 U	19	2	2

\*Based on two-family lots

### Maximum Uses in Proposed Zoning District: RM15

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	3.87	15 D	58 U	398	29	37

### Traffic changes between maximum: AR2a and RM15

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+56 U	+379	+27	+35

### METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM15 district: 8 Elementary 6 Middle 4 High

The proposed RM15 zoning is anticipated to generate 18 more students than the existing AR2a zoning district. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School.

### STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 6/25/20



**2020Z-076PR-001**

Map 092-02, Parcel 384

08, North Nashville

21 (Brandon Taylor)



<b>Project No.</b>	<b>Zone Change 2020Z-076PR-001</b>
<b>Council District</b>	21 - Taylor
<b>School District</b>	5 - Buggs
<b>Requested by</b>	A Way Up LLC, applicant and owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 2416 Alameda Street, approximately 150 east of 25th Avenue North (0.15 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The subject property is located on the north side of Alameda Street between 24<sup>th</sup> Avenue North and 25<sup>th</sup> Avenue North. The property is approximately 0.15 acres and contains a single-family



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home. An alley is located at the rear of the property. Surrounding land uses consist primarily of single-family residential with some two-family residential and vacant land.

T4 Neighborhood Evolving policy in this location allows moderate density that will enhance the pedestrian realm and provide additional housing choices. The R6-A zoning district is at the lower end of the range of zonings supported by T4 NE policy and is consistent with the policy at this location as it provides design criteria such as raised foundations, alley only access and appropriate building placement in addition to diversity of housing.

### 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.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.15	8.712 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.15	7.26 D	2 U	19	2	2

\*Based on two-family lots

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

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

### METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning is not expected to generate more students than the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School.

### STAFF RECOMMENDATION

Staff recommends approval.

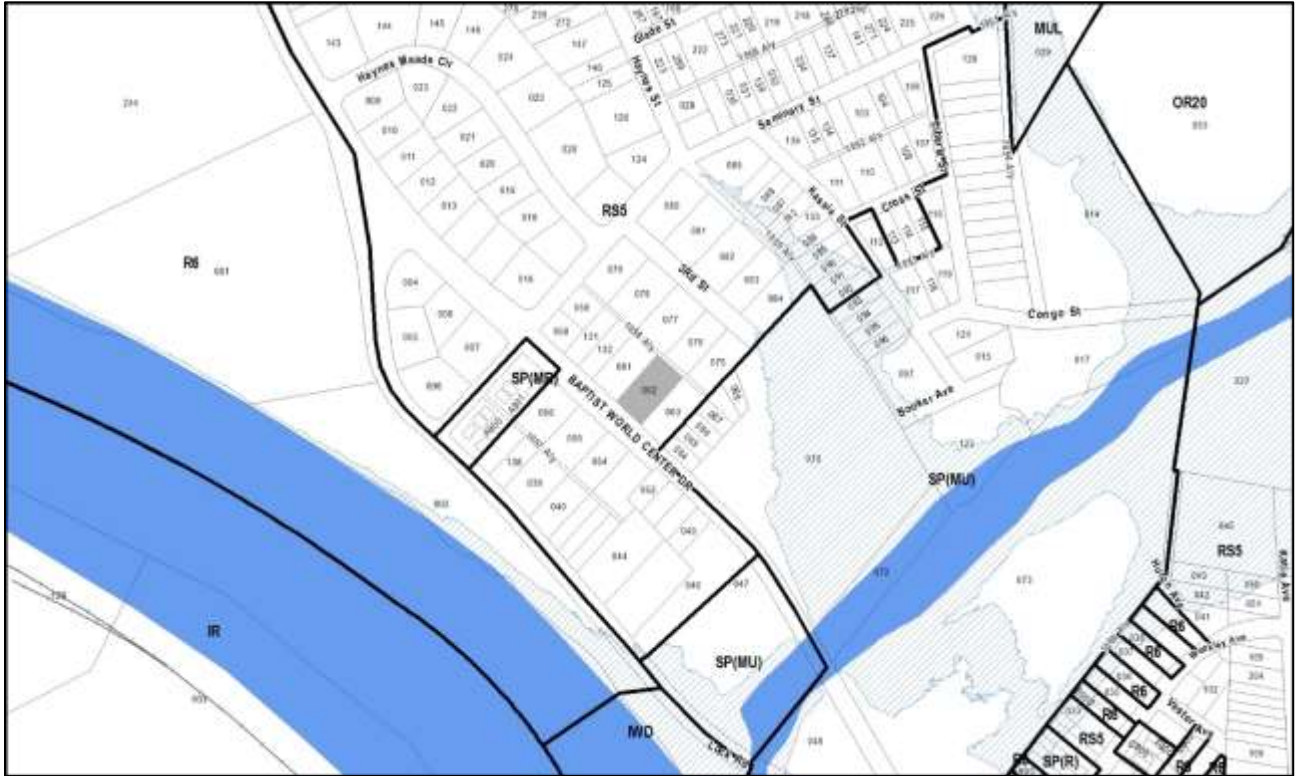




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 6/25/20



**2020Z-077PR-001**

Map 071-09, Parcel(s) 062

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyontzé Toombs)



<b>Project No.</b>	<b>Zone Change 2020Z-077PR-001</b>
<b>Council District</b>	02 - Toombs
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Simons Properties, LLC, applicant; Samuel Walker, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to RM15-A-NS.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to Residential Multi-Family Alternative-No STRP (RM15-A-NS) zoning for property located at 1527 Baptist World Center Drive, approximately 260 feet southeast of Seminary Street (0.34 acres).

**Existing Zoning**

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

**Proposed Zoning**

RM15-Alternative (RM15-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property - Not-Owner Occupied uses from the district. *RM15-A-NS would permit a maximum of five units.*

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

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

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create



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and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

### ANALYSIS

The 0.34 acre site is located on the east side of Baptist World Center Drive, south of the intersection of Baptist World Center Drive and Seminary Street. Alley #1056 is adjacent to the rear property line of the site. The site is currently vacant. The area to the north of the site is zoned RS5 and has been developed with one and two-family structures. The area to the south along Baptist World Center drive contains Specific Plan- Mixed Use (SP-MU) properties on both sides. There are several vacant properties in the surrounding area.

T4 NE policy areas will have higher densities and/or smaller lot sizes, with a broader range and integrated mixture of housing types, providing housing choice, than some surrounding urban neighborhoods. When considering higher intensity zoning districts, allowing for higher density residential building types placed in relation to corridors and centers adds value to neighborhoods by growing the market and demand for consumer services and the demand for transit.

The proposed zoning district is consistent with the intent of the policy to provide a residential use along a corridor. This is also consistent with the surrounding residential character of the area. Given the size of the site, no more than five units are permitted on site, to permit additional density at a neighborhood scale. The site has frontage along an arterial street, Baptist World Center Drive. The Haynes-Trinity Plan calls for a potential alley along the rear of the site. The alternative standards of the zoning district requires that vehicular access is provided from the alley, in keeping both with the supplemental policy’s goal to improve connectivity and the urban standards of the policy.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.34	8.712 D	2 U	19	2	2

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

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



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Traffic changes between maximum: **RS5 and RM20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+25	+1	+2

### **METRO SCHOOL BOARD REPORT**

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

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

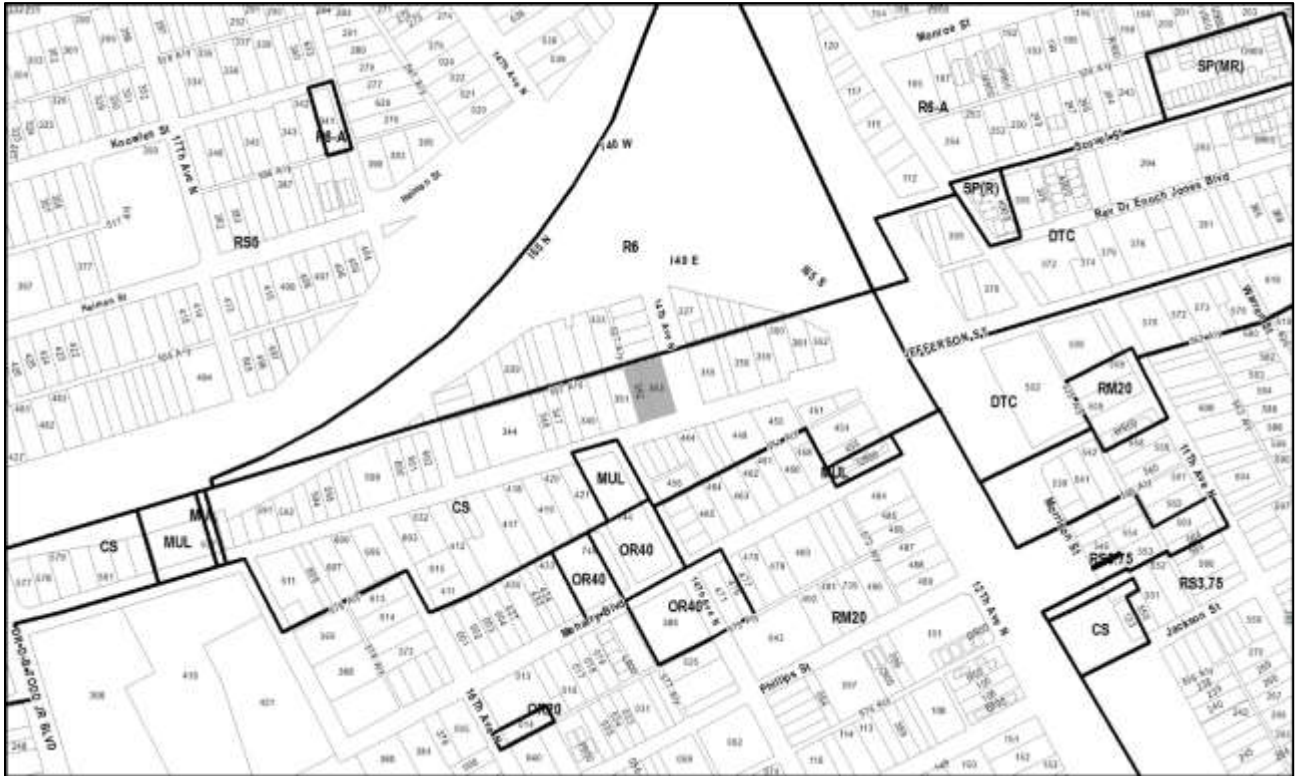
The proposed RM15-A-NS zoning is anticipated to generate three more students than the existing RS5 zoning district. Students would attend Lillard Elementary School, Joelton Middle School, and Whites-Creek High School.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 6/25/20



**2020Z-078PR-001**

Map 081-16, Parcel(s) 352-353

08, North Nashville

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Zone Change 2020Z-078PR-001</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Fulmer Engineering, applicant; WWCD QOZB, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Commercial Service (CS) to Mixed Use Limited-Alternative-No STRP (MUL-A-NS) zoning for properties located at 1300 and 1304 Jefferson Street, at the northwest corner of 14th Avenue North and Jefferson Street and located with the Jefferson Street Redevelopment District Overlay (0.34 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use Limited-Alternative-No STRP (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property - Not-Owner Occupied uses from the district.

**NORTH NASHVILLE COMMUNITY PLAN**

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

Supplemental Policy Area

The site is within a supplemental T4 CM policy area (08-T4-CM-01) which applies to the portions of Jefferson Street from 26<sup>th</sup> Avenue east to 9<sup>th</sup> Avenue, where some properties do not have enough depth to accommodate development as envisioned. The SPA provides development guidance for these properties by addressing building form and site design. Where the supplemental policy is silent, guidance from the base T4 CM policy applies.



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### ANALYSIS

The site comprises 0.34 acres on two parcels and is located south of Scovel Street, at the northwest corner of 14<sup>th</sup> Avenue North and Jefferson Street. The site has direct frontage on Jefferson Street, an arterial-boulevard designated by the Major and Collector Street Plan (MCSP), and 14<sup>th</sup> Avenue North, a local street. Alley #557 forms the northern boundary of the site, providing rear access to the site. The larger parcel contains a commercial use and the smaller parcel, located to the west, is vacant. The surrounding area along Jefferson Street contains a mixture of commercial and non-residential uses, with a moderate concentration of vacant properties located between Jefferson Street and I-40, to the north.

The site is located within a larger area of T4 CM policy, which spans both sides of Jefferson Street. The T4 CM policy prioritizes higher-intensity mixed use and commercial uses along prominent corridors where additional intensity may be supported. The MCSP identifies Jefferson Street as an arterial-boulevard and a long-term need, high capacity transit corridor, where there is a focus on enhancing transportation infrastructure with improved access management. The site is serviced by an existing MTA bus route and several bus stops in proximity to the site. Alley #557, which runs along the back of the site, and 14<sup>th</sup> Avenue North, which runs along the side, allow the site to be accessed and parked away from the corridor, minimizing new conflict points.

The proposed MUL-A-NS district supports uses that are consistent with the goals of the policy to create vibrant mixed use areas with an urban, pedestrian-friendly form. Uses permitted by MUL-A-NS zoning include residential and mixed-use development, which will help to support existing and future transit services, and the Alternative district standards will provide building placement and design standards intended to achieve an urban character and enhance the pedestrian realm.

### 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.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Transportation 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)	0.34	0.6 F	8,886 SF	564	29	61





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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.18	1.0 F	7 U	52	4	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.08	1.0 F	3,484 SF	222	12	24

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.08	1.0 F	3,484 SF	293	3	28

Traffic changes between maximum: CS and MUL-A-NS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+3	-10	-5

### **METRO SCHOOL BOARD REPORT**

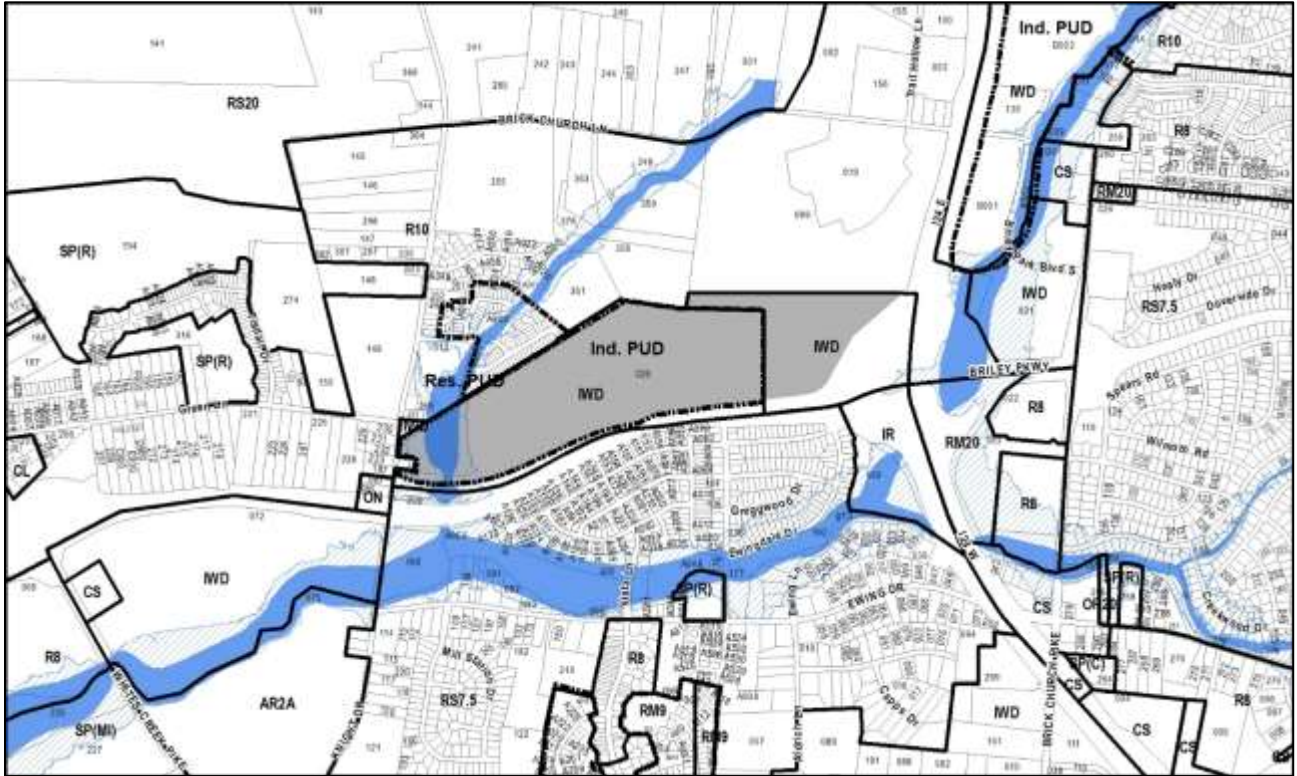
Given the mix of uses permitted by MUL-A-NS, the number of residential units ultimately built on site may vary and an assumption as to impact at this point is premature.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 6/25/20



**94P-020-004**

FEDEX (REVISION AND FINAL)

Map 049, Parcel 326

3, Bordeaux – Whites Creek – Haynes Trinity

3 (Jennifer Gamble)



<b>Project No.</b>	<b>Planned Unit Development 94P-020-004</b>
<b>Project Name</b>	<b>FEDEX (Revision and Final)</b>
<b>Council District</b>	03 - Gamble
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Fedex Ground Package System, Inc., applicant; Caleast Nat, LLC, owner.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise a portion of the Planned Unit Development and for final site plan approval to permit a 4,040 square foot building addition and additional parking.**

Revise PUD and Final Site Plan

A request to revise a preliminary plan and for final site plan approval for property located at 3301 Knight Drive, approximately 260 feet north of Briley Parkway, zoned Industrial Warehousing/Distribution (IWD) and partially located within a Planned Unit Development Overlay District (96.22 acres), to permit a 4,040 square foot building addition and additional parking.

**Existing Zoning**

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

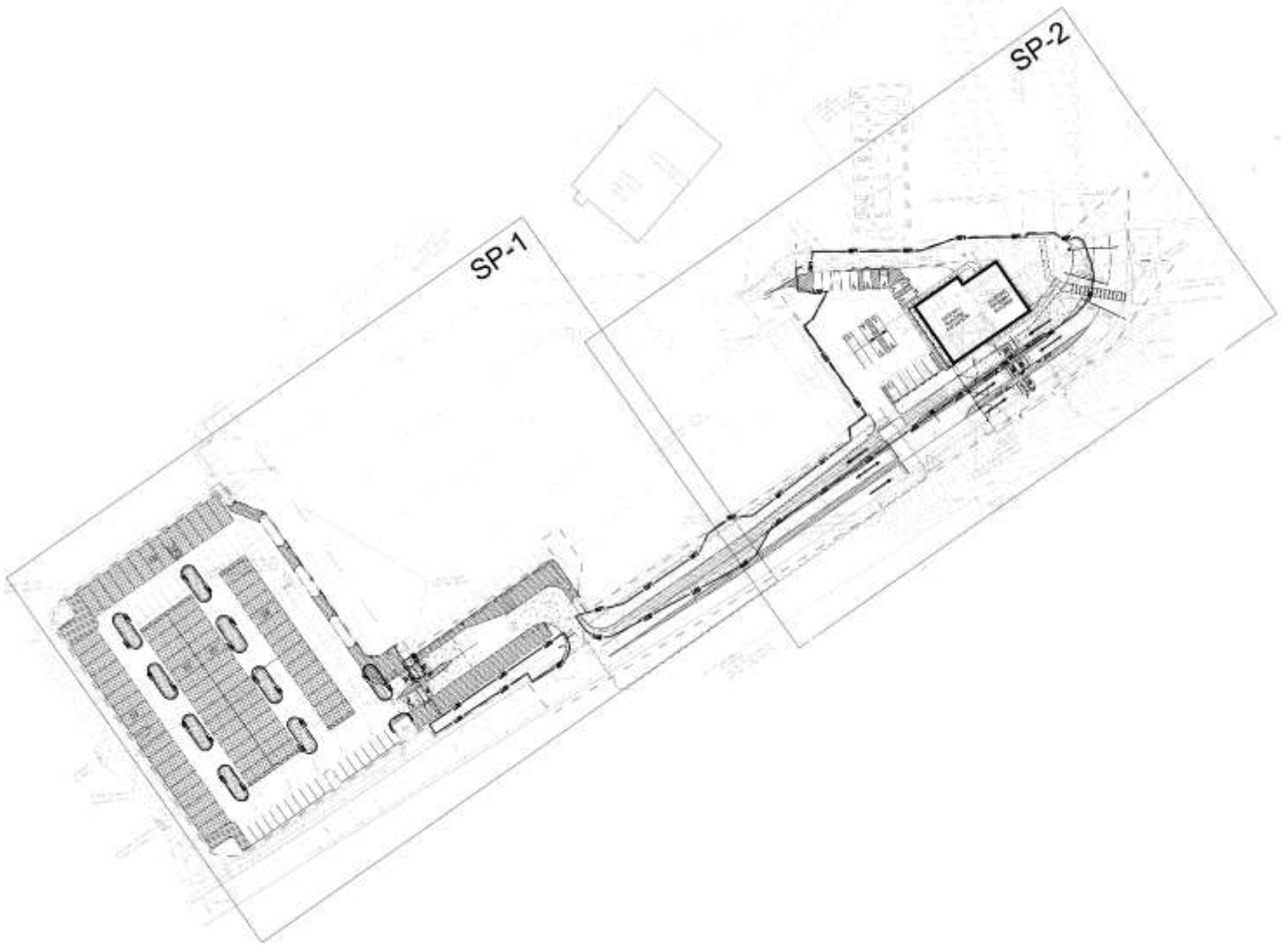
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**BACKGROUND**

The PUD was originally approved in 1995 for 230,000 square feet of industrial use. The PUD was revised in 1998 to allow an additional 2,913 square feet of industrial use. The PUD was then again revised in 2017 to allow for an additional 2,365 square feet of industrial use.



# Metro Planning Commission Meeting of 6/25/20



**Proposed Site Plan**



## Metro Planning Commission Meeting of 6/25/20

### PLAN DETAILS

The 96 acre-site is located on Knight Drive, approximately 260 feet north of Briley Parkway and currently developed with 235,278 square feet of industrial use buildings. The proposed 4,040 square foot building expansion will be an expansion to an existing 3,175 square foot building. The parking addition will be approximately 78 spaces at the south-western most corner of the site. Knight Drive is identified as a collector on the Major and Collector Street Plan. A landscape plan has been included to buffer the parking areas from the remainder of the site and to provide screening between the site and the private road, Fed Ex Ground Drive. The proposed landscape plans meet the landscaping criteria of the preliminary PUD.

### ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with and meets all the criteria of Section 17.40.120. These standards are provided below for review.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120 (A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
  - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
  - b. The boundary of the planned unit development overlay district is not expanded;
  - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
  - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
  - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
  - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
  - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
  - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;



## Metro Planning Commission Meeting of 6/25/20

- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

This request can be considered a minor modification because there is no proposed change in land use or development type beyond that permitted by approved Planned Unit Development Overlay district and the total floor area of the industrial classification of the PUD is not increasing more than ten percent beyond the total floor area last approved by council. As proposed, the plan is consistent with the Council approved plan, and meets all the criteria for being considered a minor modification.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of



## **Metro Planning Commission Meeting of 6/25/20**

the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- MWS recommends approval, on the following condition: 1) Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin. 2) A minimum of 30% of capacity fees must be paid before issuance of building permits. (See Capacity fee Permit #'s T2020030515 and T202003518).

### **STAFF RECOMMENDATION**

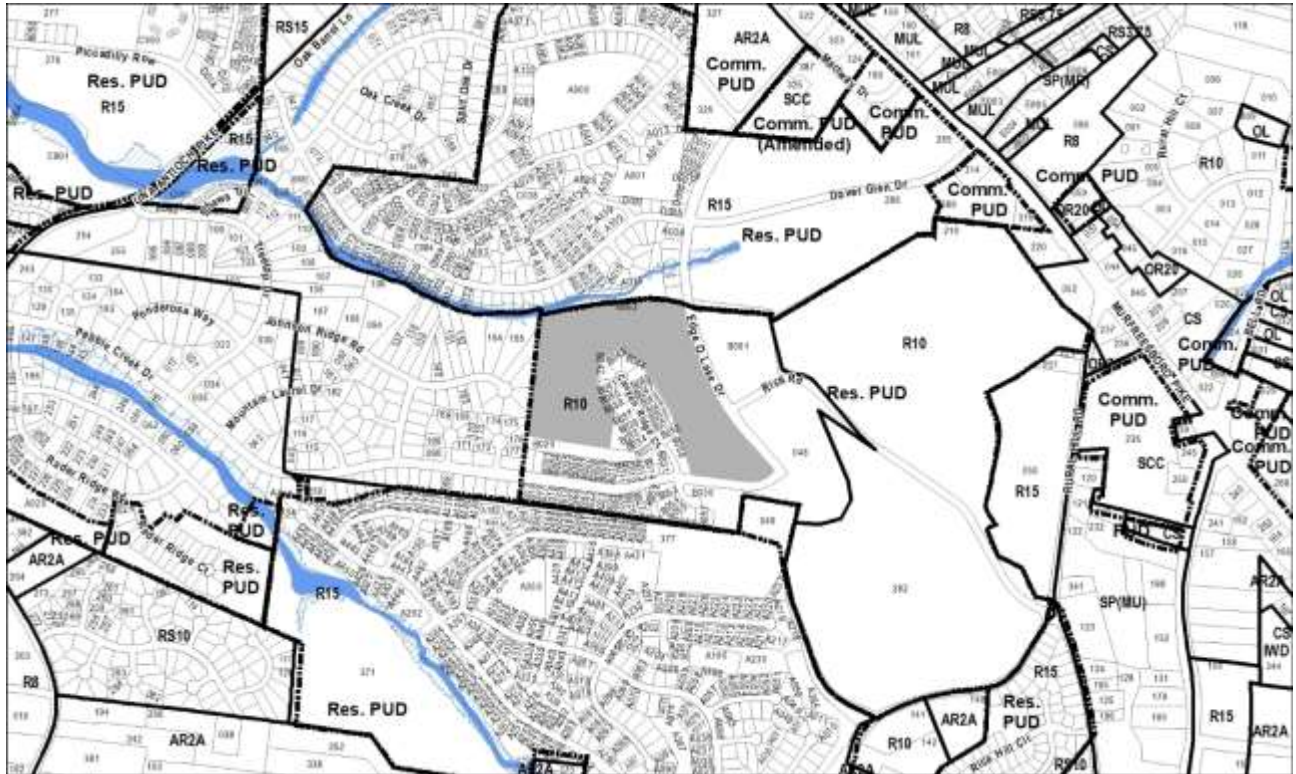
Staff recommends approval with conditions.

### **CONDITIONS**

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



## Metro Planning Commission Meeting of 6/25/20



**123-83P-001**

CANYON RIDGE, PHASE 3 (REVISION AND FINAL)

Map 149-06, Parcel 029

13, Antioch – Priest Lake

28 (Tanaka Vercher)





<b>Project No.</b>	<b>Planned Unit Development 123-83P-001</b>
<b>Project Name</b>	<b>Canyon Ridge, Phase 3 (Revision and Final)</b>
<b>Council District</b>	28 - Vercher
<b>School District</b>	6 – Bush
<b>Requested by</b>	Land Solutions Company LLC, applicant; Starwood Properties Five LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise a portion of a Planned Unit Development Overlay and final site plan to permit 124 multi-family units.**

Revise PUD and Final Site Plan

A request to revise the preliminary plan and final site plan approval for property located at Edge O Lake Drive (unnumbered), at the northwest corner of Edge O Lake Drive and Pebble Creek Drive, zoned One and Two-Family Residential (R10) and within a Planned Unit Development Overlay District (22.02 acres), to permit 124 multi-family units.

**Existing Zoning**

One and Two-Family Residential (R20) requires a minimum 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. In this case the overlay dictates use and intensity.

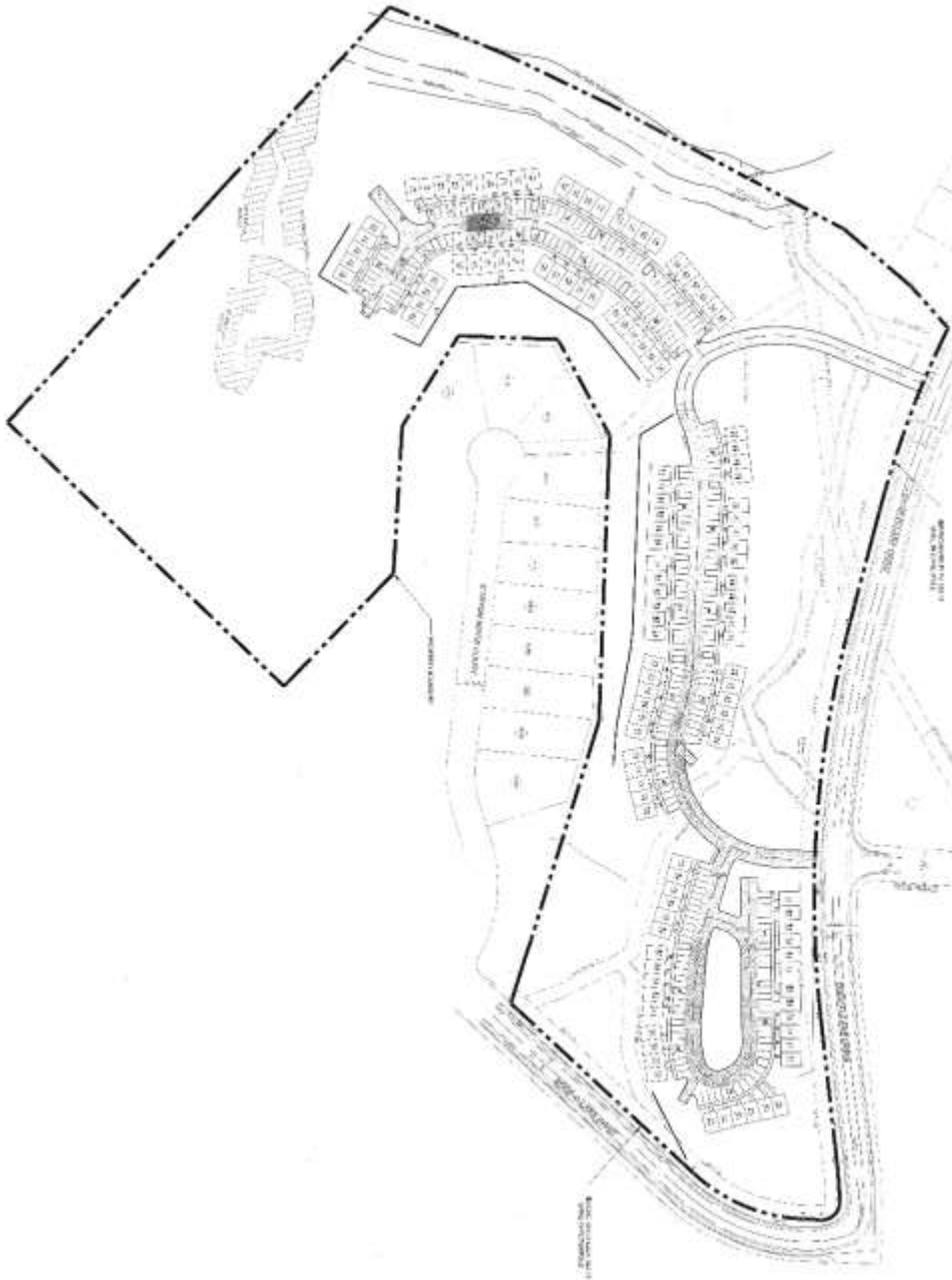
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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

**REQUEST DETAILS**

The Canyon Ridge PUD was originally approved in 1983, for 78 single-family lots and 514 multi-family units. The plan was later amended by Council in 1986, to permit a maximum of 1,200 multi-family units. The 1986, amendment included 392 multi-family units in the subject phase. Since 1986 the layout has been revised several times and the last revision for the subject phase was approved for 162 multi-family residential units. The area councilmember requested a periodic PUD review for this project after the application was submitted. The Commission found that the PUD was active at the April 13, 2020, Planning Commission meeting.



# Metro Planning Commission Meeting of 6/25/20



**Proposed Site Plan**



## Metro Planning Commission Meeting of 6/25/20

### Site Plan

The plan calls for 124 multi-family residential units. All units are located on private drives and ingress/egress is from two drives onto Edge-O-Lake Drive. Surface parking is provided for all units.

### **ANALYSIS**

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with and meets all of the criteria of Section 17.40.120.G, and is provided below for review.

G. Status of Earlier Planned Unit Developments (PUDs). The following provisions shall apply to a planned unit development (PUD) approved under the authority of a previous Zoning Code and remaining a part of the official zoning map upon the enactment of this title.

1. The planned unit development (PUD) shall be recognized by this title according to the master development plan and its associated conditions specified in the PUD ordinance last approved by the metropolitan council prior to the effective date of the ordinance codified in this title.
2. The planning commission may consider and approve minor modifications to a previously approved planned unit development subject to the following limitations. All other modifications shall be considered by the planning commission as an amendment to the previously approved planned unit development and shall be referred back to the council for approval according to the procedures of Section 17.40.120(A)(5). That portion of a planned unit development master plan being amended by the council shall adhere to all provisions of this code:
  - a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
  - b. The boundary of the planned unit development overlay district is not expanded;
  - c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
  - d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
  - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
  - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
  - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
  - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;



## Metro Planning Commission Meeting of 6/25/20

- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
- l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
- m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

Staff finds that the plan is consistent with the Council approved plan and can be considered as a minor modification. Generally, the layout is consistent with the last approved site plan. The plan does not exceed the allowed density, and ingress/egress is to streets currently approved for access. The site sits on a large hill. A benefit of the new plan is that it reduces the footprint of the development and will require less grading than the currently approved plan.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**



## **Metro Planning Commission Meeting of 6/25/20**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Prior to bldg. permit approval, submit private hauler agreement for site waste/recycle disposal.
- For permit approval: Show all access ramps as ST-325(typical). From previous, remove from plans the ST-323 callout.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

In accordance with 2019 TIS for Canyon Ridge, developer shall construct the recommended roadway improvements.

- The southern project access should be constructed directly opposite Rice Road and controlled by a stop sign at the intersection with Edge O'Lake Drive. Although the traffic volumes at this intersection will be relatively low, it would be appropriate to construct the project access to include one entering lane and two exiting lanes, striped as a left turn lane and a shared through/right turn lane.
- The northern project access should be controlled by a stop sign at the intersection with Edge O'Lake Drive. Although the traffic volumes at this intersection will be relatively low, it would be appropriate to construct the project access to include one entering lane and two exiting lanes, striped as separate left and right turn lanes.
- Field observations indicate that adequate sight distance is available for motorists exiting the project site. However, the project accesses have not been constructed, so accurate sight distance measurements cannot be collected to adequately represent the future conditions. Therefore, sight triangles should be provided for the intersections of Edge O'Lake Drive and the project accesses in conjunction with construction documents for the proposed project. These sight triangles should be developed based on guidelines that are included in A Policy on Geometric Design of Highways and Streets, which is published by the American Association of State Highway and Transportation Officials (AASHTO) and commonly known as The Green Book. Specifically, The Green Book indicates that for a speed of 25 mph, the minimum stopping sight distance is 155 feet. This is the distance that a motorist on Edge O'Lake Drive will need to come to a stop if a vehicle turning from the project creates a conflict. Also, based on The Green Book, the minimum intersection sight distance is 280 feet. This is the distance that a motorist on a project access will need to safely complete a turn onto Edge O'Lake Drive.

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.



## **Metro Planning Commission Meeting of 6/25/20**

### **CONDITIONS**

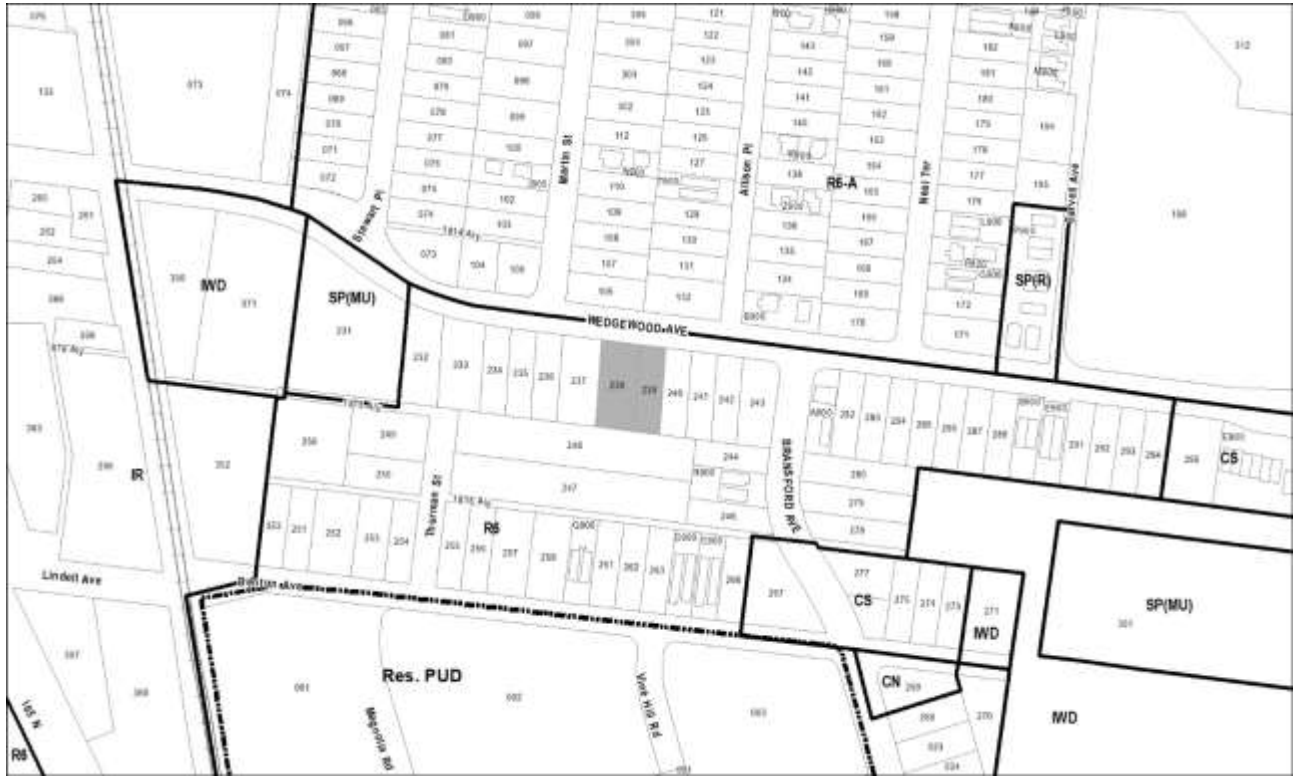
1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
3. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/25/20



**2012NL-001-003**  
**SMOKIN THIGHS (REVISION)**  
Map 105-11, Parcel(s) 238, 239  
11, South Nashville  
17 (Colby Sledge)





<b>Project No.</b>	<b>Neighborhood Landmark 2012NL-001-003</b>
<b>Project Name</b>	<b>Smokin Thighs (Revision)</b>
<b>Council District</b>	17 - Sledge
<b>School District</b>	7 - Player-Peters
<b>Requested by</b>	S+H Group, applicant; Carney Estates, LLC, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Amend a Neighborhood Landmark Overlay District.**

Neighborhood Landmark Overlay District

A request for an revision to a Neighborhood Landmark Overlay District (NLOD) on property located at 611 and 609 Wedgewood Avenue, approximately 260 feet west of Bransford Avenue (0.48 acres), zoned One and Two-Family Residential (R6) and within a Neighborhood Landmark Overlay District, to add a second story to an existing restaurant.

**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.

Neighborhood Landmark Overlay District (NLOD) is intended to preserve and protect landmark features whose demolition or destruction would constitute an irreplaceable loss to the quality and character of the neighborhood or community.

**HISTORY**

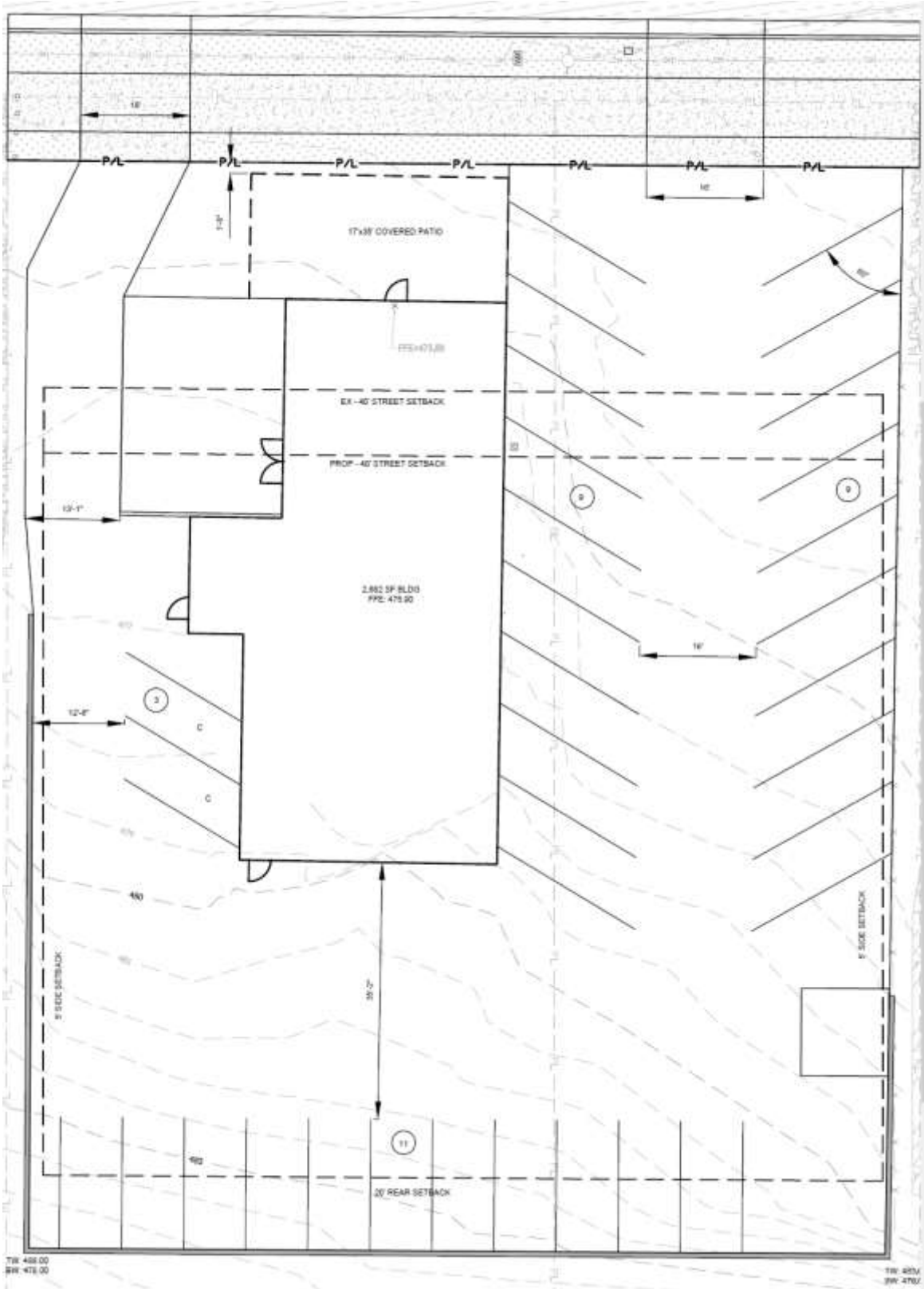
In 2012, Metro Council approved BL2012-173, which created a Neighborhood Landmark Overlay District for property located at 609 and 611 Wedgewood Avenue. This designation recognizes the unique characteristics that a structure contributes to the community and identifies the feature as a critical component of the neighborhood context and structure. In 2014, a plan was approved to permit a full service restaurant within the existing structure on site.

**PLAN DETAILS**

The 0.48-acre site is located at 611 and 609 Wedgewood Avenue, 260 feet west of Bransford Avenue, along the south side of Wedgewood Avenue. Wedgewood Avenue is designated as arterial boulevard within the Major and Collector Street Plan. Wedgewood Avenue contains various residential and commercial uses and the surrounding land use pattern contains a diverse mixture of housing, consisting of single, two-family and multi-family housing. There are several commercial uses located nearby consisting of various light manufacturing, self-service storage, and general office uses.



# Metro Planning Commission Meeting of 6/25/20



Proposed Site Plan



## **Metro Planning Commission Meeting of 6/25/20**

The requested revision to the Neighborhood Landmark District will permit a second story for the existing structure, improvements to the current parking layout, a covered patio, and sidewalks along the frontage of the site. The addition will result in a total of 2,682 square feet for the restaurant, which represents an increase of approximately 800 square feet. The second story proposed within the site plan will limit the maximum height to 2 stories in 30 feet.

The site has two points of access to Wedgewood Avenue and both are proposed to remain with this amendment. The internal drive will contain directional striping for the internal parking area to improve circulation within the rear parking area of the site. The site plan proposes a minimum of 32 parking spaces within the rear portion of the site and relocates 5 head in parking spots located in front of the existing structure. The majority of the parking will be screened by a retaining wall along the east, west and south property lines. The parcel to the immediately to the west of this site contains a community garden.

Staff finds the proposed expansion of the existing restaurant use is compatible within this Neighborhood Landmark due to its location within an urban setting. The context of the existing use within the surrounding neighborhood, proposed retaining walls for screening, and the limited bulk of the improvements will ensure the compatibility within the neighborhood. This proposal does not negatively impact the existing structure and will provide for the continued contribution of the business as an asset to the community.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Following approval of final plans by MPW, a recorded copy of any ROW dedications will need to be submitted to MPW for Bldg. permit approval.
- Coordinate w/ metro planning on sidewalk ordinance requirements along Wedgewood Ave. Ref. MCSP.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Revise driveway layout to comply with Metro Zoning Code.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- A minimum of 30% of capacity fees must be paid before issuance of building permits.



## Metro Planning Commission Meeting of 6/25/20

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. Vehicular access along Wedgewood Avenue shall be limited to the two driveway connections shown on the site plan.
2. Any proposed signage must meet the standards for the CL zoning district.
3. The building permit 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.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 6/25/20



**2020DTC-038-001**

645 DIVISION RESIDENTIAL

Map 093-14, Parcel 568

11, Downtown

19 (O'Connell)



<b>Project No.</b>	<b>DTC Overall Height Modification 2020DTC-038-001</b>
<b>Project Name</b>	<b>645 Division Residential</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5– Buggs
<b>Requested by</b>	John Gore, P.E., Barge Cauthen and Associates, Applicant; Tim Reynolds, owner;
<b>Staff Reviewer</b>	Hammer
<b>Staff Recommendation</b>	<i>Approve with conditions or defer without all conditions.</i>

**APPLICANT REQUEST**

**Modification of overall height standards of the DTC, Gulch South Subdistrict, to allow twenty stories of building height where ten is permitted by right.**

DTC Overall Height Modification

A request for a modification of overall building height on property located at 645 Division Street, within the Gulch South 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 20-story mixed-use building consisting of 430 residential units, 27,050 square feet of office space, 5,650 square feet of retail space, and both underground and structured parking for a total of 364 vehicular parking spaces. The ground floor of the building is lined with active uses and pedestrian entrances.



## Metro Planning Commission Meeting of 6/25/20



**Figure 1: Perspective from South (facing I-65)**



**Figure 2: Perspective from Division Street**





## Metro Planning Commission Meeting of 6/25/20

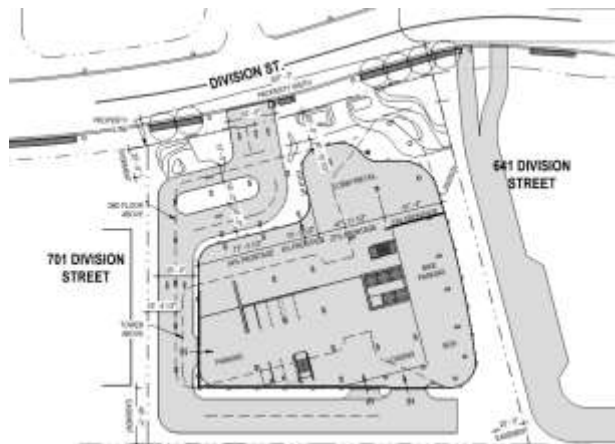


Figure 5: Ground Floor Plan – Access



Figure 6: Ground Floor Plan – Landscape

### PLAN DETAILS

The property is located south of the intersection of Division Street and 7<sup>th</sup> Avenue South near the Division Street Bridge. Access for the project is taken from Division Street, at an access point aligning with the intersection of Division Street and 7<sup>th</sup> Avenue South, a dead-end street. A motorcourt to the west of the site allows for drop-off and access to the parking garage. All loading and service operations will occur at the rear of the site.

### 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 Gulch South Subdistrict, an additional six stories may be earned, up to a maximum of sixteen stories, through use of the Bonus Height Program. 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, Pervious Surfaces, Upper Floor Garage Liner, and Underground Parking bonuses, as well as committing to earn LEED.

#### Community Meeting

The applicant held a virtual community meeting on June 1, 2020 and sent notices to properties within 300 feet. Several questions were answered and no members of the public expressed



## Metro Planning Commission Meeting of 6/25/20

opposition. This meeting was recorded and is viewable. A letter of support was received after this meeting.

### 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. The committee also voted (with none opposed) to recommend approval to modify the overall height to 20 stories with conditions recommended by staff.



**Figure 7: Garage Screening**



**Figure 8: Revised Perspective**

### Unique Architecture

The following architectural qualities contribute to unique design:

- Proposed materials are either custom-made or otherwise high quality.
- The treatment of the interstate-facing parking structure is enhanced well beyond the requirements of the DTC. This facade uses a green screen to effectively screen the cars within the garage.
- At the recommendation of staff, the massing of the tower has been “split” into two movements which are connected by narrow walkways with transparent glass. The intent of this is to allow light to pass through between the buildings, making the massing seem less wall-like and imposing.

### Enhanced Streetscape

- The project uses a plaza with both passive pedestrian-level amenities with outdoor seating and the potential for outdoor dining. The DTC notes this property as “open space deficient” and this green space and plaza enhances the streetscape without interfering with the off-street bicycle facilities currently on Division Street.

### Improvement of Project’s Relationship to Surrounding Properties

- Although the number of surrounding properties is somewhat limited due to the presence of the Division Street Bridge, extensive railroad rights-of-way, and fork of I-40 and I-65, the viewsheds from Fort Negley are impacted by a building at this location. The quality and durability of the materials used and the curvilinear architecture being utilized will create an improved viewshed from Fort Negley in contrast to what could be otherwise constructed within the standards and height limitations of the DTC.



## Metro Planning Commission Meeting of 6/25/20

### Supplemental Policy Considerations

In addition to these considerations, this property is part of a supplemental policy (09-T6-DN-GS-Division Street) that was put in place after the construction of the Division Street Bridge. Supplemental Policy is put in place within a Community Plan when areas need more specific guidance than is included in the Community Character Manual. It reads as follows:

*Properties along the Division Street Extension may be considered for high-rise building height (20 stories and taller) in exchange for public benefits provided by the development, including, but not limited to, affordable and workforce housing, the Downtown Code's Bonus Height Program, modification processes, or rezoning to a Specific Plan. Building design should also result in a unique architecture that seeks to improve the public realm and city skyline.*

The construction of the bridge, which improved mobility throughout the Gulch South and Pietown neighborhoods, transformed this section of Division from a dead end into a major mobility corridor. This project is maximizing the DTC bonuses available to the site and proposes using the overall height modification process to achieve a height that is mentioned specifically within the supplemental policy as acceptable for this site.

### **STAFF RECOMMENDATION**

The project offers unique qualities and architectural expression in its site design, building massing, and overall aesthetic. The supplemental policy for the property also strongly supports the specific height requested and supports the proposed methods for obtaining the additional height. Several conditions are recommended to ensure that bonus height actions and critical site elements are addressed according to the standards of the DTC. Staff recommends approval with the following conditions and deferral without all conditions:

### **CONDITIONS**

1. The project shall obtain a minimum of LEED Silver certification, as described within the LEED section of the DTC.
2. All trees within the plaza open space shall be accommodated in the manner described within the DTC open space standards.
3. 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.
4. The developer shall 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.



## Metro Planning Commission Meeting of 6/25/20



**METROPOLITAN GOVERNMENT  
OF NASHVILLE AND DAVIDSON COUNTY**

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

May 15, 2020

Attn: John Gore, P.E.  
Barge Cauthen and Associates  
6606 Charlotte Pike, Ste 210  
Nashville, TN 37209

**Re: Determination on DTC Bonus Height Program Efforts  
645 Division Street, Overall Height Modification Case**

Mr. Gore:

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 June 25, 2020.

The project is within the Gulch South Subdistrict, where 10 stories are permitted by-right and up to 16 stories permitted through use of available bonuses programs. Submitted exhibits note a request of 20 stories and demonstrate use of LEED, Underground Parking and Upper Level Garage Liner, Pervious Surface and Public Parking.

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

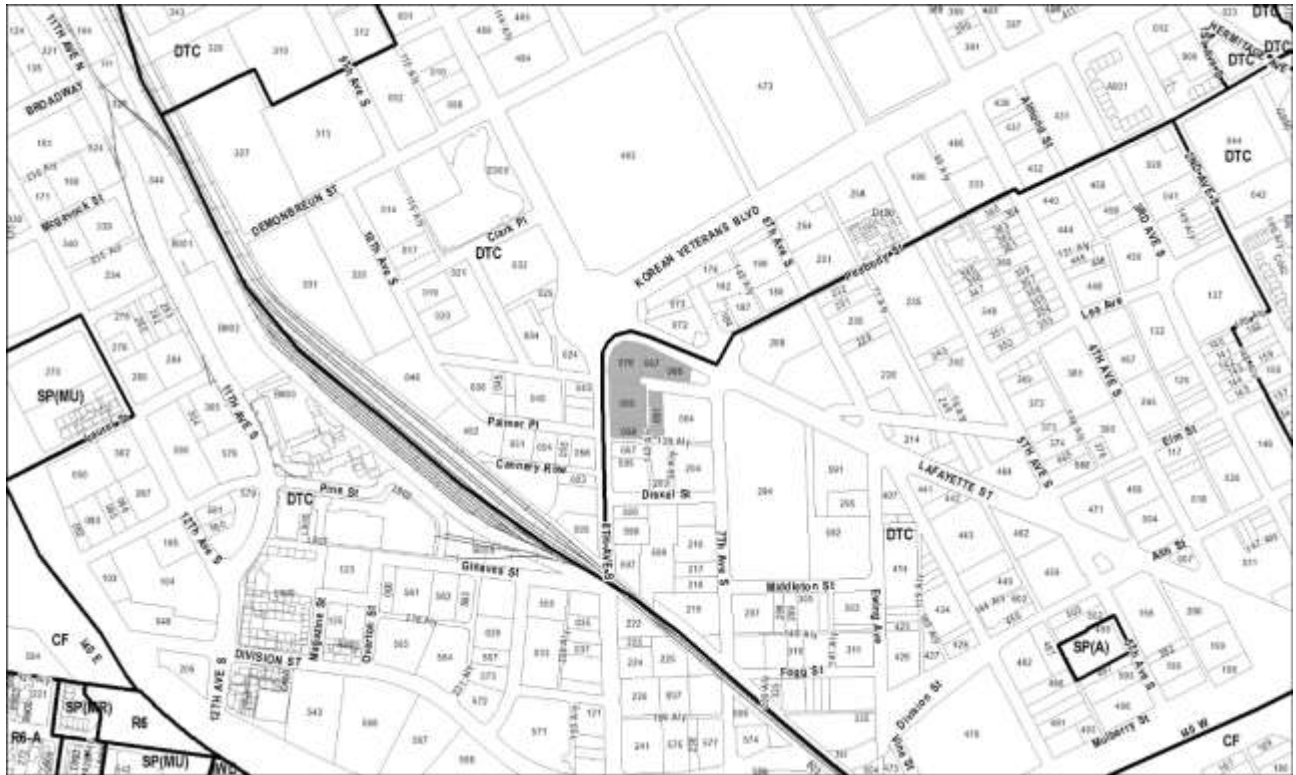
CC: Erica Garrison



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 6/25/20



**2020DTC-031-001**

**CIRCLE SOUTH**

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

11, Downtown

19 (O'Connell)



<b>Project No.</b>	<b>DTC Overall Height Modification 2020DTC-031-001</b>
<b>Project Name</b>	<b>Circle South</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	05– Buggs
<b>Requested by</b>	D. Tyler Jones, Applicant; Circle South Holdings (TN), LLC, owner;
<b>Deferrals</b>	This item was deferred at the June 11, 2020, Planning Commission meeting. No public hearing was held.
<b>Staff Reviewer</b>	Hammer
<b>Staff Recommendation</b>	<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.

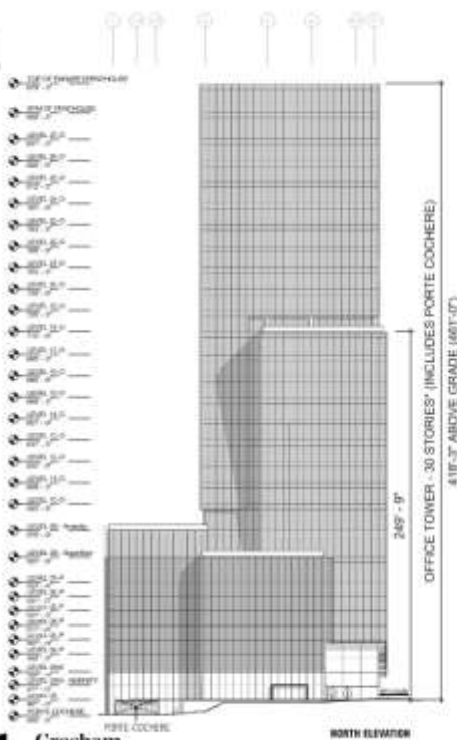
**PROJECT OVERVIEW**

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.



# Metro Planning Commission Meeting of 6/25/20

- OFFICE GLAZING
- CLASH GLAZING
- LOW REFLECTIVE GLAZING
- HIGH REFLECTIVE GLAZING
- SHIMMER REFLECTIVE GLAZING
- SHIMMER GLAZING



LINCOLN PROPERTY COMPANY

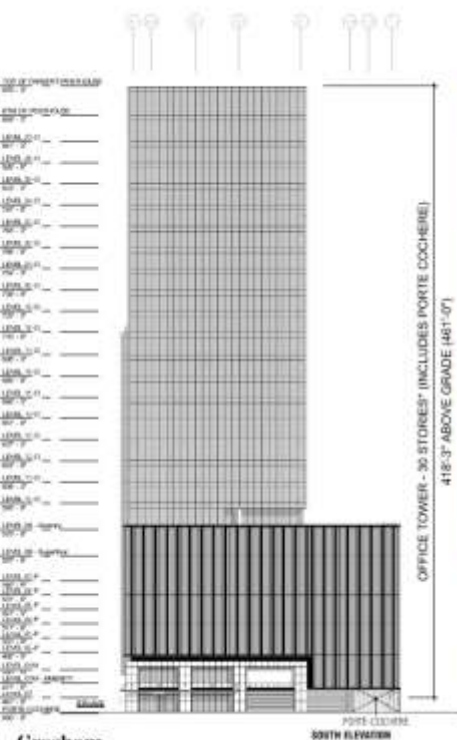
Gresham Smith

OVERALL ELEVATIONS

CIRCLE SOUTH | DRC PACKAGE 05/08/20 41

### Figure 1: Korean Veterans Roundabout Elevation

- OFFICE GLAZING
- CLASH GLAZING
- LOW REFLECTIVE GLAZING
- HIGH REFLECTIVE GLAZING
- SHIMMER REFLECTIVE GLAZING
- SHIMMER GLAZING



**HOLISTIC EXTERIOR DESIGN**  
 THOUGH 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 MASSSES, 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

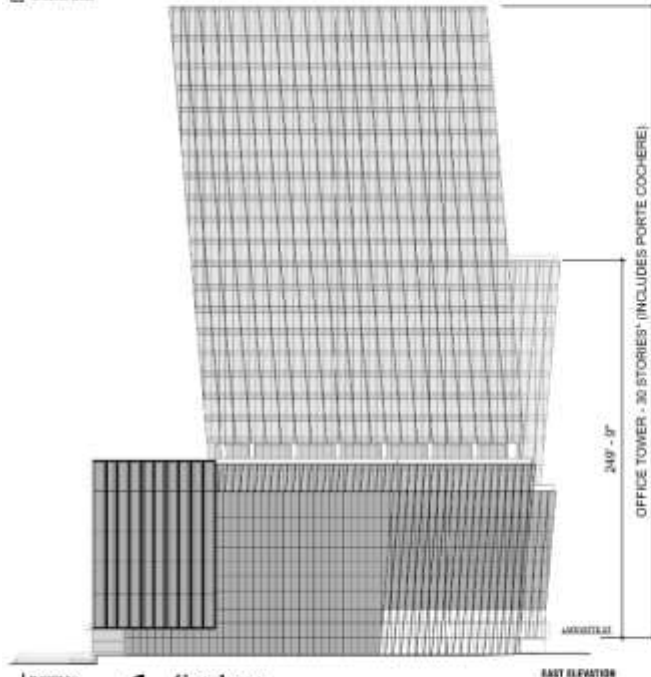
### Figure 2: Palmer Alley Elevation





# Metro Planning Commission Meeting of 6/25/20

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



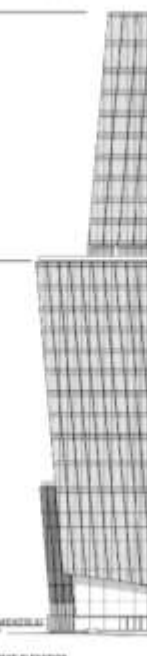
LINCOLN PROPERTY COMPANY  
Gresham Smith

CIRCLE SOUTH | DRC PACKAGE 05/08/20

Figure 3: Lafayette Street Elevation



LINCOLN PROPERTY COMPANY  
Gresham Smith



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

CIRCLE SOUTH | DRC PACKAGE 05/08/20

Figure 4: 8th Avenue South Elevation



## Metro Planning Commission Meeting of 6/25/20



**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 8<sup>th</sup> 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:

4. 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.
5. The applicant shall hold a community meeting providing notices to all property owners within 300 feet.
6. 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 6/25/20

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 7<sup>th</sup> 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 8<sup>th</sup> 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.



## Metro Planning Commission Meeting of 6/25/20

### 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 7<sup>th</sup> 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:

### **CONDITIONS**

1. Any street or alley closures or encroachments shall be approved by Metro Council through the mandatory referral process.
2. The applicant shall coordinate with WeGo Public Transit on existing and future transit stops on 8<sup>th</sup> Avenue South.
3. Final design of the proposed signal at Drexel and improvements to the 7<sup>th</sup> 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.



## Metro Planning Commission Meeting of 6/25/20



**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 8<sup>th</sup> Avenue S, and improvements to both the intersection of Lafayette with 7<sup>th</sup> 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 6/25/20



**2020SP-019-001**

**CROSSINGS MIXED USE DEVELOPMENT**

Map 163, Parcel(s) 142, 345

Map 163, Part of Parcel(s) 417

13, Antioch – Priest Lake

32 (Joy Styles)



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

**Deferrals** This item was deferred at the March 12, 2020, March 26, 2020, April 9, 2020, April 23, 2020, May 14, 2020, and May 28, 2020, Planning Commission meetings. No public hearing was held.

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

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**APPLICANT REQUEST**

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

Preliminary SP

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

**Existing Zoning**

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

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



# Metro Planning Commission Meeting of 6/25/20



**Proposed Site Plan**





## Metro Planning Commission Meeting of 6/25/20

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

### **Proposed Zoning**

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

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

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

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

### **PLAN DETAILS**

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

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

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



## Metro Planning Commission Meeting of 6/25/20

A total of 15 buildings are proposed for the SP. The west parcel contains buildings A through J and a clubhouse/leasing building as shown on the site plan. Buildings A, B, and J are oriented Crossings Boulevard. The other buildings are located in the interior of the site. There are two vehicular drives proposed for the west parcel. One entrance is located midway through the site, between Buildings A and B. Buildings A and B contain live/work units which front the northern entrance drive into the west parcel. These units have individual entrances and short-term angled parking provided along the entrance drive to serve the live/work units. The SP includes standards for the proposed live work units, including limited hours, area of units, and signage. There is a second vehicular entrance at the south east corner of the west parcel. Amenities for the west parcel include a pool, a clubhouse, and the leasing office. Buildings E, F, G, and J are served by tuck under parking, where the entrance to a parking garage is provided at the rear of the building, with residential units at grade on the frontages of the building.

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

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

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

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

### **ANALYSIS**

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

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

The proposed height and orientation of buildings and uses is consistent with the policy. The policy states that buildings of all types are generally one to three stories tall but taller buildings



## Metro Planning Commission Meeting of 6/25/20

may locate at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The proposed layout shows buildings fronting Crossings Boulevard as well as frontage along the entrances to the east and west parcels. A majority of the buildings along the corridor are four stories in height, with buildings internal to the site shown as three stories.

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

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

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

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



## **Metro Planning Commission Meeting of 6/25/20**

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

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

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



## Metro Planning Commission Meeting of 6/25/20

### Maximum Uses in Existing Zoning District: AR2a

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

\*Based on two-family lots

### Maximum Uses in Proposed Zoning District: SP

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

### Maximum Uses in Proposed Zoning District: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	-	-	35,000 SF	2222	112	240

### Traffic changes between maximum: AR2a and SP

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

## METRO SCHOOL BOARD REPORT

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

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

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

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

## CONDITIONS

1. Permitted uses shall be limited to a maximum 550 multi-family residential units and 35,000 square feet of non-residential uses. Non-residential uses include those permitted within the CL zoning district, with the exception of Alternative Financial Services, Automobile Sales, Beer and Cigarette Market, Power/Gas Substation, and Construction/Demolition Waste Processing, which shall be prohibited within the SP. Short term rental property – owner-occupied and short term rental property – not owner-occupied shall be prohibited.
2. On the corrected copy, update sidewalks and grass strips on both sides of Crossings Boulevard to meet the minimum requirements of the Major and Collector Street Plan.
3. On the corrected copy, revise Private Street to Private Drive.



## Metro Planning Commission Meeting of 6/25/20

4. On the corrected copy, establish public access easement across the Private Drive.
5. On the corrected copy, update acreage to include the part of parcel 417 included in the SP.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. The façade of any commercial building facing toward a public street and located within a distance of 50 feet from the street right-of-way shall provide a minimum of 20% glazing on that particular façade.
8. Buildings A, B, K, L, and M are limited to 4 stories in height, buildings C, D, E, F, G, H, I, and J are limited to 3 stories in height, and stand alone commercial buildings are limited to 35 feet in height.
9. The primary materials allowable for use on the commercial and residential building(s) are brick, natural or synthetic stone, architectural block, stucco, metal panels, glass storefront and masonry siding. The material palette may also include EIFS as a secondary material for no greater than 20% of any one building façade.
10. Any residential building facades fronting a street shall provide a minimum of 20% glazing.
11. All buildings will avoid continuous uninterrupted blank facades at a minimum, the façade plan shall be interrupted by one of the following for every twenty-five (25) feet of street frontage, open spaces, and parking areas:
  - a. A change in the building material
  - b. A horizontal undulation in the building façade
  - c. A porch, stoop, or balcony
12. The architectural massing at buildings A and B will incorporate a roofline elevation change at the corner of Crossings Boulevard and the interior access boulevard. The heightened roofline in these areas will incorporate architectural overhands where appropriate as well as materials and façade treatments consistent with the architectural façade notes. These corner “elements” are meant to create a threshold at the development entry. The entry “elements” can be expected to be a minimum of 20’-0” wide by 20’-0” deep.
13. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
14. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
15. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
16. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
17. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
18. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the



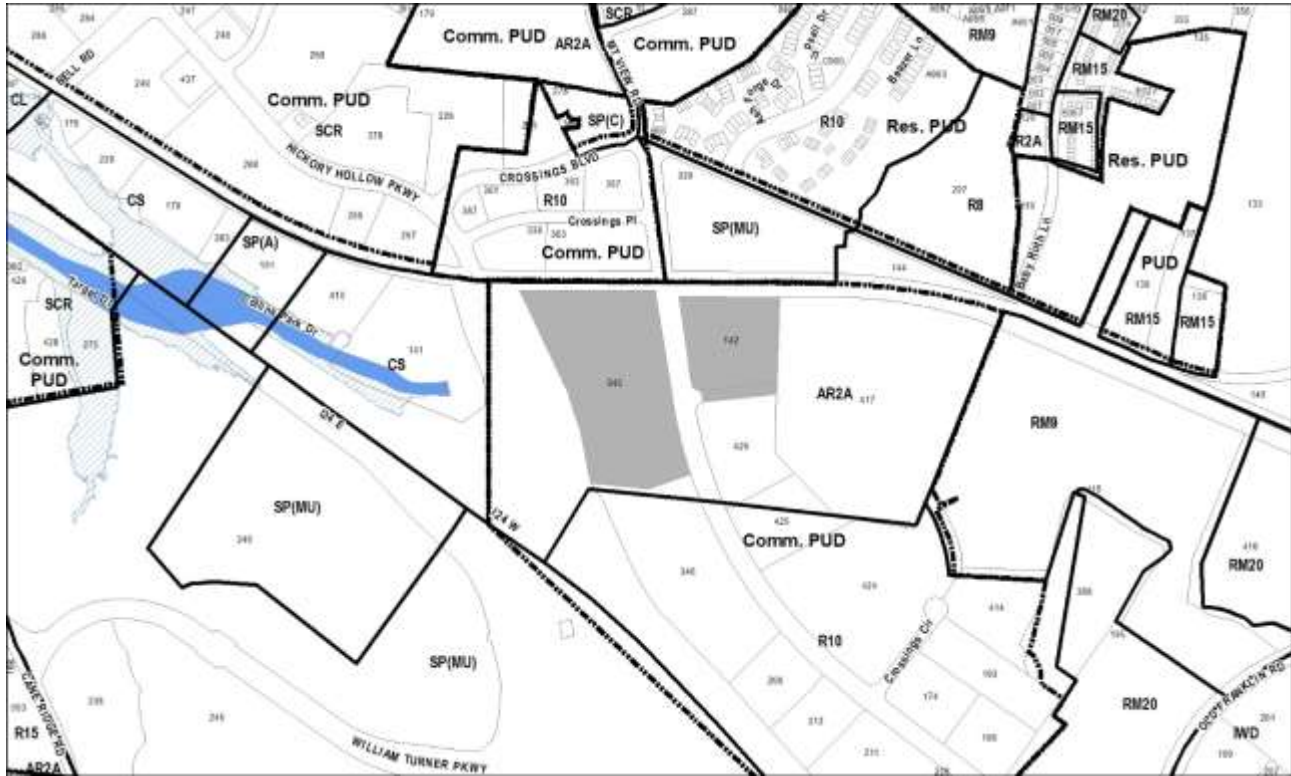
## **Metro Planning Commission Meeting of 6/25/20**

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.

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



## Metro Planning Commission Meeting of 6/25/20



**84-87P-007**

**THE CROSSINGS PUD (CANCELLATION)**

Map 163, Parcel(s) 142, 345

Map 163, Part of Parcel(s) 417

13, Antioch-Priest Lake

32 (Joy Styles)





**Project No.** **Planned Unit Development 84-87P-007**  
**Project Name** **The Crossings PUD (Cancellation)**  
**Associated Case** 2020SP-019-001  
**Council District** 32 – Styles  
**School District** 6 – Bush  
**Requested by** Catalyst Design Group, LLC, applicant; V2 Capital, LLC, and Metro Gov’t, owners.

**Defferals** This item was deferred at the March 12, 2020, March 26, 2020, April 9, 2020, April 23, 2020, May 14, 2020, and May 28, 2020, Planning Commission meetings. No public hearing was held.

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

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

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

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

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



## **Metro Planning Commission Meeting of 6/25/20**

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

T3 Suburban Mixed Use Corridor (T3 CM) is intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

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

### **PUD HISTORY**

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

### **PLAN DETAILS**

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

### **ANALYSIS**

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

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 6/25/20



**2020S-054-001**

408 FARRIS – FOUR LOT

Map 052-03, Parcel(s) 139

04, Madison

09, (Tonya Hancock)



<b>Project No.</b>	<b>Final Plat 2020S-054-001</b>
<b>Project Name</b>	<b>408 Farris - Four Lot</b>
<b>Council District</b>	09 – Hancock
<b>School District</b>	3 – Speering
<b>Requested by</b>	Southern Precision, applicant; Nashville Building Group LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**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).

**Existing Zoning**

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

**PLAT DETAILS**

The approximately one acre property is located on the east side of Farris Avenue in the Neeley’s Bend area of Madison. The property currently contains one single-family home. The area immediately surrounding the property is zoned RS10 and is mostly made up of single-family homes. As proposed, all lots are approximately 10,033 square feet.

**ANALYSIS**

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 in regards to setbacks, sidewalks, etc. Staff recommends approval with conditions as the proposed subdivision meets the requirements of the Subdivision Regulations.



# Metro Planning Commission Meeting of 6/25/20



Proposed Plat



## **Metro Planning Commission Meeting of 6/25/20**

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Plans for this must be submitted and approved through a separate review process with Metro Water Permits before construction may begin.
- Capacity must be reserved before issuance of building permits for new lots.
- Water provided by Madison Suburban Utility District.

### **STAFF RECOMMENDATION**

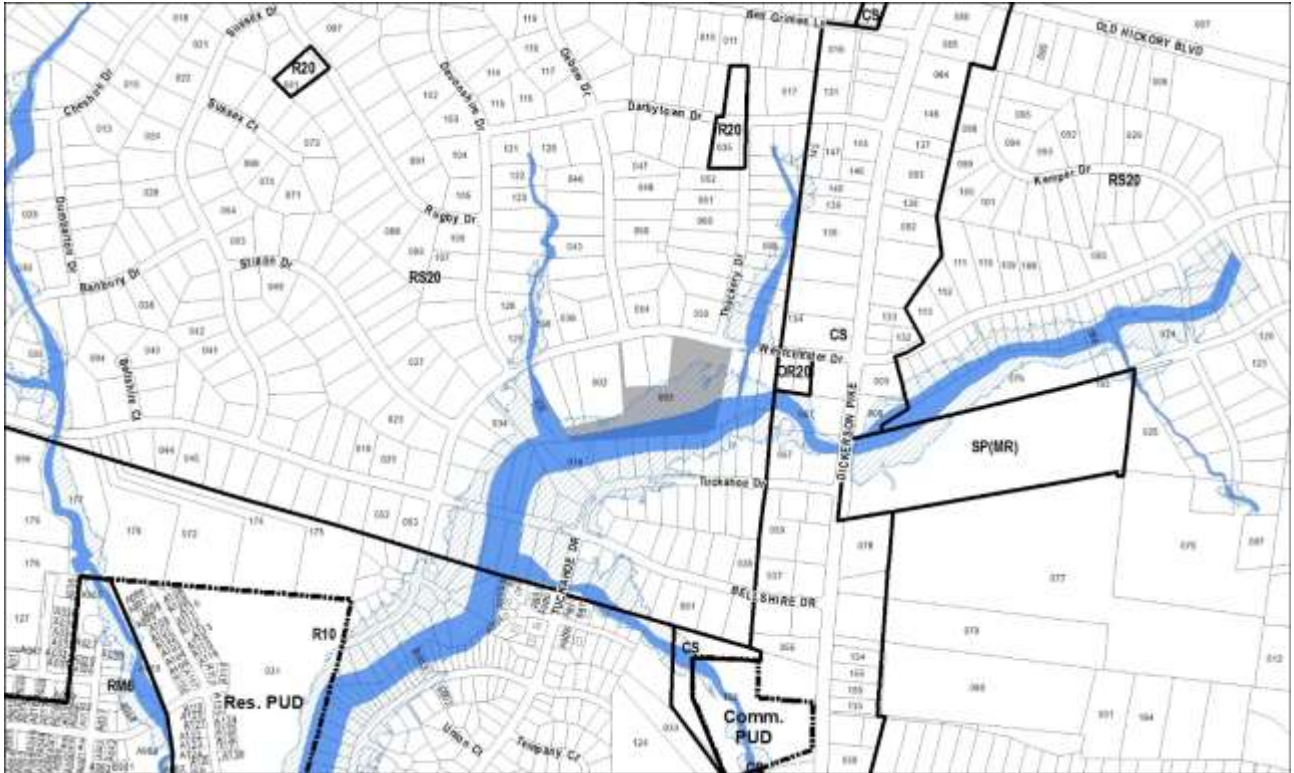
Staff recommends approval with conditions.

### **CONDITIONS**

1. Access shall be limited to a maximum of two driveways total to serve all 4 lots. Prior to recordation, the plat must identify shared access that shall have final approval from Planning staff and the Metro Traffic Engineer. A note shall be added to the plat indicating that access is limited to two driveways.
2. Delete note 17 and replace with: Landscaping and tree density requirements per Metro Zoning Ordinance.
3. If the existing house is to remain, then add the following note to the plat: No building permits shall be issued for structures that do not comply with all requirements of the Zoning Code, except for permits for routine maintenance of the existing structure.
4. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
5. Comply with all conditions and requirements of Metro agencies.



## Metro Planning Commission Meeting of 6/25/20



**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.

**Deferrals** This item was deferred at the June 11, 2020, Planning Commission meeting. No public hearing was held.

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

**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).

**Existing Zoning**

Single-Family Residential (RS20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings at a density of 1.85 dwelling units per acre. *Based on acreage alone, RS20 would permit a maximum of 14 lots. 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.

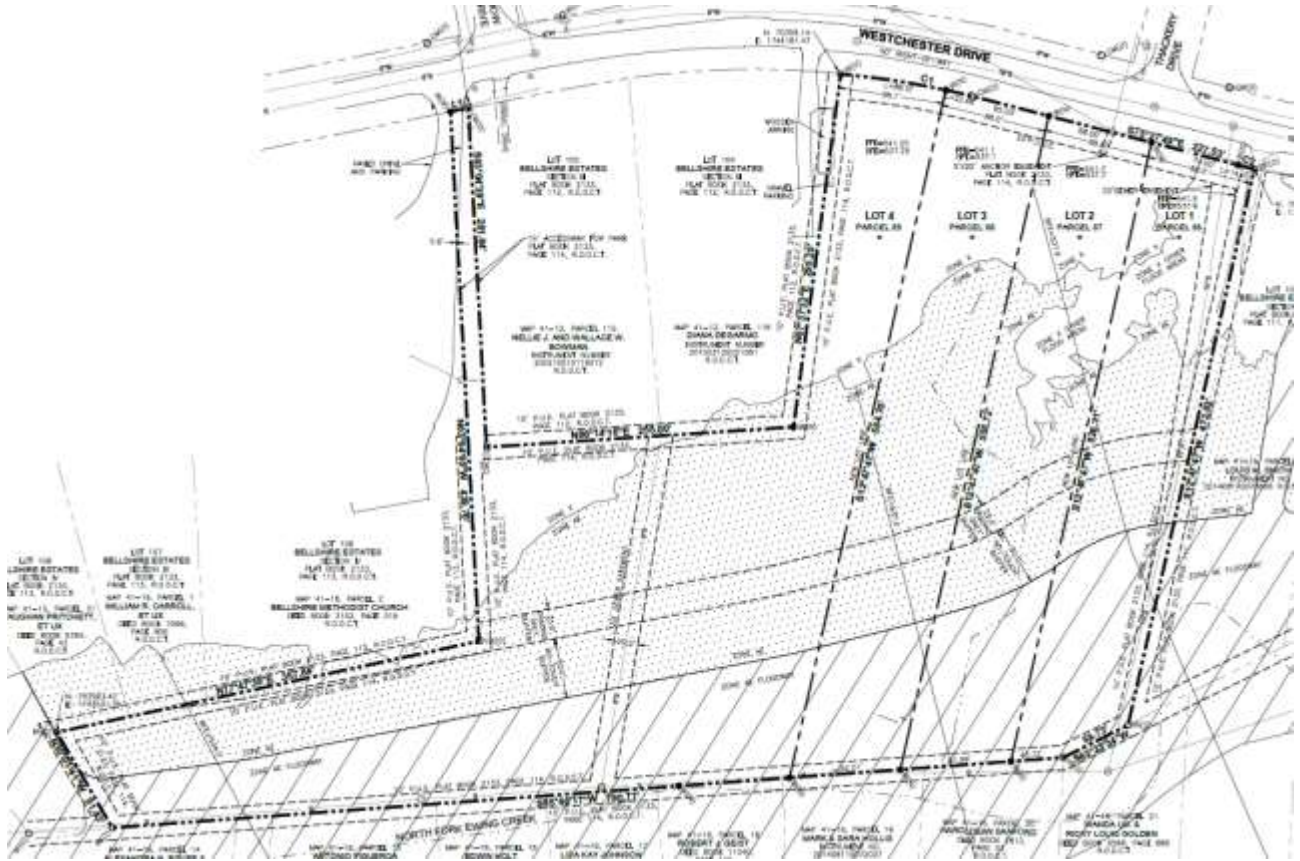
**PLAN DETAILS**

The site is located on the south side of Westchester Drive, east of the intersection of Oxbow Drive and Westchester Drive. The surrounding properties are zoned RS20 and have been developed with single-family structures. The lot to the west has been developed with a religious institution. The proposal is to create four lots. The four proposed lots have the following area and frontage along Westchester Drive:

- Lot 1: 44,428 square feet (1.02 acres) and 88.0 feet of frontage.
- Lot 2: 47,579 square feet (1.09 acres) and 88.0 feet of frontage.
- Lot 3: 50,187 square feet (1.15 acres) and 88.0 feet of frontage.
- Lot 4: 147,097 square feet (3.38 acres) and 88.1 feet of frontage.



# Metro Planning Commission Meeting of 6/25/20



**Final Plat**



## Metro Planning Commission Meeting of 6/25/20

### **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 Single-Family Residential (RS20) 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 three RS20 lots to the east and the five RS20 lots to the west, with the exception of the adjacent church lot, were used in this evaluation.

Based on the surrounding parcels, the minimum lot frontage along Westchester Drive was determined to be 73 feet and the minimum lot area would be 0.73 acres per lot. All of the proposed lots meet the requirements for frontage and area.

The four proposed lots are Critical Lots, as defined by the Subdivision Regulations, due to the presence of the floodplain. As required for critical lots in subdivisions, the finished floor elevations are provided for each lot.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **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.



## **Metro Planning Commission Meeting of 6/25/20**

### **WATER SERVICES RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. A revised plat shall be provided to planning prior to recordation.
2. The revised plat shall update note 7 to include the four parcel numbers: 86-89.
3. The revised plat shall correct the Councilmember's name to Jennifer Gamble.



**SEE NEXT PAGE**





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

**Deferrals** This request 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** *Approve with conditions including a variance to the maximum length of a permanent dead-end and disapprove without all conditions.*

**APPLICANT REQUEST**

**Concept plan approval to create 18 single-family lots and five two-family lots.**

Concept Plan

A request for concept plan approval to create 18 single family lots and five two-family 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).

**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 37 lots with 9 duplex lots for a total of 46 units.*

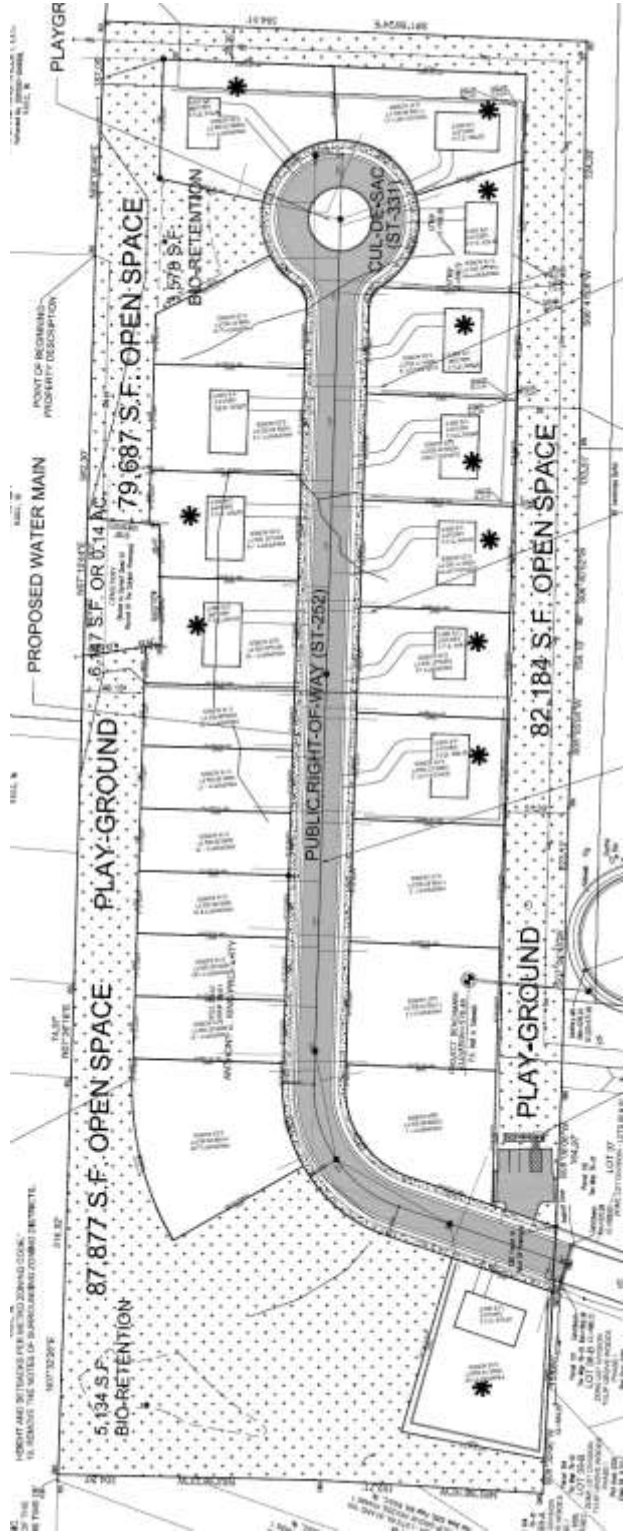
**Community Character Manual Policy**

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

**PLAN DETAILS**

The 10.26 acre site is located south of the intersection of Lebanon Pike and Tulip Grove Road. The site is located at the terminus of Debbie Drive. The plan proposes 18 single-family cluster lots and five two-family lots, for a total of 28 units permitted. The proposed lots range in size from approximately 6,000 square feet to 11,700 square feet.

# Metro Planning Commission Meeting of 6/25/20



Proposed Concept Plan





## Metro Planning Commission Meeting of 6/25/20

Vehicular access into the site is proposed by an extension of Debbie Drive. The proposed dead-end street would be constructed to Metro Public Works standards with 4 foot wide planting strips and 5 foot wide sidewalks on both sides of the proposed street.

The length of the proposed cul-de-sac is approximately 950 feet. Per subdivision regulations, the maximum length for a dead end street with a turn around is 750 feet. A variance from this standard is requested. Although cul-de-sacs are generally discouraged, in this case opportunities for connection to surrounding properties or streets are limited by steep slopes and the existing development pattern in the surrounding area. The length of the dead-end proposed permits access to the less steeply sloped portions of this site and therefore a variance is appropriate. For emergency access, one and two-family developments with more than 30 units are required to have two vehicular access points. The number of lots and units has been adjusted to less than 30 to meet this requirement.

The conservation policy identifies portions of the site with steep slopes. These areas with greater than 25 percent in slope are located at the northeast and southwest corners of the site. There are other portions of the site with 20 percent slope moving towards the center of the site.

### **ANALYSIS**

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

This concept plan includes 23 cluster lots under the R6 zoning, stepping down two zoning districts from the underlying R10 zoning on the site. Twenty-five percent of lots created in one and two-family zoning districts are permitted to be designated as duplex lots. This plan includes five duplex lots. In cluster lot subdivisions, a minimum of 15% of the development must be set aside as open space. This development includes 3.9 acres of open space which is 37 percent of the site gross acreage.

As a development with more than 25 units, recreational facilities are required. These areas should not be located in areas where the slope is greater than 15 percent. The proposed plat does show some areas designated as playgrounds. Given the steep slopes on the site, the playground area should be platted to ensure the slope is less than 15 percent.

The site and area for development on the site is affected by steep slopes. The Hillside Development Standards of the Metro Zoning Code (17.28.030(A)(2)) state that for cluster lot developments, lots created shall be clustered on those portions of the site that have natural slopes of less than 20 percent. The Planning Commission may authorize lots on natural slopes ranging up to twenty five percent, subject to the following conditions of 17.28.030(A)(1):

17.28.030(A)(1) Single or Two-Family Lots. The following provision of this section shall not apply to single or two-family lots equal to or greater than one acre in size. For lots of less than one acre, any natural slopes equal to or greater than twenty-five percent shall be platted outside



## Metro Planning Commission Meeting of 6/25/20

of the building envelope and preserved to the greatest extent possible in a natural state. The Planning Commission may authorize the creation of a single or two-family lot of less than one acre in size with natural slopes equal to or greater than twenty-five percent subject to the following standards and conditions:

- a. The resulting lot shall be designated as a “critical lot” on the final plat of subdivision approved by the metropolitan planning commission and the department of public works;
- b. For natural slopes that generally rise away from the fronting street, the building envelope width shall be as approved on all preliminary plats approved prior to March 1, 2006. After March 1, 2006, a building envelope on less than twenty percent natural slope and a minimum width of seventy-five feet at the building line shall be provided, or
- c. For natural slopes that are generally parallel with fronting street, the building envelope width shall be as approved on all preliminary plats approved prior to March 1, 2006. After March 1, 2006, a building envelope on less than twenty percent natural slope and a minimum width of seventy-five feet at the building line shall be provided, or
- d. For natural slopes that generally fall away from the fronting street, a building envelope on less than twenty-five percent natural slope shall be provided.

The following proposed lots on the plat are designated as critical lots in accordance with the subdivision regulations: 4, 5, 6, 7, 8, 9, 10, 11, 14, 15, and 23. All of these lots have had the proposed building footprint established on the plat to ensure future development would minimize disturbance of existing natural slopes. The proposed lots 5 and 13 are shown with building footprints not affected by twenty percent slopes.

The following lots have natural slopes greater than twenty percent with room for a development footprint to be located outside of the twenty percent slope area: 4, 6, 9, 11, 14, and 23. It is the recommendation of Planning Staff the proposed building footprints be relocated outside of twenty percent slope areas. Based on the conditions above, and the slopes on the proposed lots 7, 8, 10, and 15, these lots should be removed from the plat.

Large contiguous areas containing natural slopes in excess of twenty-five percent should be recorded as common space and permanently maintained in a natural state. These portions of the site with contiguous areas greater than 25 percent slope are at the northwest and northeast portions of the site. They are shown on the plat as open space and no lots for residential development are shown in these areas.

The plan as proposed does not meet the requirements of the Subdivision Regulations and Zoning Code for a cluster lot subdivision. Staff is recommending several conditions which, if incorporated into the approval, would bring the plan into compliance with the Subdivision Regulations and Zoning Code. Those conditions include adjustment of the identified development footprint on several lots to ensure the footprint is located outside of areas of natural slopes greater than twenty percent, limitations on grading to ensure the site is developed sensitively around natural slopes, and critically, elimination of four lots that cannot be adjusted to meet the standards of the Subdivision Regulations. If all conditions, including removal of lots, are included, staff recommends approval with conditions including a variance to the maximum length of a dead-end street. If any of the proposed conditions are not incorporated, staff recommends disapproval.



## **Metro Planning Commission Meeting of 6/25/20**

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **TRAFFIC RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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

### **STAFF RECOMMENDATION**

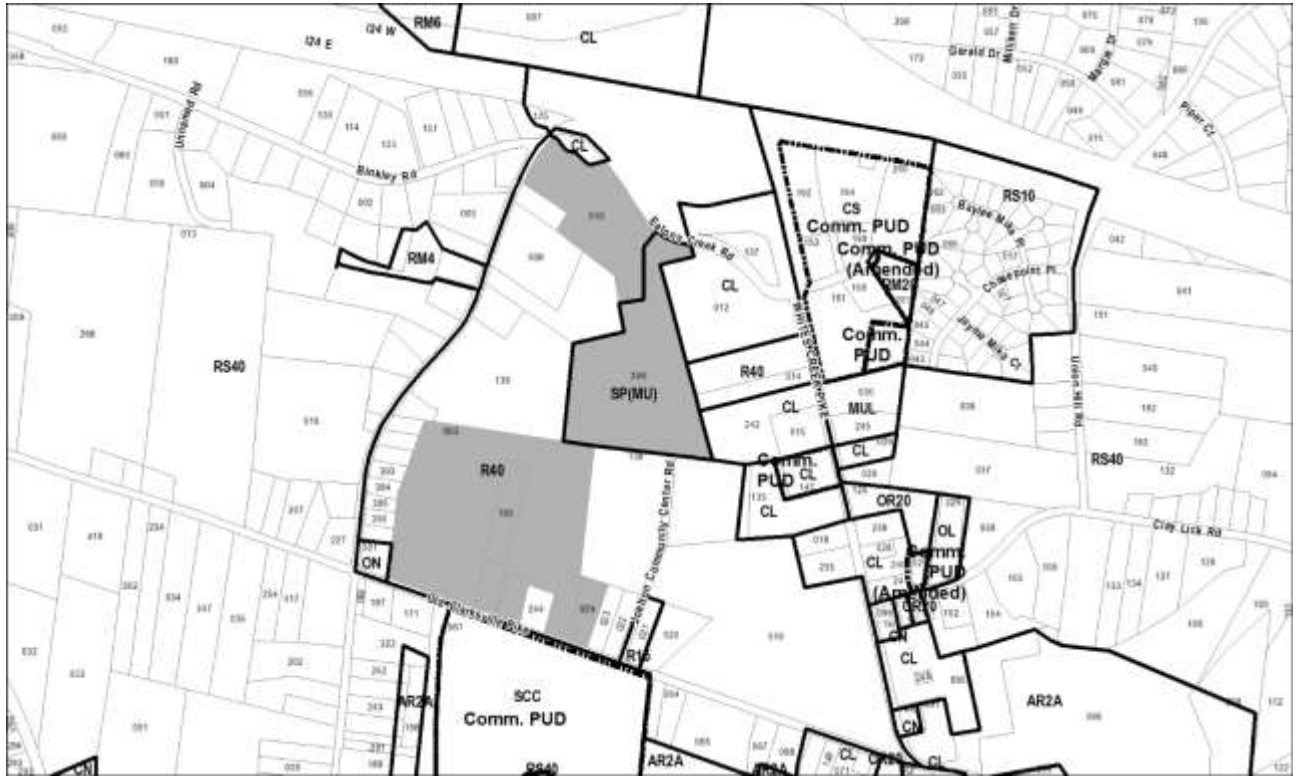
Staff recommends approval with conditions including a variance to the maximum length of a permanent dead-end street and disapproval without all conditions.

### **CONDITIONS**

1. A revised plat with the removal of lots 7, 8, 10, and 15 should be submitted prior to submittal of the final site plan.
2. A revised plat with a revised development footprint to be located outside of the natural twenty percent slope area on lots 4, 6, 9, 11, 14, and 23 should be submitted prior to the submittal of the final site plan.
3. Onsite grading to install infrastructure shall be limited to the extent possible.
4. The site shall not be mass graded. Individual lots shall be graded to permit the specified building footprints.
5. Comply with all conditions and requirements of Metro Agencies.
6. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.



## Metro Planning Commission Meeting of 6/25/20



**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, May 28, 2020 and the June 11, 2020, Planning Commission meetings. A public hearing was held and closed by the Commission.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Reopen the public hearing. Disapprove.*

**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).

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

One and Two-Family Residential (R40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 1.16 dwelling units per acre including 25 percent duplex lots. *R40 would permit a maximum of 42 residential lots with ten duplex lots for a total of 52 residential units.*

**Proposed Zoning**  
Mixed Use Neighborhood-Alternative (MUN-A) is intended for a low intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

**JOELTON 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



## Metro Planning Commission Meeting of 6/25/20

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.

Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

### **ANALYSIS**

The application pertains to six properties totaling approximately 53 acres. The area lies south of the I-24 east bound off ramp and east bound entrance ramp and along a portion of Old Clarksville Pike to the south. Eaton's Creek Road is the closest street to the west and White's Creek Pike is to the east. The Joelton Community Center shares the eastern property line with part of the area requested to be rezoned. The site is mostly vacant but includes two single-family homes along Old Clarksville Pike. Approximately 15 acres is zoned SP. The SP was approved in 2018 for one residential unit, four lodging units and a wedding venue.

A public hearing was held on February 13, 2020. The staff recommendation was to approve. The Commission debated the appropriateness and timing of the proposed MUN-A zoning district. The Commission was concerned with the size of the area proposed to be rezoned and the amount of new development that it would permit in a predominately rural area that has inadequate infrastructure. The Commission deferred the request and asked that the councilmember continue working with the community. The Commission also asked for planning staff to take a closer look at the ramifications of applying MUN-A.

After further analysis as directed by the Commission, staff has concluded that the proposed MUN-A zoning district is not appropriate at this location at this time. The T2 NC policy may support MUN-A, but location is also a very important factor in determining appropriateness. The area proposed to be rezoned is accessed by rural two-lane roads and is adjacent to low density residential development. MUN-A is not appropriate due to the size of the area requested for rezoning and the scale of development that MUN-A would permit. Also, the Whites Creek Pike corridor is within the same T2 NC policy area. The corridor is zoned for commercial and includes various commercial uses. The corridor is underutilized and the existing commercial zoning districts along the corridor would permit additional development that could serve the community. Until the Whites Creek Pike commercial corridor is intensified and utilized to its potential, it is not appropriate to add additional commercial zoning districts that could direct development away from the underutilized corridor.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.



## Metro Planning Commission Meeting of 6/25/20

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

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
Single-Family Residential (210)	0.16	-	1 U	10	1	1

Maximum Uses in Existing Zoning District: **R40**

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)	38.32	1.089 D	52 U	580	40	50

\*Based on two-family lots



## Metro Planning Commission Meeting of 6/25/20

Maximum Uses in Proposed Zoning District: **MUN-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)	26.61	0.6 F	695 U	5214	301	332

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	13.31	0.6 F	347,870 SF	22080	1107	2380

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	13.30	0.6 F	347,608 SF	29144	254	2712

Traffic changes between maximum: **SP, R40 and MUN-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+56182	+1659	+5384

### **METRO SCHOOL BOARD REPORT**

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

### **STAFF RECOMMENDATION**

Staff recommends disapproval.

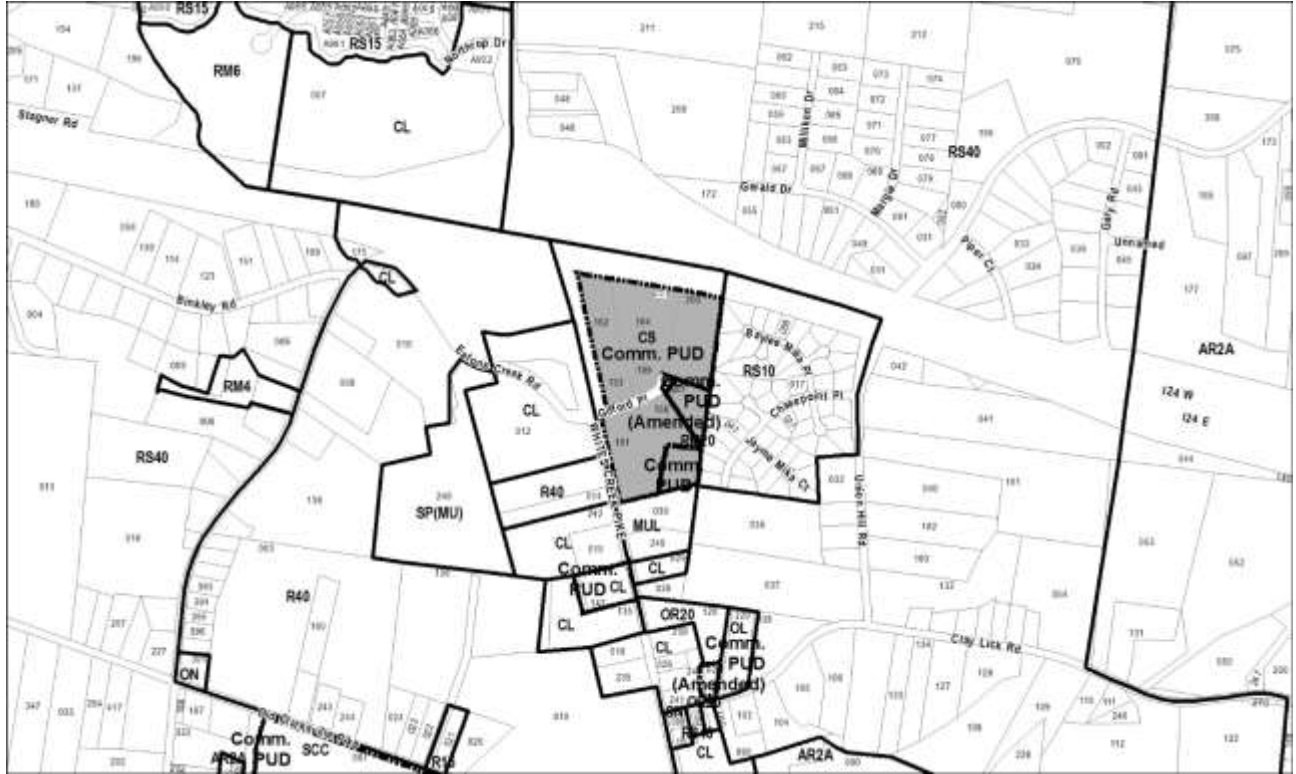




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 6/25/20



**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, May 28, 2020 and the June 11, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Disapprove.*

**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).

**Existing Zoning**

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

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.

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



## Metro Planning Commission Meeting of 6/25/20

### **Proposed Zoning**

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

### **JOELTON 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 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.

Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

### **ANALYSIS**

Staff's original recommendation was to approve. At the February 13, 2020, Planning Commission meeting, the Commission deferred this application with four other requests in the immediate area. The Commission held a public hearing for one of the applications, 2020Z-007PR-001, prior to its deferral. The Commission was concerned with the scale of new development that would be permitted by the combined request. The Commission asked that the councilmember continue working with the community. The Commission also asked for planning staff to take a closer look at the ramifications of applying MUN-A.

After further analysis, staff finds that the proposed MUN-A zoning district and the associated PUD cancelation are not appropriate. The existing CS zoning district and PUD overlay provide for the appropriate level of development at the subject location. The site is adjacent to the Whites Creek Pike commercial corridor. The corridor is underutilized and until the corridor is intensified and utilized to its potential, additional commercial intensity is not necessary.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 6/25/20

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	20.82	0.6 F	23,125 SF	34538	1731	3722

#### Maximum Uses in Proposed Zoning District: MUN-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)	11.06	0.6 F	289 U	2144	131	152

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	5.53	0.6 F	288,280 SF	18298	917	1972



## Metro Planning Commission Meeting of 6/25/20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	5.53	0.6 F	288,280 SF	24170	211	2249

Traffic changes between maximum: **PUD and MUN-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+9883	-484	+636

### **METRO SCHOOL BOARD REPORT**

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

### **STAFF RECOMMENDATION**

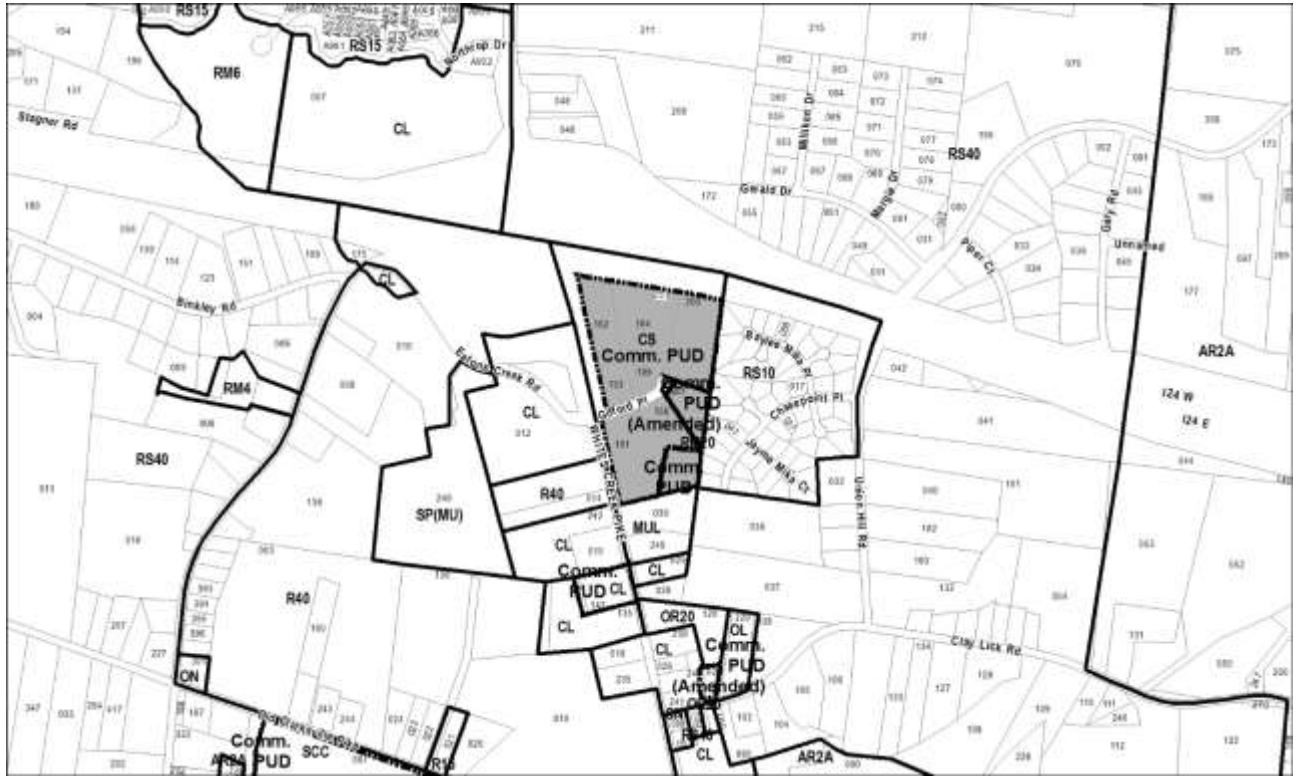
Staff recommends disapproval. Staff also recommends that the public hearing be reopened.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 6/25/20



**61-77P-004**

**GIFFORD COMMERCIAL PUD (CANCELLATION)**

Map 022, Various Parcels

01, Joelton

01 (Jonathan Hall)





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

**Deferrals** This item was deferred at the January 16, 2020, February 13, 2020, March 26, 2020, April 9, 2020, May 14, 2020, May 28, 2020 and the June 11, 2020, Planning Commission meetings. No public hearing was held.

<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove.</i>

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

PUD Cancellation

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

**Existing Zoning**

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

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.

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



## Metro Planning Commission Meeting of 6/25/20

### ANALYSIS

The PUD overlay permits a variety of uses that are permitted by the CS and RM20 base zoning districts. Uses in the current PUD include a campground, motel, restaurant and various commercial uses. The PUD was originally approved in 1977 and has been revised several times in the past. In 2016, Council approved an amendment to allow a boarding house on one property in the PUD. The property was also rezoned to RM20, which was required for the boarding house use.

Staff is recommending disapproval of this PUD cancelation and the associated zone change. The original recommendation was to approve the cancelation and the zone change. The current recommendation is based on the revised recommendation for the associated zone change.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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



## **Metro Planning Commission Meeting of 6/25/20**

### **STORMWATER RECOMMENDATION**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- Comply with MPW traffic engineer comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- If Fire department requires a secondary access road, an access study may be required.

### **WATER SERVICES RECOMMENDATION**

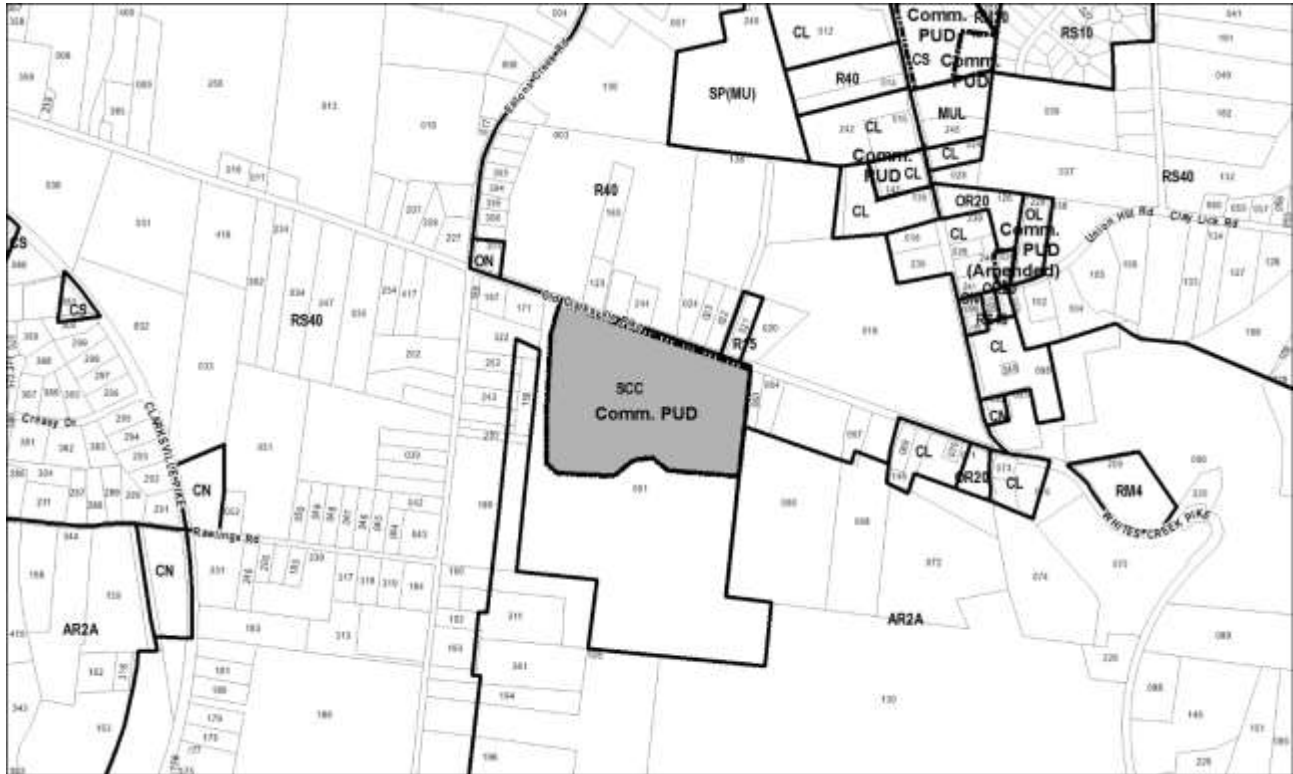
**Approve**

### **STAFF RECOMMENDATION**

Staff recommends disapproval.



Metro Planning Commission Meeting of 6/25/20



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, May 28, 2020 and the June 11, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Disapprove.*

**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).

**Existing Zoning**

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

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

**Proposed Zoning**

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



## Metro Planning Commission Meeting of 6/25/20

### JOELTON 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 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.

Rural Neighborhood Center (T2 NC) is intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

### ANALYSIS

The existing PUD was originally approved by the Planning Commission in 1998, and subsequently adopted by Metro Council the same year. The approved PUD permits general retail and restaurant uses with a maximum floor area of 204,800 square feet. The PUD applies to only a portion of the property. The portion outside of the PUD boundary is zoned RS40. No development has occurred under the PUD.

Staff's original recommendation was to approve. At the February 13, 2020, Planning Commission meeting, the Commission deferred this application with four other requests in the immediate area. The Commission held a public hearing for one of the applications, 2020Z-007PR-001, prior to its deferral. The Commission was concerned with the scale of new development that would be permitted by the combined request. The Commission asked that the councilmember continue working with the community. The Commission also asked for planning staff to take a closer look at the ramifications of applying MUN-A.

After further analysis, staff finds that the proposed MUN-A zoning district and the associated PUD cancelation are not appropriate. While the T2 NC policy may support MUN-A, the location is not appropriate. Given that the subject site can only be accessed by two lane rural roads and is surrounded by low density residential development, the existing SCC zoning district and PUD are not appropriate. Allowing for additional intensity would also not be appropriate. The Whites Creek Pike corridor is within the same T2 NC policy area. The corridor is zoned for commercial and includes various commercial uses. The corridor is underutilized and the existing commercial zoning districts along the corridor would permit additional development that could serve the community. Until the Whites Creek Pike commercial corridor is intensified and utilized to its potential, it is not appropriate to add additional commercial zoning districts that could direct development away from the underutilized corridor.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.



## Metro Planning Commission Meeting of 6/25/20

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

Maximum Uses in Existing Zoning District: PUD

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Are/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	25.95	-	204,800 SF	35873	1798	3866

Maximum Uses in Proposed Zoning District: MUN-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)	12.98	0.6 F	339 U	2522	153	176



## Metro Planning Commission Meeting of 6/25/20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	6.49	0.6 F	169,622 SF	10766	540	1161

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	6.48	0.6 F	169,361 SF	14200	124	1322

Traffic changes between maximum: **PUD and MUN-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-8385	-981	-1207

### **METRO SCHOOL BOARD REPORT**

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

### **STAFF RECOMMENDATION**

Staff recommends disapproval.

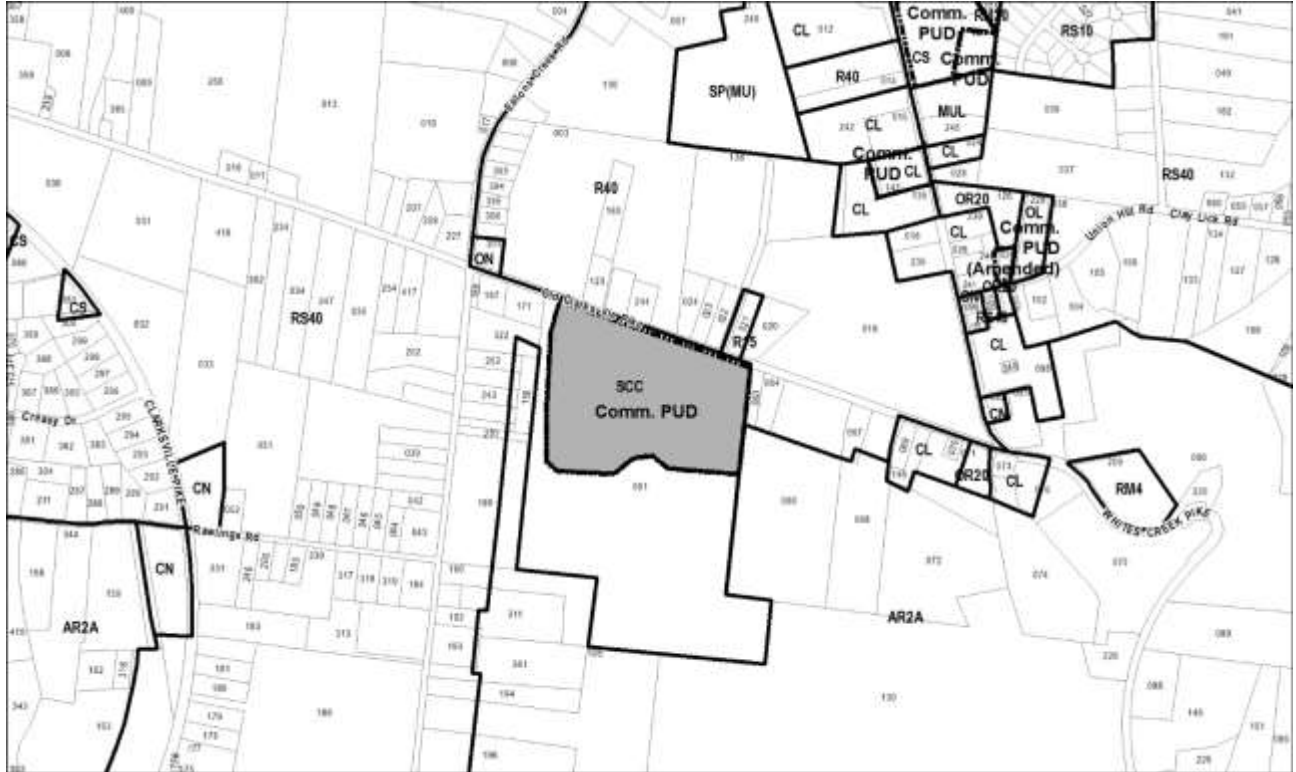




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 6/25/20



**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, May 28, 2020 and the June 11, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Disapprove.*

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

PUD Cancellation

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

**Existing Zoning**

Shopping Center Community (SCC) is intended for moderate intensity retail, office, restaurant, and consumer service uses for a wide market area.

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

**ANALYSIS**

The existing PUD was originally approved by the Planning Commission in 1998, and subsequently adopted by Metro Council the same year. The approved PUD permits general retail and restaurant uses with a maximum floor area of 204,800 square feet. The PUD applies to



## Metro Planning Commission Meeting of 6/25/20

only a portion of the property. The portion outside of the PUD boundary is zoned RS40. No development has occurred under the PUD.

Staff is recommending disapproval of this PUD cancelation and the associated zone change. The original recommendation was to approve the cancelation and the zone change. The current recommendation is based on the revised recommendation for the associated zone change.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Fire apparatus access roads shall be provided and maintained in accordance with the adopted fire code and standards.
- Except as approved by the fire code official; fire apparatus access roads shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have a minimum unobstructed width of 20 feet. Where a fire hydrant is located on a fire apparatus access road the minimum width in the vicinity of the hydrant shall be 26 feet.
- Buildings over 30 feet in height shall meet fire department aerial apparatus access requirements.
- Dead end fire apparatus access roads in excess of 150 feet shall be provided with an approved fire apparatus turnaround.
- All points of the building shall be within 500 feet of a fire hydrant when measured via approved fire apparatus access route.
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- Multi-family residential developments having more than 200 dwelling units shall be provided with two separate and approved fire apparatus access roads.
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- 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**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 6/25/20**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends disapproval.



## Metro Planning Commission Meeting of 6/25/20



**2001UD-002-011**

1601 BROADWAY

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

10, Green Hills-Midtown

19 (Freddie O'Connell)



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

**Deferrals** This item was deferred at the May 14, May 28, and June 11, 2020, Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

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

UDO Major Modification

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

**Existing Zoning**

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

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

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



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### Existing Policy

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

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

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

### Site Plan

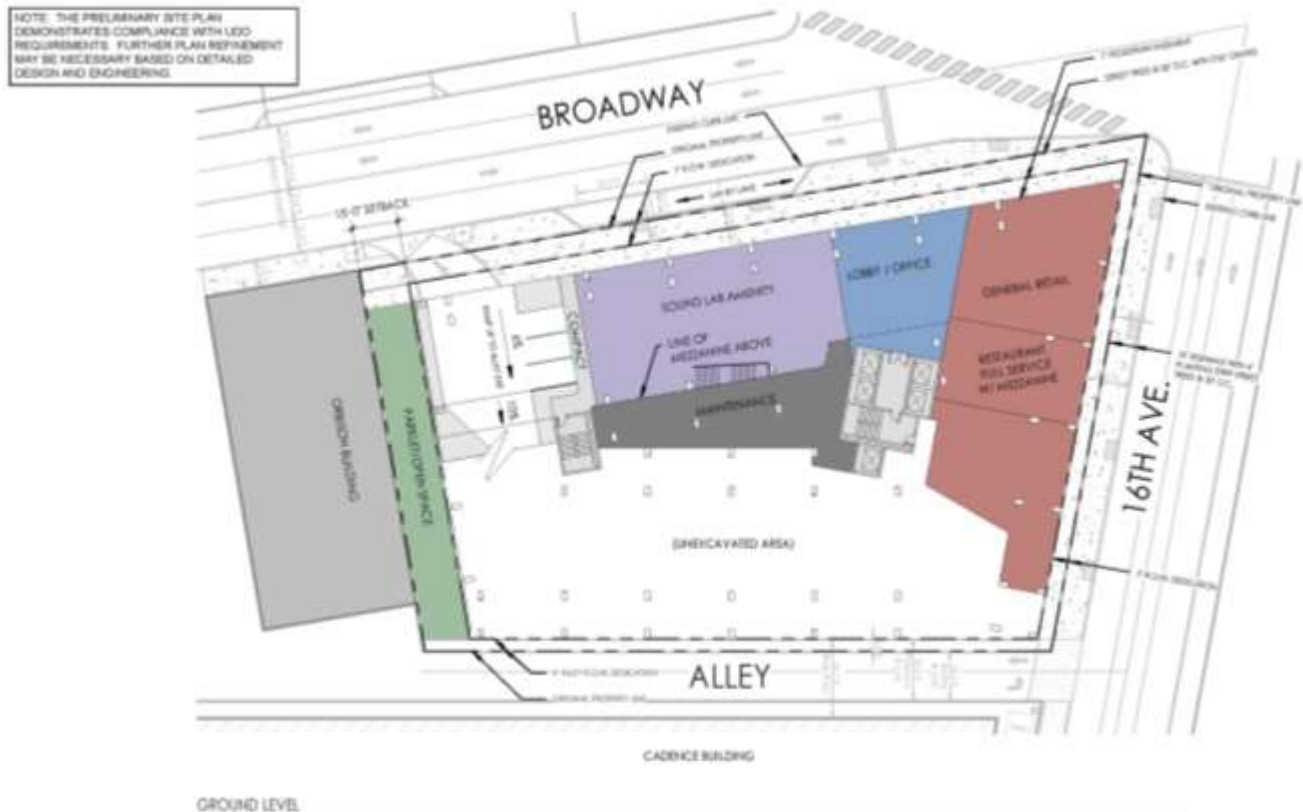


Figure 1: Site Plan at Ground Level





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NOTE: THE PRELIMINARY SITE PLAN DEMONSTRATES COMPLIANCE WITH UDD REQUIREMENTS. FURTHER PLAN REFINEMENT MAY BE NECESSARY BASED ON DETAILED DESIGN AND ENGINEERING.



Figure 2: Site Plan at Alley/Sound Lab Level



Figure 3: 16<sup>th</sup> Ave Elevation



Figure 4: Broadway Elevation



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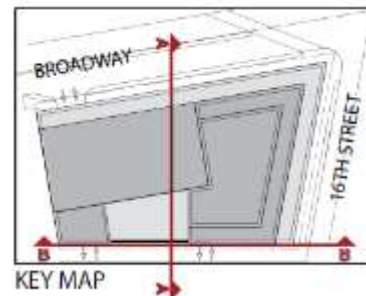
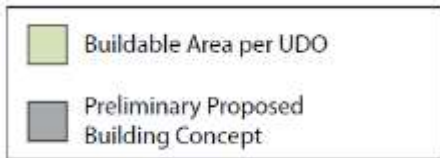
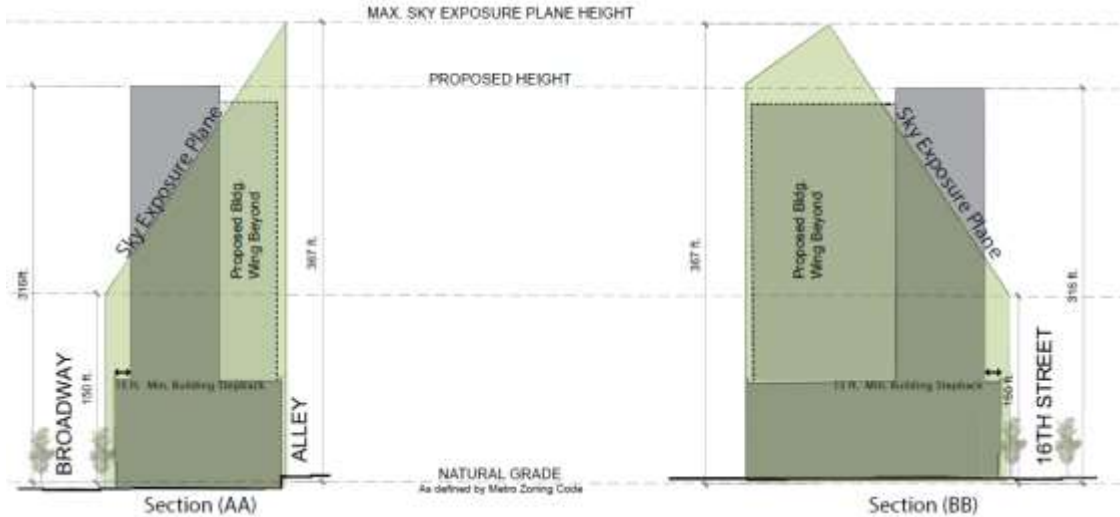
## PLAN DETAILS

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

## ANALYSIS

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

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

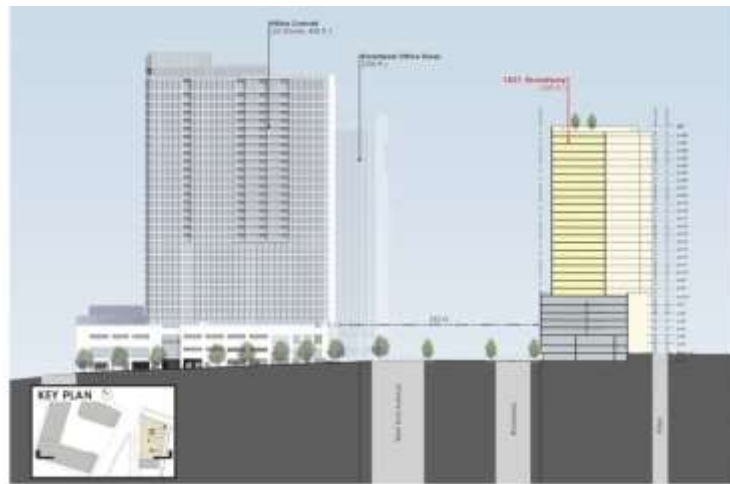




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The property falls within the Core Subdistrict of the Music Row UDO, which encourages large scale development at this location. Due to the prominence of this location and the wide width of Broadway in this area, the UDO states that large scale development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

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



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

### **Analysis Summary:**

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

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



## **Metro Planning Commission Meeting of 6/25/20**

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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



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### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with Conditions**

- Comply with MPW traffic comments for concept plan approval.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with Conditions**

- Coordinate with Metro Public Works Traffic Division to install fiber optic cable along West End Avenue and Broadway to interconnect the traffic signal at West End Avenue / Broadway at 16th Avenue, West End Avenue at 17th Avenue, and Broadway at 17th Avenue.
- Valet operations shall be prohibited along lay-by lane on Broadway.
- Vehicular access on Broadway shall consist of a right-turn in only. No exiting shall be permitted onto Broadway. Access shall be designed in a way to discourage a westbound left-turn movement into the site from Broadway.
- Alley 236 shall be widened along development frontage to 16th Avenue to a minimum of 20' to allow for at least one-10' travel lane in each direction.

### **STAFF RECOMMENDATION**

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

#### **Reasons are the following:**

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

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

### **CONDITIONS**

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