

# Metropolitan Planning Commission



## Staff Reports

**July 23, 2020**



## Metro Planning Commission Meeting of 7/23/20

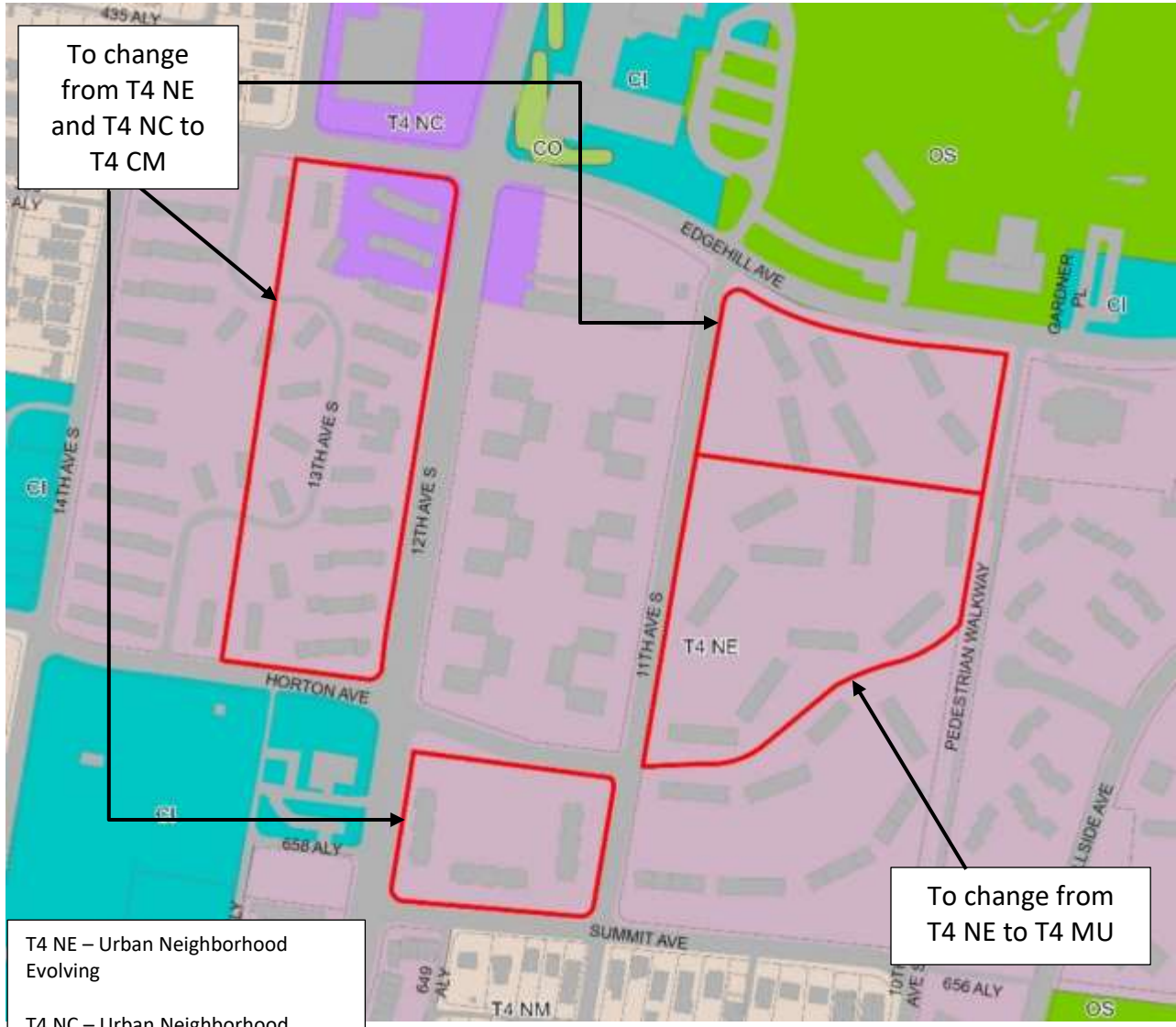
*Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/23/20



To change from T4 NE and T4 NC to T4 CM

To change from T4 NE to T4 MU

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

**2020CP-010-001**  
**GREEN HILLS - MIDTOWN COMMUNITY PLAN AMENDMENT**  
 Map 105-05, Parcel 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, June 11, 2020, and June 25, 2020 Planning Commission meetings. No public hearing was held.

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

**APPLICANT REQUEST**

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

Major Plan Amendment

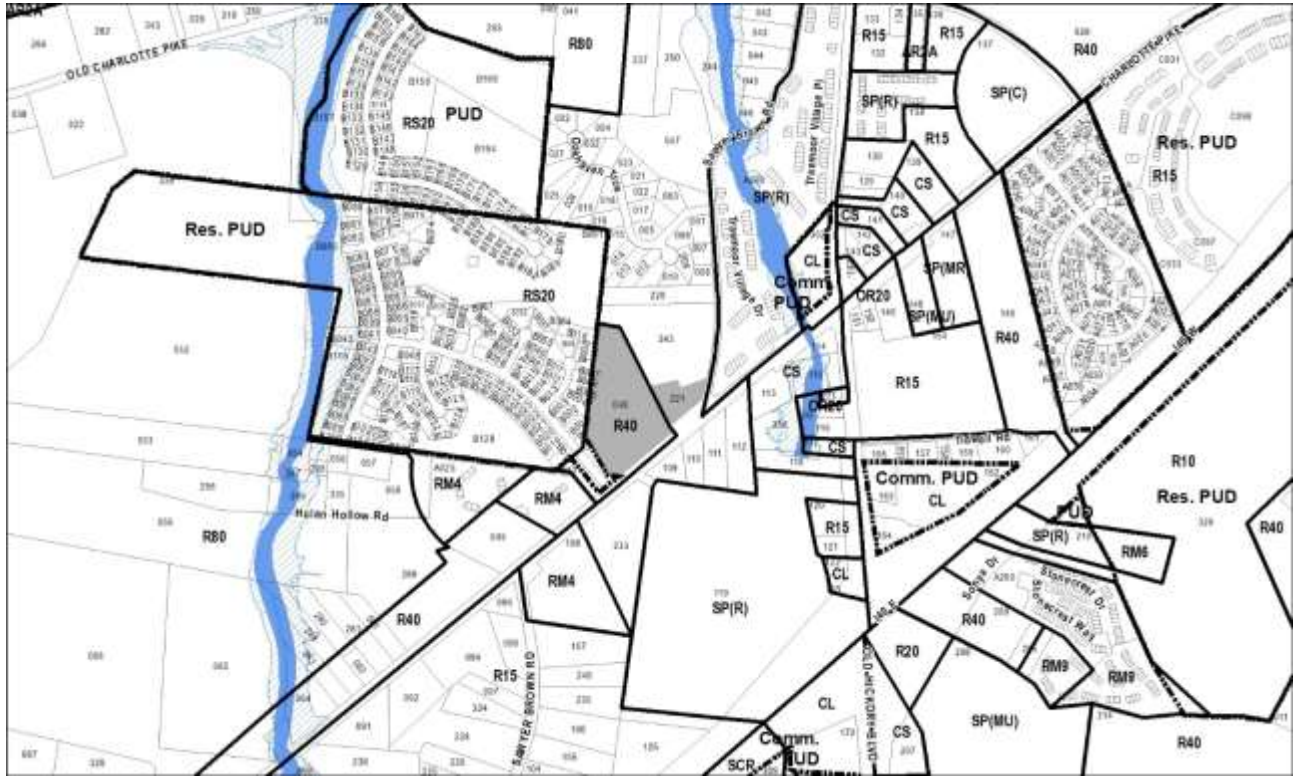
A request to amend the Green Hills - Midtown Community Plan by changing from T4 Urban Neighborhood Evolving Policy (T4 NE) and T4 Urban Neighborhood Center Policy (T4 NC) to T4 Urban Mixed Use Corridor Policy (T4 CM) and T4 Urban Mixed Use Neighborhood Center Policy (T4 NC) for property located at 1100 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 August 27, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 7/23/20



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



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

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

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

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**APPLICANT REQUEST**

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

Preliminary SP

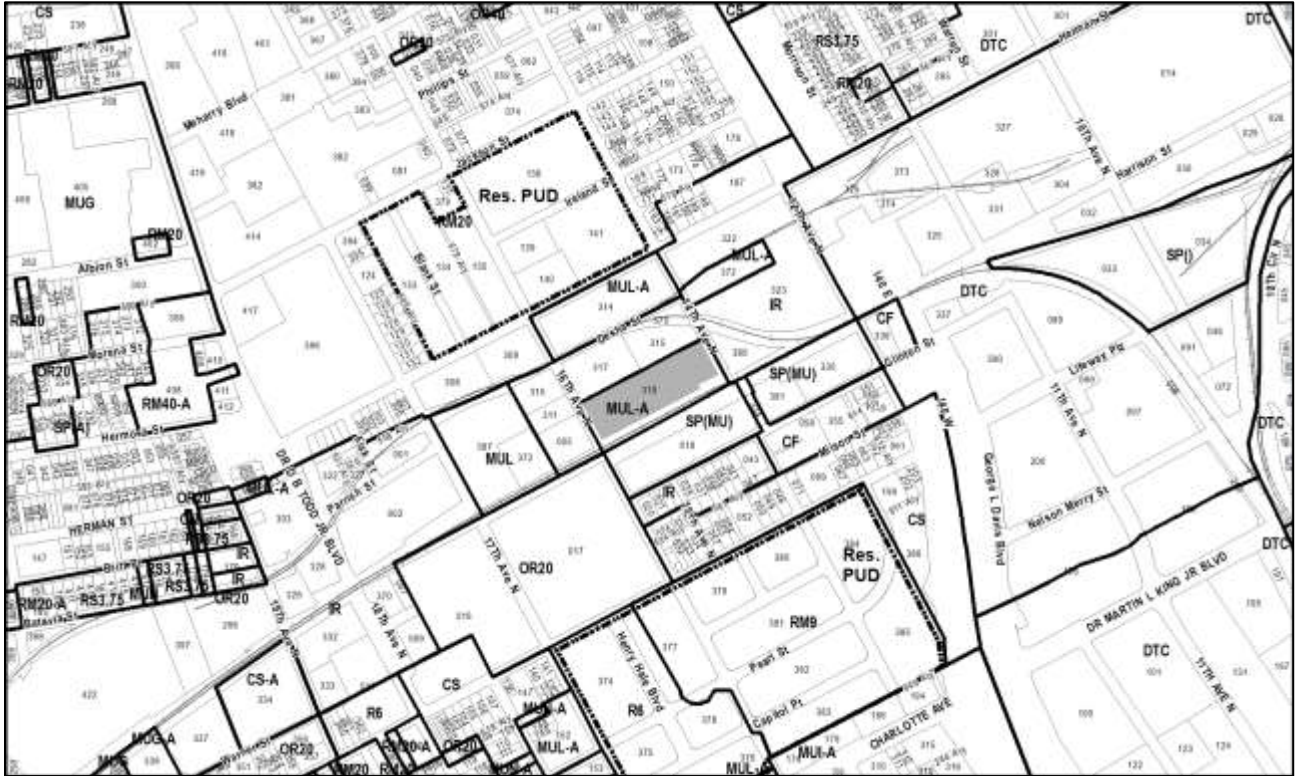
A request to rezone from One and Two Family Residential (R15) and One and Two Family Residential (R40) to Specific Plan-Residential (SP-R) zoning for properties located at 7456 and 7460 Charlotte Pike, at the northwest corner of Charlotte Pike and Sawyer Brown Road (6.87 acres), to permit 40 multi-family,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

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 7/23/20



**2020SP-030-001**  
LOFTS AT MARATHON SP  
Map 092-04, Parcel(s) 318  
08, North Nashville  
19 (Freddie O'Connell)





<b>Project No.</b>	<b>Specific Plan 2020SP-030-001</b>
<b>Project Name</b>	<b>Lofts at Marathon SP</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Catalyst Design Group, applicant; 14 <sup>th</sup> Avenue North, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Defer to the August 27, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit 449 multi-family residential units.**

Zone Change

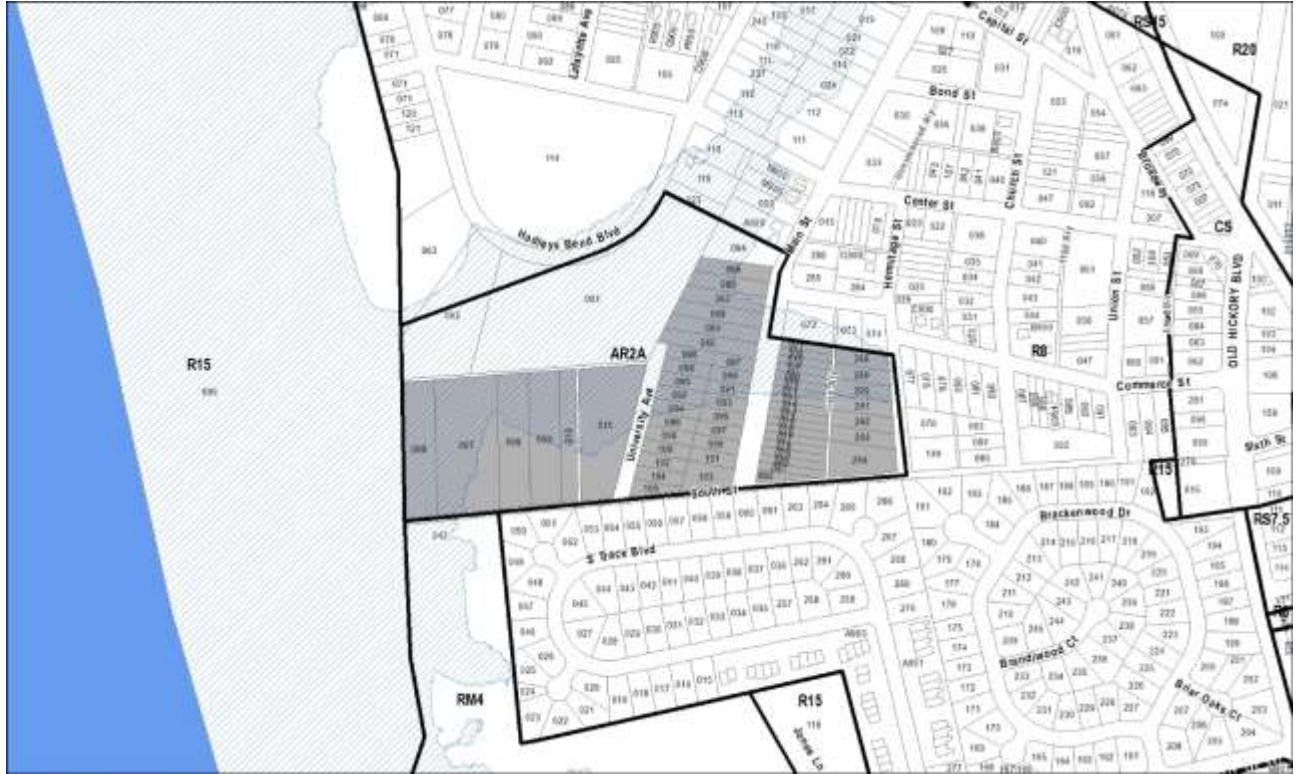
A request to rezone from Mixed Use Limited -Alternative (MUL-A) to Specific Plan (SP) zoning for property located at 806 16th Avenue North, approximately 200 feet southeast of Desha Street (2.6 acres), to permit 449 multi-family residential units.

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 27, 2020, Planning Commission meeting as requested by the applicant.



## Metro Planning Commission Meeting of 7/23/20



**2020SP-032-001**  
COVENANT COURT  
Various Maps, Various Parcels  
14, Donelson – Hermitage – Old Hickory  
11 (Larry Hagar)



<b>Project No.</b>	<b>Specific Plan 2020SP-032-001</b>
<b>Project Name</b>	<b>Covenant Court</b>
<b>Council District</b>	11 – Hagar
<b>School District</b>	4 – Shepherd
<b>Requested by</b>	Dale and Associates, applicant; The GJXMI Group LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the August 27, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Preliminary SP to permit 85 multi-family residential units.**

Preliminary SP

A request to rezone from Agricultural and Residential (AR2a) to Specific Plan (SP) zoning for various properties located along the northside of South Street to Hermitage Street, at the northwest corner of South Street and Hermitage Street (15.92 acres), to permit 85 multi-family residential units.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 7/23/20



**2015S-166-002**

**PAYNE ROAD ESTATES – SECTION 1**

Map 148, Parcel(s) 120-121

13, Antioch – Priest Lake

28, (Tanaka Vercher)



**Project No.** **Concept Plan 2015S-166-002**  
**Project Name** **Payne Road Estates – Section 1**  
**Council District** 28 – Vercher  
**School District** 6 – Bush  
**Requested by** Doyle Elkins, applicant; Chun Song, owner.

**Deferrals** This request was deferred from the June 11, 2020, and the June 25, 2020, Planning Commission meetings. No public hearing was held.

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

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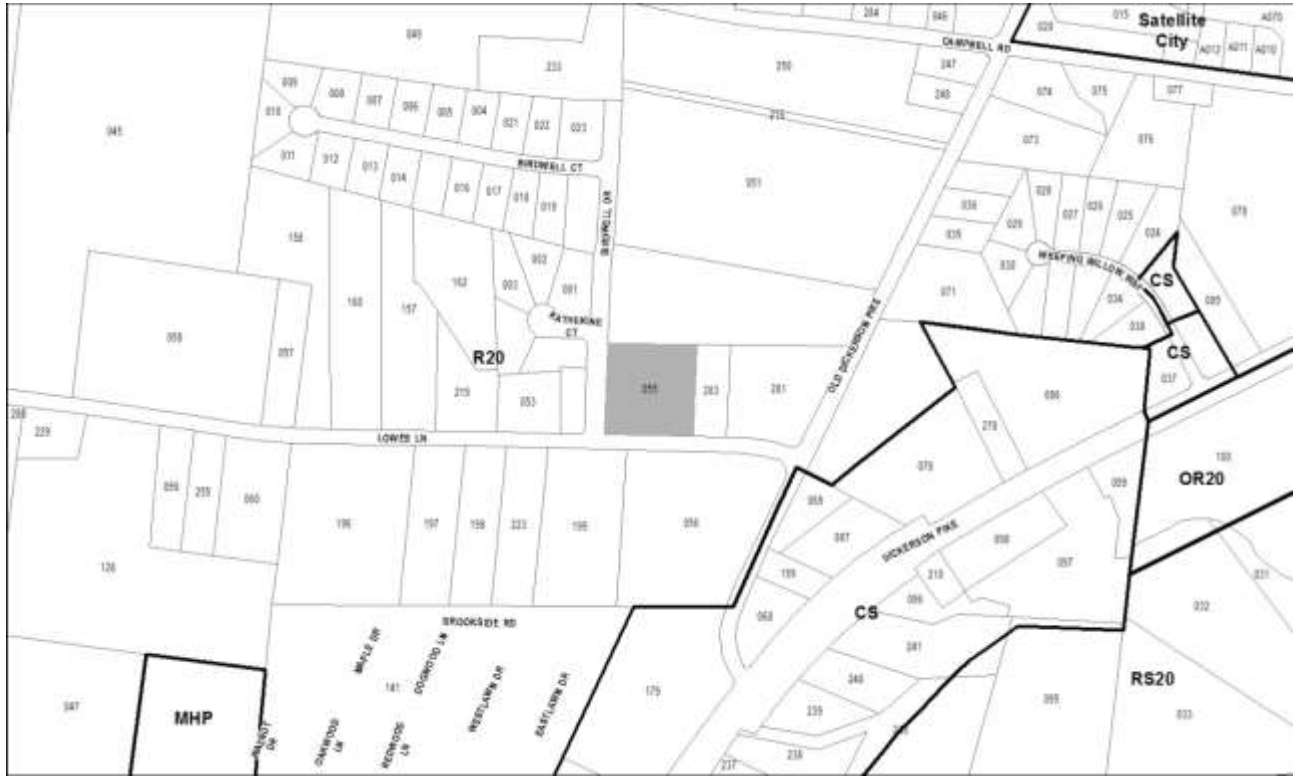
**APPLICANT REQUEST**  
**Concept plan to create 25 single-family residential lots.**

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**  
Defer to the August 27, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 7/23/20



### **2018S-209-001**

W.E. SCOTT SUBDIVISION, RESUB PHASE 2

Map 033, Parcel(s) 055

02, Parkwood – Union Hill

03 (Jennifer Gamble)



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

**Deferrals** This request was deferred from the April 9, 2020, April 23, 2020, May 14, 2020, May 28, 2020, June 11, 2020, and the June 25, 2020, Planning Commission meetings. No public hearing was held.

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

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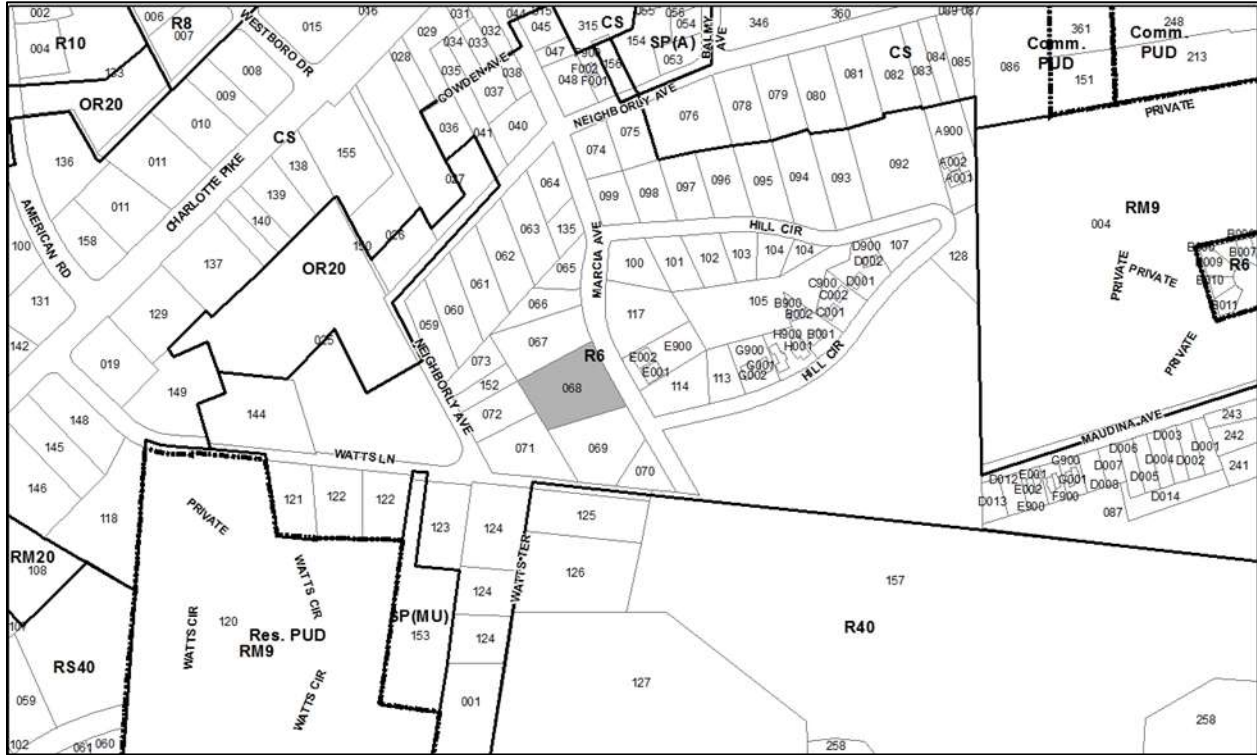
**APPLICANT REQUEST**  
**Final plat to create four lots.**

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

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



# Metro Planning Commission Meeting of 7/23/20



## 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>	05- Roberts
<b>School District</b>	9 – Frogge
<b>Requested by</b>	Clint T. Elliott Surveying, applicant; Luke and Hom, Xenia Ryan.
<b>Deferrals</b>	This request was deferred at the June 25, 2020, Planning Commission Meetings. No public hearing was held.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Defer to the August 27, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

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

Final Plat

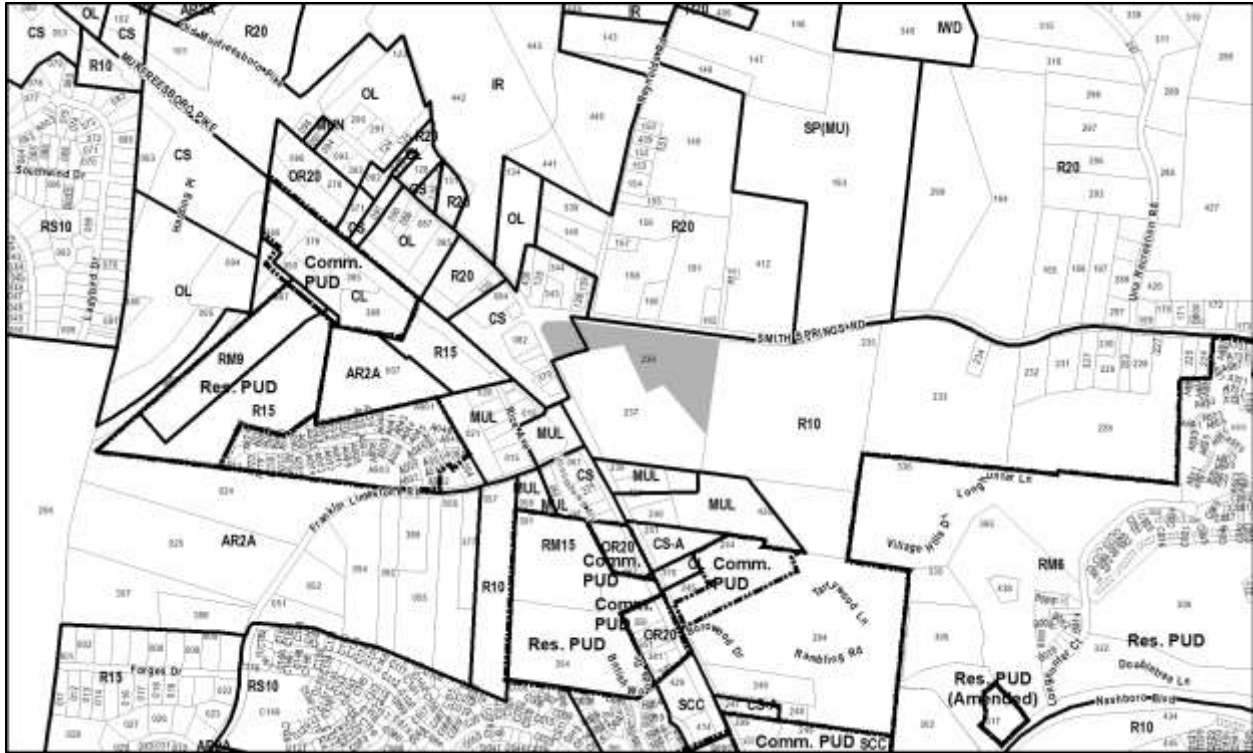
A request for final plat approval to create three lots on property located at 227 Marcia Avenue, approximately 545 feet south of Neighborly Avenue, zoned One and Two-Family Residential (R6) (0.91 acres).

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 7/23/20



**2019S-234-001**

**DORROLL PROPERTY SUBDIVISION**

Map 135, Parcel(s) 236

13, Antioch – Priest Lake

29 (Delishia Porterfield)



<b>Project No.</b>	<b>Final Plat 2019S-234-001</b>
<b>Project Name</b>	<b>Dorroll Property Subdivision</b>
<b>Council District</b>	29 –Porterfield
<b>School District</b>	7 – Player-Peters
<b>Requested by</b>	James R. Cooley, applicant; Nice and Aimee Dorroll, owner.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Defer to the August 27, 2020, Planning Commission meeting.</i>

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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 2000 Old Murfreesboro Pike, at the southeast corner of Smith Springs Road and Old Murfreesboro Pike, zoned Commercial Service (CS) and One and Two-Family Residential (R10) and within the Murfreesboro Pike Urban Design Overlay District (9.19 acres).

**STAFF RECOMMENDATION**

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





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

**Deferrals** This request was deferred at the April 23, 2020, May 14, 2020, May 28, 2020, June 11, 2020, and June 25, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis  
**Staff Recommendation** *Defer indefinitely.*

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**APPLICANT REQUEST**

**Concept plan 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).

**STAFF RECOMMENDATION**

Staff recommends indefinite deferral of the item at the request of the applicant.



## Metro Planning Commission Meeting of 7/23/20



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

408 FARRIS – FOUR LOT

Map 052-03, Parcel(s) 139

04, Madison

09, (Tonya Hancock)



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

**Deferrals** This items was deferred from the June 25, 2020, Planning Commission meeting. A public hearing was held and closed.

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

**APPLICANT REQUEST**

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

Final Plat

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

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 7/23/20



**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, June 11, 2020, and June 25, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Dunnavant  
**Staff Recommendation** *Defer indefinitely.*

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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 indefinite deferral at the request of the applicant.



## Metro Planning Commission Meeting of 7/23/20



**2020S-098-001**

**PETRE PLACE RESUB LOT 2**

Map 070-02 Parcel(s) 015

3, Bordeaux-Whites Creek-Haynes Trinity

02 (Toombs)



**Project No.** Final Plat 2020S-098-001  
**Project Name** Petre Place Resub Lot 2  
**Council District** 02 - Toombs  
**School District** 1 – Gentry  
**Requested by** Clint Elliott Survey, applicant; L.A.N.D. Group, LLC, owner.

**Deferrals** This item was deferred from the June 11, 2020, Planning Commission meeting. 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**

**Request for final plat approval to create two lots.**

Final Plat

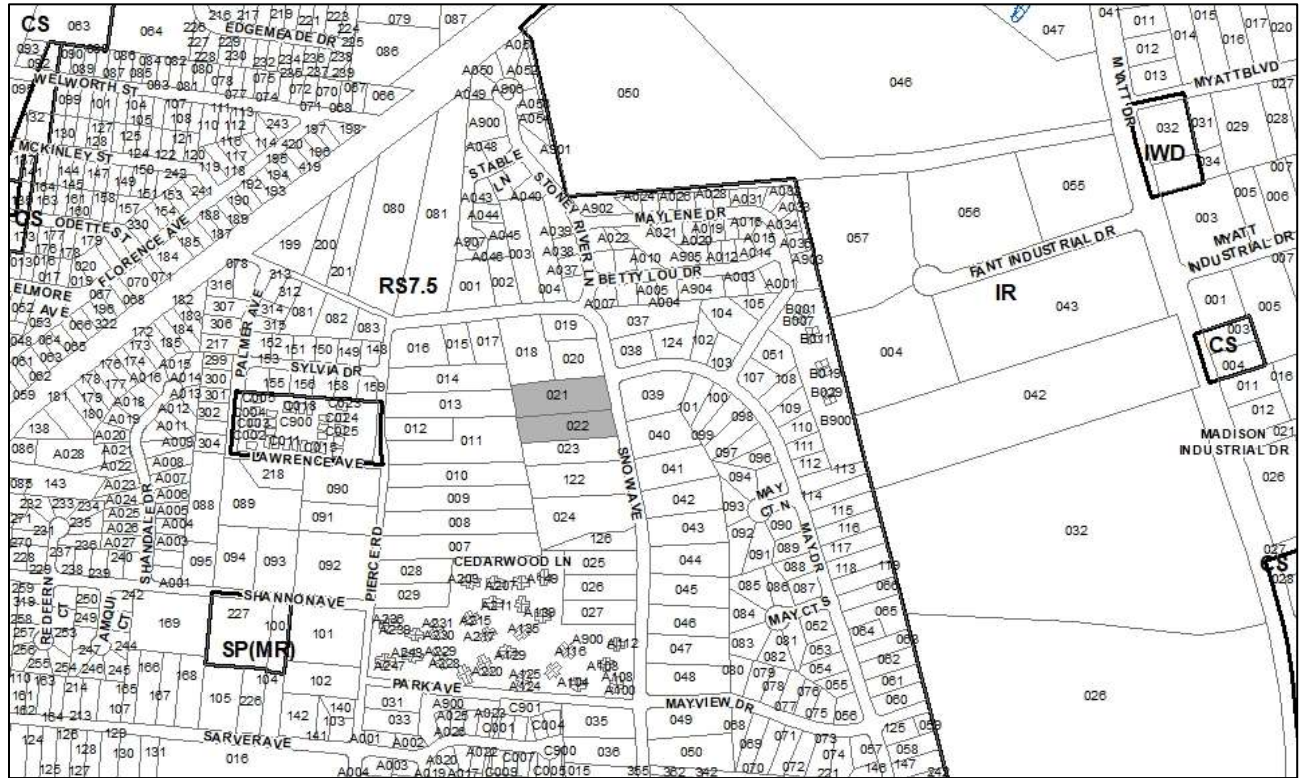
A request for final plat approval to create two lots on property located at 1205 St. Marys Lane, approximately 195 feet east of Tucker Road, zoned One and Two-Family Residential (R10) (0.46 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the August 27, 2020, Planning Commission meeting as requested by the applicant.



# Metro Planning Commission Meeting of 7/23/20



**2020S-113-001**

RESUB OF LOTS 8A AND 8B ON THE RESUB OF LOT 8 ON THE PLAN OF  
DIXIE PURE FOOD COMPANY'S SUBDIVISION

Map 043-02, Parcel(s) 021-022

04, Madison

09 (Hancock)



<b>Project No.</b>	<b>Final Plat 2020S-113-001</b>
<b>Project Name</b>	<b>Resubdivision Of Lots 8A And 8B On The Resubdivision On The Plan Of Dixie Pure Food Company's Subdivision</b>
<b>Council District</b>	09 - Hancock
<b>School District</b>	3 - Speering
<b>Requested by</b>	Clint Elliott Survey, applicant; Diane Rabago, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Defer to the August 27, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**

**Final plat to create eight lots.**

Final Plat

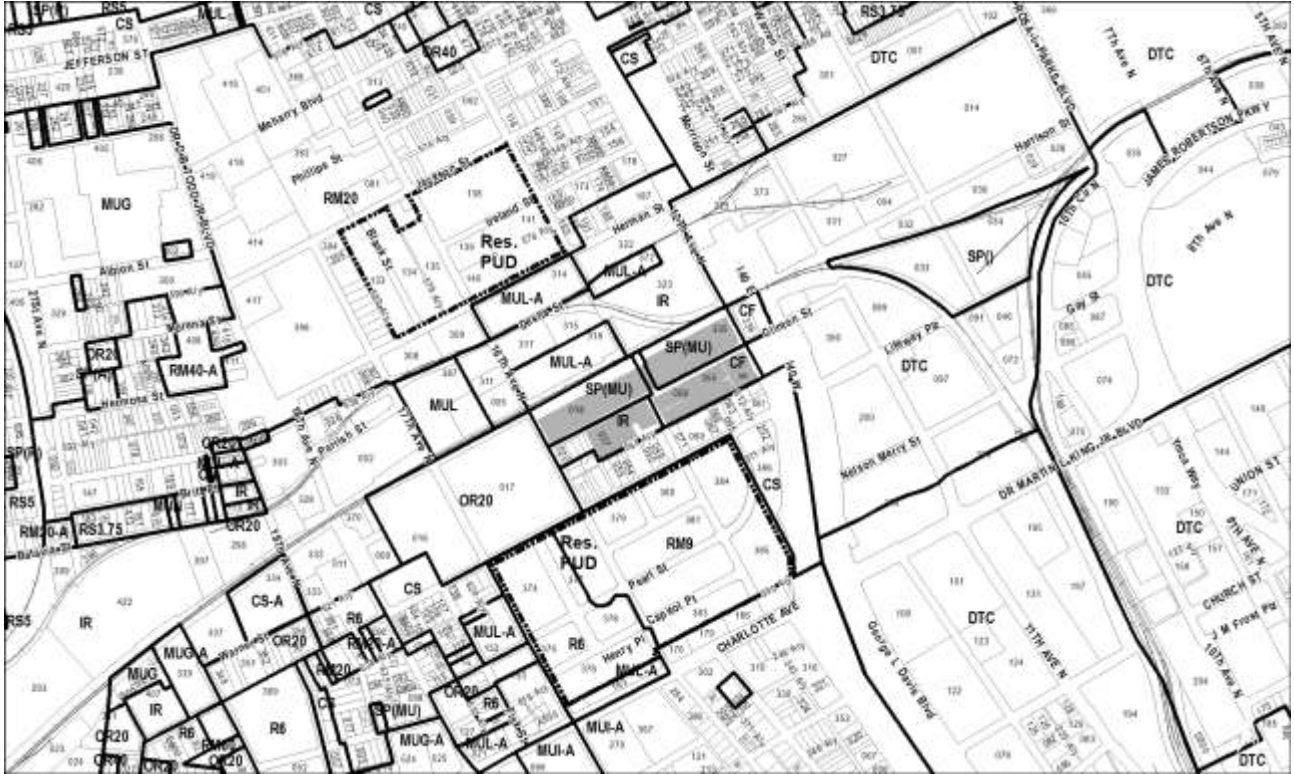
A request for final plat approval to create eight lots on properties located at 1011A and 1011B Snow Avenue, approximately 315 feet south of Stoney River Lane, zoned Single-Family Residential (RS7.5) (2.2 acres).

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 7/23/20



**2019HP-001-001**

**MARATHON VILLAGE HISTORIC PRESERVATION OVERLAY**

Various Maps, Various Parcels

8, North Nashville

19 (Freddie O'Connell)



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

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

**Council Bill No.** BL2020-256

**Council District** 19 – O’Connell

**School District** 5 – Buggs

**Requested by** Councilmember Freddie O’Connell.

**Deferrals** This item was heard at the February 27, 2020, Planning Commission meeting. A public hearing was held and closed. The item was deferred at the March 12, 2020, March 27, 2020, April 9, 2020, April 23, 2020, May 14, 2020, and May 28, 2020, Planning Commission meetings.

**Staff Reviewer** Lewis

**Staff Recommendation** *Defer to the August 27, 2020 Planning Commission hearing.*

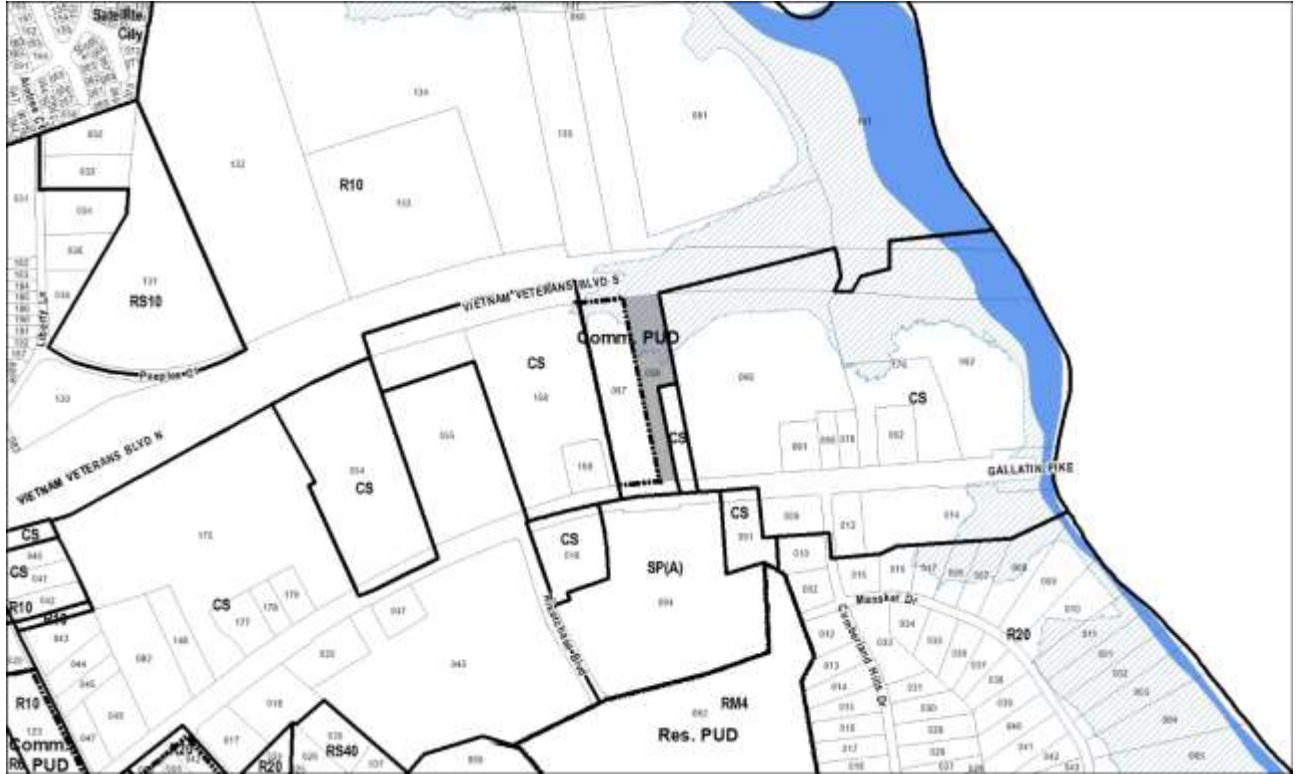
**APPLICANT REQUEST**  
**Apply Historic Preservation Overlay District.**

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

**STAFF RECOMMENDATION**  
Staff recommends deferral of the item to the August 27, 2020 Planning Commission hearing.



## Metro Planning Commission Meeting of 7/23/20



**2020Z-082PR-001**

Map 026, Parcel(s) 058

04, Madison

10 (Zach Young)





<b>Project No.</b>	<b>Zone Change 2020Z-082PR-001</b>
<b>Council District</b>	10 – Young
<b>School District</b>	3 – Speering
<b>Requested by</b>	Dale and Associates, applicant; Terry Flatt, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Defer to the August 27, 2020, Planning Commission meeting.</i>

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**APPLICANT REQUEST**  
**Zone change from R10 to CS.**

Zone Change

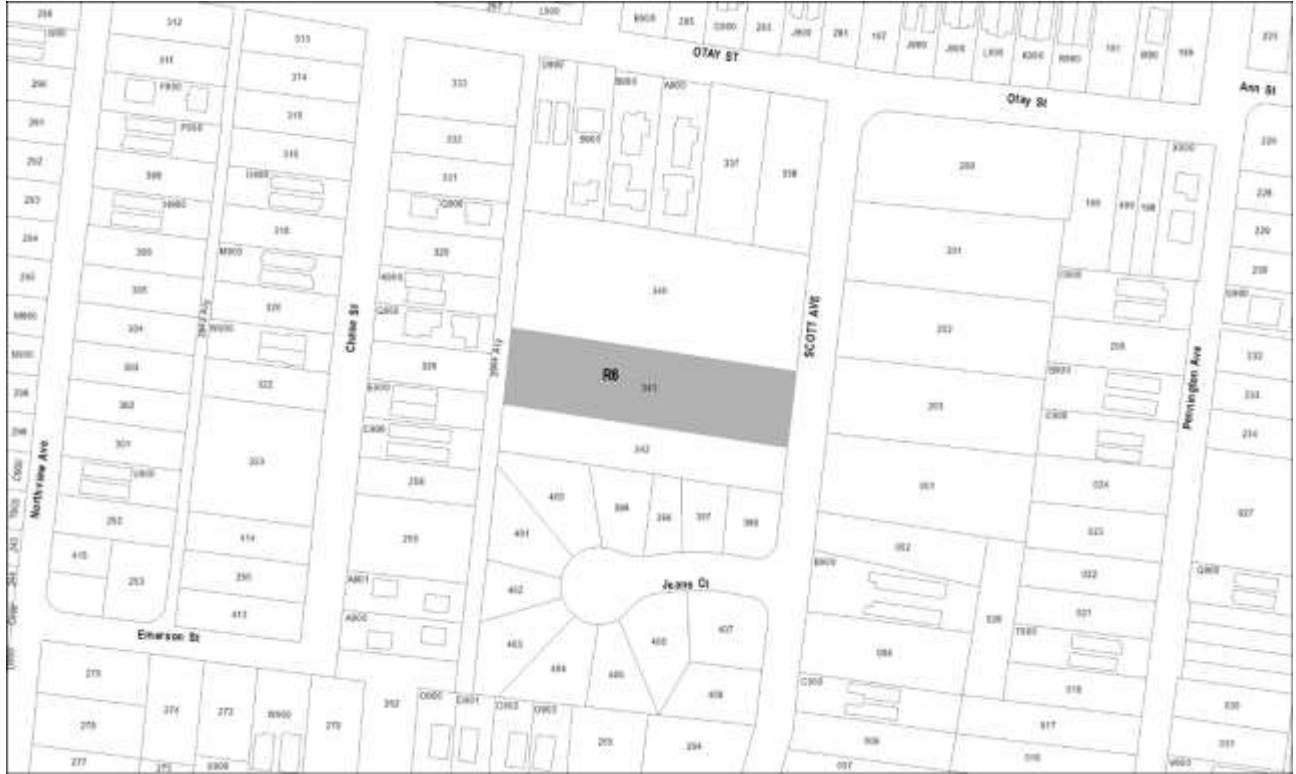
A request to rezone from One and Two-Family Residential (R10) to Commercial Service (CS) zoning for property located at 2364 Gallatin Pike, approximately 750 feet east of Riverchase Boulevard (2.93 acres).

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 7/23/20



**2020Z-083PR-001**

Map 072-10, Parcel(s) 341

05, East Nashville

07 (Emily Benedict)



<b>Project No.</b>	<b>Zone Change 2020Z-083PR-001</b>
<b>Council District</b>	07 - Benedict
<b>School District</b>	5 - Buggs
<b>Requested by</b>	RSC LLC, applicant; Allen Zirker and Eleanor Zirker, owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the August 27, 2020, Planning Commission meeting.</i>

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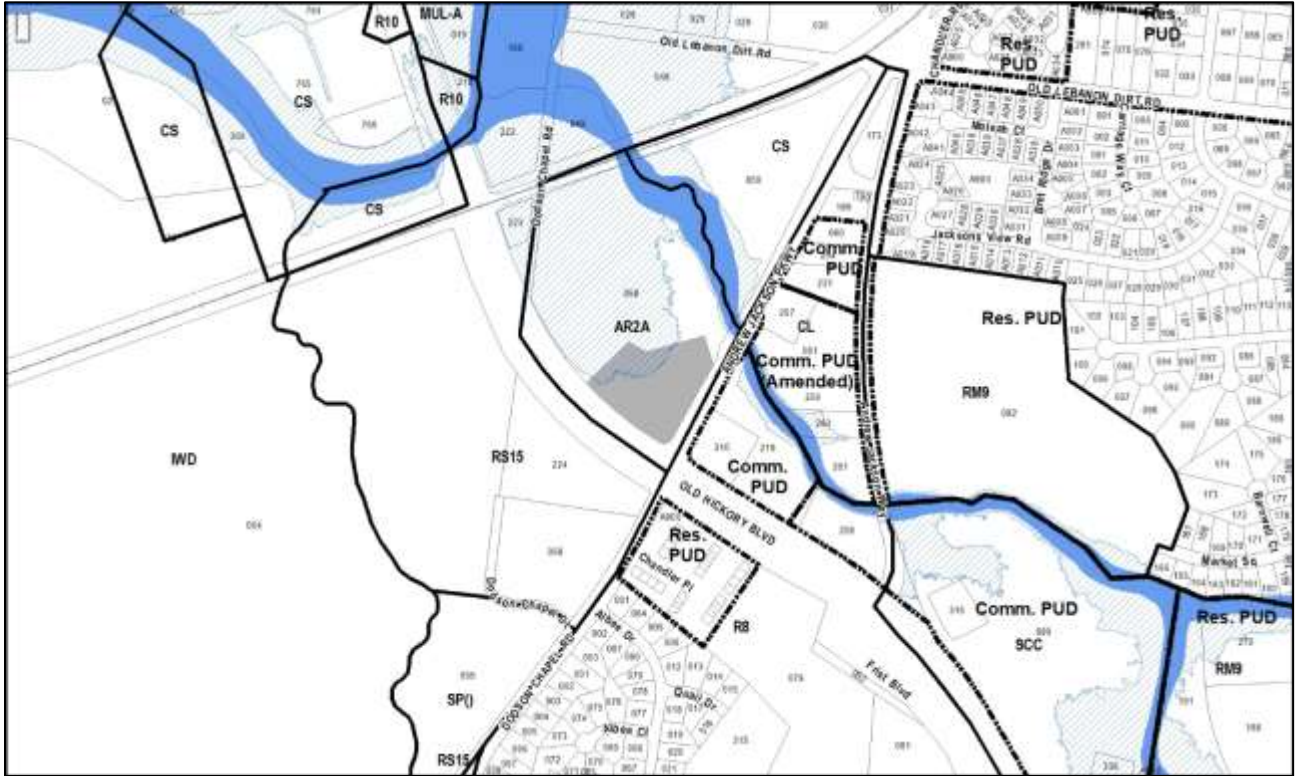
**APPLICANT REQUEST**  
**Zone change from R6 to RM6.**

Zone Change  
A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential (RM6-NS) zoning for property located at 2116 Scott Avenue, approximately 144 feet north of Jeans Court (0.88 acres).

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



## Metro Planning Commission Meeting of 7/23/20



**2020Z-069PR-001**

Map 086, Part of Parcel(s) 058

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



**Project No.** Zone Change 2020Z-069PR-001  
**Council District** 11 - Hagar  
**School District** 4 - Shepherd  
**Requested by** Gresham Smith, applicant; Morgan Family Properties, LLC, owner.

**Deferrals** This item was deferred at the June 25, 2020, Planning Commission hearing. No public hearing was held.

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

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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 August 27, 2020, Planning Commission meeting at the request of the applicant.



# Metro Planning Commission Meeting of 7/23/20



**2020S-119-001**

**J.B. DAVIS SUBDIVISION**

Map 092-07, Parcel(s) 199, 425

08, North Nashville

21 (Brandon Taylor)



<b>Project No.</b>	<b>Final Plat 2020S-119-001</b>
<b>Project Name</b>	<b>J.B. Davis Subdivision</b>
<b>Council District</b>	21 - Taylor
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Clint T. Elliott Surveying, applicant; E3 Construction Services, LLC, owner.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Defer to the August 27, 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 properties located at 2318 and 2320 Batavia Street, approximately 105 feet east of 24th Ave N, zoned Single-Family Residential (RS5) (0.38 acres).

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 7/23/20



**2020CP-004-001**

MADISON COMMUNITY PLAN AMENDMENT

Map 51-6, Parcel(s) 39

4, Madison

8 (Nancy VanReece)





<b>Project No.</b>	<b>Major Plan Amendment 2020CP-004-001</b>
<b>Project Name</b>	<b>Madison Community Plan Amendment</b>
<b>Associated Cases</b>	2020Z-072PR-001
<b>Council District</b>	08 – VanReece
<b>School District</b>	3 – Speering
<b>Requested by</b>	Tune Entrekin and White PC, applicant; Traci Horst and Brent Horst, owners.
<b>Staff Reviewer</b>	McCaig
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Major Plan Amendment

A request to amend the Madison Community Plan by changing from T3 Suburban Neighborhood Maintenance (T3 NM) policy to Transition (TR) policy for property located at 1201 South Graycroft Avenue, at the southeast corner of West Due West Avenue and South Graycroft Avenue, zoned Single-Family Residential (RS20) (1.04 acres).

**MADISON COMMUNITY PLAN**

**Current Policy**

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

Conservation (CO) recognizes the presence of environmentally sensitive features, such as floodways/floodplains and steep slopes. In this instance, it recognizes a stream.

**Proposed Policy** (*Note: CO policy will remain.*)

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small- to medium-sized footprints.

**BACKGROUND**

The study area, consisting of one property, is located at 1201 South Graycroft Avenue, at the southeast corner of the South Graycroft Avenue and W. Due West Avenue in Madison. It is part of a large area of Suburban Neighborhood Maintenance (T3 NM) policy; however, it is surrounded on two sides by a large area of District Employment Center (D EC) policy with numerous office and institutional uses.



## Metro Planning Commission Meeting of 7/23/20

The property is approximately one acre and currently contains a single-family house and a stream running along the front. The applicant requested this plan amendment in conjunction with Case #2020Z-072PR-001, a request to rezone from RS20 (residential single-family on 20,000 sq. ft. lots) to ON (office neighborhood) to allow the existing house to be reused as an office. Adjacent to the south is a single-family house; however, the property is already zoned ON. Across South Graycroft Avenue, is OG (office general), a more intense office zoning, and MUN (mixed use neighborhood) with medical offices and a restaurant.

### COMMUNITY PARTICIPATION

As part of the application process, the Executive Director determined the plan amendment is major, and the applicant is required to hold a community meeting. Planning staff is also reviewing a second plan amendment request nearby, and staff coordinated with the applicants and Councilmember VanReece to hold a virtual community meeting on July 9, 2020 to discuss both plan amendment requests. Notices were mailed to 179 property owners in a 1,300 foot buffer of the study areas. Councilmember VanReece also included details in her district newsletter and reported over 900 unique email addresses had opened her newsletter. Prior to filing the applications, both applicants, along with the Councilmember, had discussed their plans with adjacent neighbors and neighborhood leaders.

During the July 9<sup>th</sup> meeting, Planning staff provided an overview of the long-range planning process and the proposed amendments, and the applicants discuss their ideas. Approximately 16 people attended the meeting, including staff, the applicant teams, and the district councilmember. The meeting was available via WebEx and streamed live on Metro Nashville Network's Facebook page. No meeting attendees asked any follow-up questions. The recording was subsequently uploaded to Metro Planning's YouTube channel to be viewed by those who were unable to attend the live meeting. A survey to provide input was also available for meeting attendees along with subsequent viewers. At the writing of this report, staff has received four surveys supporting the amendment requests.

### ANALYSIS OF TRANSITION POLICY

The application of TR policy is consistent with surrounding policies currently applied to neighboring properties.

#### ***NashvilleNext's Growth & Preservation Concept Map***

The Growth & Preservation Concept Map reflects Nashvillians' desires for growth and preservation in the future. The concept map designates the study area as "Transition or Infill," adjacent to a "Center." "Transition or Infill" areas support a variety of uses that transition in scale between residential areas and mixed use "Center" areas. The NashvilleNext planning process applied the concept map designations generally rather than at the parcel-specific level.

#### Key Finding

- Concept Map's vision for this area makes it appropriate to change the policy for the study area to TR.



## Metro Planning Commission Meeting of 7/23/20

### Community Character Policy Application

“Transition or Infill” areas are generalized on the concept map and are explained in greater detail through Community Character Policies. These policies guide zoning and development decisions.

Community Plans provide history and context for Nashville’s 14 Community Planning areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. The Madison Community Plan uses Community Character Policies that are tailored to the suburban, urban, and rural character of neighborhoods throughout its large geographic area. The Community Plan emphasizes enhancing centers and corridors to revitalize older centers and provide more services and options, while strategically locating additional housing options, such as various housing types on a prominent corridor to support businesses and transit. The transition between these higher intensity areas and the surrounding neighborhoods is anticipated to be addressed through well-designed land use transitions sensitive to adjacent residential areas. The Madison Plan area also has numerous natural features including significant floodplain areas and steep slopes that warrant preservation and, where previously disturbed, reclamation.

The T3 Suburban Transect category is the bridge between the Rural and Urban Transect areas. Development within T3 Suburban is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environments. T3 Suburban areas are moderately developed with nature strategically incorporated into site design. T3 Suburban policies frame the street with natural features or buildings and enhance connectivity between neighborhoods, civic and institutional uses, open space, and center areas.

In T3 Suburban areas, centers typically are located at the edge of several neighborhoods. Residential and mixed-use corridors link suburban neighborhoods to suburban centers and have a distinct character and function. Suburban corridors allow vehicles to move efficiently while accommodating pedestrians and cyclists. In suburban centers, buildings and the streetscape frame the corridor. In suburban neighborhoods and between suburban centers, open space frames the corridor.

The proposed TR policy is consistent with the intent of the application of this policy category. TR policy’s intent is to enhance and create areas whose primary purposes are to serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These transition areas can minimize land use conflicts while providing opportunities for small scale offices and a mixture of mainly moderate- to high-density housing types.

TR areas are generally small in geographic size and serve a limited function of providing transitions in scale, intensity, and use at locations between high intensity and low intensity policy categories or development. Each TR area usually includes multiple properties; however, it is sometimes applied to one property, such as in this case when an owner wants to use an existing house as an office.

In this location, the property is adjacent to a large area of District Employment Center (D EC) policy as well as a large single-family residential neighborhood with T3 Suburban Neighborhood



## Metro Planning Commission Meeting of 7/23/20

Maintenance (T3 NM) policy. The property will serve as a transition between those two policy areas.

### Key Findings

- TR's intent of providing areas that serve as transitions between higher intensity uses and lower density residential neighborhoods makes it an appropriate policy for this location.
- The subject property's location between two policy categories makes it appropriate to change to TR policy.
- It is appropriate to apply TR to just one property in this case.
- It is appropriate to apply TR policy to allow an existing house to be used as an office.

### **Transportation and Connectivity**

TR areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The proposed change to TR policy is appropriate, given the high level of existing street connectivity along these sections of W. Due West Avenue and South Graycroft Avenue, both designated as mixed use arterials in the Major & Collector Street Plan. The study area currently accesses both streets. Some sidewalks are present in the larger area, but overall the area lacks transportation options other than driving.

### Key Finding

- The existing street network is adequate to support intensity/density envisioned by TR for this location.

### **Relationship to Surrounding Policy**

The study area is between T3 NM, a residential policy in a low to moderately dense single-family area, and D EC, an intense mixed-use policy area. TR policy is applied to areas where there is a need to provide a transition in scale and intensity between areas of intense development or major thoroughfares and lower intensity residential neighborhoods. Conservation policy is also present with a stream and is not proposed to change.

### Key Finding

- TR policy allows for an appropriate transition between the higher intensity D EC policy and the residential T3 NM policy.

### **Analysis Summary**

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

- Concept Map's vision for this area makes it appropriate to change the policy for the study area to TR.
- TR's intent of providing areas that serve as transitions between higher intensity uses and lower density residential neighborhoods makes it an appropriate policy for this location.
- The subject property's location between two policy categories makes it appropriate to change to TR policy.
- It is appropriate to apply TR to just one property in this case.



## **Metro Planning Commission Meeting of 7/23/20**

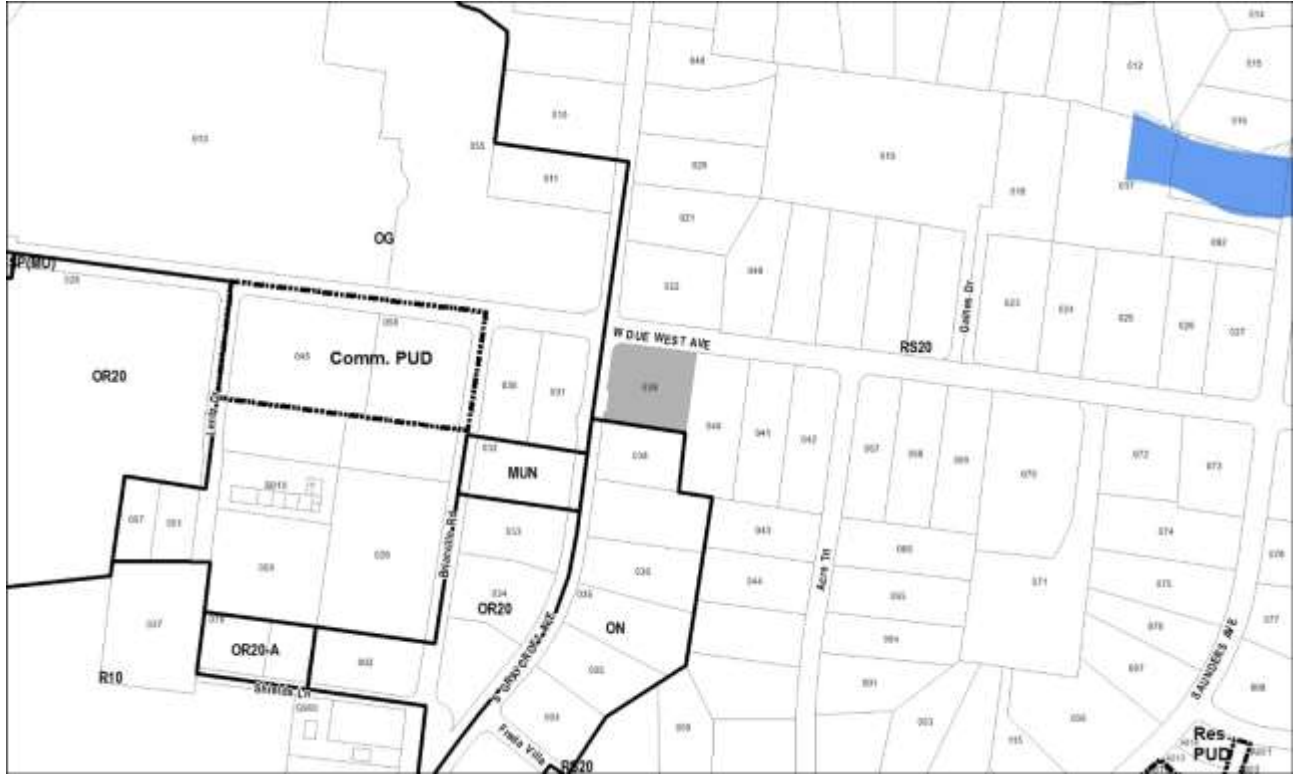
- It is appropriate to apply TR policy to allow an existing house to be used as an office.
- The existing street network is adequate to support intensity/density envisioned by TR for this location.
- TR policy allows for an appropriate transition between the higher intensity D EC policy and the residential T3 NM policy.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 7/23/20



### **2020Z-072PR-001**

Map 051-06, Parcel(s) 039

04, Madison

08 (Nancy VanReece)



**Project No.** **Zone Change 2020Z-072PR-001**  
**Associated Case** 2020CP-004-001  
**Council District** 08 – VanReece  
**School District** 3 – Speering  
**Requested by** Tune Entrekin and White PC, applicant; Traci Horst and Brent Horst, owners.

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

**APPLICANT REQUEST**  
**Zone change from RS20 to ON.**

Zone Change  
 A request to rezone from Single-Family Residential (RS20) to Office Neighborhood (ON) zoning for property located at 1201 South Graycroft Avenue, at the southeast corner of West Due West Avenue and South Graycroft Avenue (1.04 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 2 units.*

**Proposed Zoning**  
Office Neighborhood (ON) is intended for low intensity office uses.

**MADISON COMMUNITY PLAN**

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

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.



## Metro Planning Commission Meeting of 7/23/20

### Proposed Policy *(Note: CO policy is to remain)*

Transition (TR) is intended to enhance and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small- to medium-sized footprints.

### SITE AND CONTEXT

The 1.04 acre site is located on the south-east quadrant of the intersection of South Graycroft Avenue and Due West Avenue. Both South Graycroft Avenue and Due West Avenue are designated as Arterial Boulevards in the Major and Collector Street Plan. The site currently has a single-family residence and is surrounded by a mixture of residential uses, office uses, and some commercial uses. Also on the site is a stream that bisects the north west corner of the property from the remainder.

### ANALYSIS

The subject site sits at the corner of the intersection of two arterial boulevards with South Graycroft Avenue developed with office and commercial uses and West Due West Avenue developed primarily as residential adjacent to and opposite of the site. Rezoning this property to the ON district is not consistent with the existing policy, but is consistent with the intent of the Transition policy to provide small scale office opportunities on major thoroughfares. The stream that bisects the property and has the Conservation policy will remain protected with the small scale development that is permitted through the ON district.

### FIRE MARSHAL RECOMMENDATION

**Approve**

### TRAFFIC AND PARKING RECOMMENDATION

**Approve**

Maximum Uses in Existing Zoning District: **RS20**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	1.04	2.178 D	2 U	19	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Office (710)	-	0.4 F	18,120 SF	177	22	21

Traffic changes between maximum: **RS20 and ON**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+158	+20	+19





## **Metro Planning Commission Meeting of 7/23/20**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing RS20 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed ON: 0 Elementary 0 Middle 0 High**

The proposed ON zoning is not expected to generate any additional students than the existing RS20 zoning. Students would attend Chadwell Elementary School, Gra-Mar Middle School, and Maplewood High School.

### **STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 7/23/20



**2020CP-006-001**

BELLEVUE COMMUNITY PLAN AMENDMENT

Map 156, Parcel(s) 032 and 033

06, Bellevue

35 (Dave Rosenberg)



**Project No.** Major Plan Amendment 2020CP-006-001  
**Project Name** Bellevue Community Plan Amendment  
**Associated Cases** 2020SP-017-001  
**Council District** 35 – Rosenberg  
**School District** 9 – Frogge  
**Requested by** Dale and Associates, applicant; McMullin Family Properties LLC and Mamie Flanigan, owners.

**Deferrals** This item was deferred at the March 26, 2020, April 9, 2020, April 23, 2020, May 14, 2020, May 28, 2020, June 11, 2020, and June 23, 2020 Planning Commission Meeting. No public hearing was held.

**Staff Reviewer** McCullough  
**Staff Recommendation** Approve.

**APPLICANT REQUEST**

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

Major Plan Amendment

A request to amend the Bellevue Community Plan by changing from T3 Suburban Neighborhood Maintenance (T3 NM) policy to T3 Suburban Community Center (T3 CC) policy for a portion of properties located at 8033 and 8045 Highway 100 (2.68 acres).

**BELLEVUE COMMUNITY PLAN**

**Current Policy**

The current policies for the properties are T3 Suburban Neighborhood Maintenance (T3 NM) and Conservation (CO). The CO policy areas will remain.

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

Conservation Policy (CO) is intended to preserve environmentally sensitive land features through protection and remediation. This policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether they have already been disturbed. In this instance, sensitive features are floodway/floodplain areas associated with Trace Creek.



## Metro Planning Commission Meeting of 7/23/20

### **Proposed Policy** *(Note: CO policy will remain.)*

Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve communities generally within a 10- to 20-minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

### **BACKGROUND**

The two-parcel study area, approximately 2.68 acres, is located along Highway 100, west of Temple Boulevard, in southwest Davidson County near the border with Williamson County. In this instance, the two properties have considerable floodplain/floodway areas, so staff compressed the study area to be the portion of the properties outside of the Conservation (CO) policy. . The properties are the only residential properties between the T3 Suburban Community Center (T3 CC) policy along Highway 100 and southwest corner of Highway 100 and Temple Blvd. Both properties contain substantial vegetation and single-family homes. The study area is zoned residential single family on minimum 40,000 sq. ft. lots (RS 40).

The study area is located adjacent to T3 CC policy, which contains a church adjacent to the property on the west, with a suburban strip commercial development on the other side of the church. To the north across Highway 100 is the Shoppes on the Harpeth shopping center, with a Publix supermarket on the eastern edge and an elementary school and preschool to the west. The elementary school is in Civic (CI) policy, while the preschool is in T3 Suburban Neighborhood Maintenance (T3 NM).

The applicant requested this plan amendment in conjunction with Case #2020SP-017-001, a request to rezone the properties from RS40 to Specific Plan (SP) zoning, to permit a 6,400 square foot restaurant at 8045 Highway 100 (1.21 acres). The adjacent property (8033 Highway 100) has no current application on file for rezoning.

Both properties are within the River-Trace Urban Design Overlay (UDO), which serves to preserve and enhance the general development pattern by providing for uniform standards such as maximum height that matches the surrounding context, signage standards that are pedestrian in scale, fence standards that do not overwhelm, and material standards that enhance and match the existing construction pattern along this portion of Highway 100.

### **COMMUNITY PARTICIPATION**

As part of the application process, the Executive Director determined the plan amendment is major and the applicant is required to hold a community meeting. Planning staff coordinated with the applicant and secured a meeting space in the Bellevue Family YMCA for a community meeting for Tuesday, March 24, 2020. As a result of the Coronavirus outbreak and quarantine, the meeting was cancelled and rescheduled as a virtual meeting on Thursday, July 9, 2020.



## **Metro Planning Commission Meeting of 7/23/20**

During the virtual meeting, Planning staff discussed the long-range planning process and the proposed amendment, and the applicant discussed their plans. Approximately 15 people participated in the meeting, including staff, the applicant team, and the district councilmember.

None of the attendees to the online meeting expressed any opinions regarding the project. The district councilmember worked with the applicant prior to the community meeting to address issues with the layout of the parking and expressed his satisfaction with the project. Meeting attendees were encouraged to review the presentation and provide feedback through a survey promoted at the end of the meeting. A link to the meeting and survey were added to the Bellevue Community Plan webpage to provide additional opportunities to provide comment. Staff also provided contact information (email address and phone number) as additional methods to learn about the plan amendment and give feedback.

### **ANALYSIS OF SUBURBAN COMMUNITY CENTER POLICY**

The expansion of T3 CC policy is consistent with surrounding policy currently applied to properties to the west and north of the site on Highway 100.

#### ***NashvilleNext's Growth and Preservation Concept Map***

The Growth and Preservation Concept Map reflects Nashville's desires for growth and preservation in the future. The concept map designates this portion of Highway 100 as a "Center", with "Transition and Infill" providing a buffer and opportunities for additional uses between the Center and the "Neighborhood." All Centers are anticipated to grow, develop, and/or redevelop. Transition or Infill areas support a variety of uses that transition in scale between residential areas and mixed-use Center areas. The NashvilleNext planning process applied the concept map designations generally rather than at the parcel-specific level.

#### **Key Finding**

- The concept map's vision for the area as a Center with Transition and Infill along a key corridor supports the extension of the T3 CC to the adjacent properties.

#### **Community Character Policy Application**

"Centers", "Transition and Infill", and "Neighborhoods" are explained in greater detail through the Community Character Policies. These policies provide guidance for zoning decisions. Community Plans provide history and context for Nashville's 14 Community Planning areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. The Bellevue Community Plan uses Community Character Policies that are tailored to the suburban and rural character of neighborhoods throughout its geographic area. The plan's policies encourage additional housing options in strategic locations, enhancement of mixed-use centers, as well as the preservation of green spaces and environmentally sensitive features, such as floodplains, steep slopes, and unstable soils. Bellevue has a tremendous amount of sensitive natural features that help establish its character, its recreational role, and its resiliency. As a result of the devastating May 2010 flooding, the plan encourages the preservation of all environmentally sensitive features, particularly floodplains and floodways, through the use of Conservation (CO) policy.



## Metro Planning Commission Meeting of 7/23/20

The T3 Suburban Transect category is the bridge between the Rural and Urban Transect areas. Development within T3 Suburban is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environments. Suburban centers play an integral role in complete neighborhoods. T3 Suburban policies encourage the evolution of suburban centers into more mixed use and commercial nodes along major corridors with the goal of creating a neighborhood or community center rather than strip commercial. T3 Suburban policies also encourage redevelopment of centers into destinations that appeal to pedestrians and cyclists (e.g. multi-modal access with less reliance on the automobile). While suburban commercial centers have traditionally served pass-through customers, the evolving suburban mixed-use centers will be accessible via auto, existing or planned transit, bike, or on foot, truly serving the surrounding neighborhoods.

The Bellevue Community Plan also provides guidance on the design of corridors and centers in Suburban areas. Centers and the corridors that pass through them should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options, such as transit. The transition between these higher-intensity areas and the surrounding neighborhoods should be addressed through well-designed land use transitions sensitive to adjacent residential areas. Locations at key intersections and corridor segments are reserved for mixed use or non-residential development.

T3 CC policy should be applied to areas that are suitable for providing services that meet the daily needs of residents within a 10- to 20- minute drive, as well as services that are needed less frequently and provide a draw to the larger community. T3 CC areas are pedestrian-friendly, generally located at prominent intersections that contain mixed use, commercial, and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve a suburban community and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access, such as arterial-boulevards and collector-avenues. The proposed expansion of the T3 CC policy is consistent with the intent of the application of this policy category.

The current T3 Suburban Neighborhood Maintenance (T3 NM) policy in this area is applied to portions of two properties because of their residential zoning. In prior years, residents expressed a desire to keep these properties in residential policy, but over time, that sentiment has changed. Geographically, these two properties are separated from other areas of the T3 NM policy by wide swaths of Conservation policy. The intent of T3 NM policy is to maintain the character of established neighborhoods, areas with low- to moderate-density residential development and with moderate to deep building setbacks and spacing between buildings. T3 NM policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed condition and that condition is believed to be stable and sustainable over time. The size and separation of the T3 NM policy in the study area makes it difficult to establish character and meet the intent of the policy.



## Metro Planning Commission Meeting of 7/23/20

### Key Findings

- The intent of the T3 CC policy to provide daily services for residents within a 10- 20-minute drive, with additional services for a larger community, is appropriate for this area.
- The study area no longer meets the characteristics of T3 NM due to the size of area, and difficulty identifying an established neighborhood pattern.

### **Transportation and Connectivity**

The proposed expansion of the T3 CC policy is appropriate, due to its location along Highway 100, designated an arterial boulevard in the Major & Collector Street Plan, and its proximity to the prominent intersection of Highway 100 and Temple Boulevard, which is classified as a collector avenue. The study area is close to the intersection of Old Harding Pike and Highway 100. This area is already pedestrian and bicycle friendly with the inclusion of sidewalks and bike lanes. While the surrounding area is predominately accessed by vehicle, pedestrian infrastructure provides the opportunity to park once, and access several businesses.

### Key Findings

- Existing transportation infrastructure is adequate to support the change to T3 CC policy.
- This area is already pedestrian and bicycle friendly with the inclusion of sidewalks and bike lanes.

### **Relationship to Surrounding Policies**

The study area is surrounded by two policy areas, with Civic Uses adjacent to the T3 Suburban Community Center:

- T3 Suburban Community Center (T3 CC) adjacent to the west and north of the study area.
- A large area of Conservation (CO) policy along Trace Creek and wooded portions of the study area.
- CO policy and Highway 100 separates the current T3 NM policy of the study area from other portions of the T3 NM policy in the larger area.
- Civic uses exist in the larger area, with Harpeth Valley Elementary to the west.

### Key Finding

- The current T3 NM policy in the study area is separated from other T3 NM areas by a large swath of CO policy for Trace Creek, leading to no connection to an existing pattern of development.
- Extension of T3 CC policy to the study area does not negatively impact surrounding policy areas; it is bound by the CO policy to the south and east of the study area.

### **Analysis Summary**

Amending the Community Character Policy to T3 CC is appropriate at this location. This change in policy is appropriate due to the following:

- The concept map's vision for the area as a Center with Transition and Infill along a key corridor supports the extension of the T3 CC to the adjacent properties.
- The intent of the T3 CC policy to provide daily services for residents within a 10- 20-minute drive, with additional services for a larger community, is appropriate for this area.



## **Metro Planning Commission Meeting of 7/23/20**

- The study area no longer meets the characteristics of T3 NM due to the size of area, and difficulty identifying an established neighborhood pattern.
- Existing transportation infrastructure is adequate to support the change to T3 CC policy.
- This area is already pedestrian and bicycle friendly with the inclusion of sidewalks and bike lanes.
- The current T3 NM policy in the study area is separated from other T3 NM areas by a large swath of CO policy for Trace Creek, leading to no connection to an existing pattern of development.
- Extension of T3 CC policy to the study area does not negatively impact surrounding policy areas; it is bound by the CO policy to the south and east of the study area.

### **STAFF RECOMMENDATION**

Staff recommends approval.

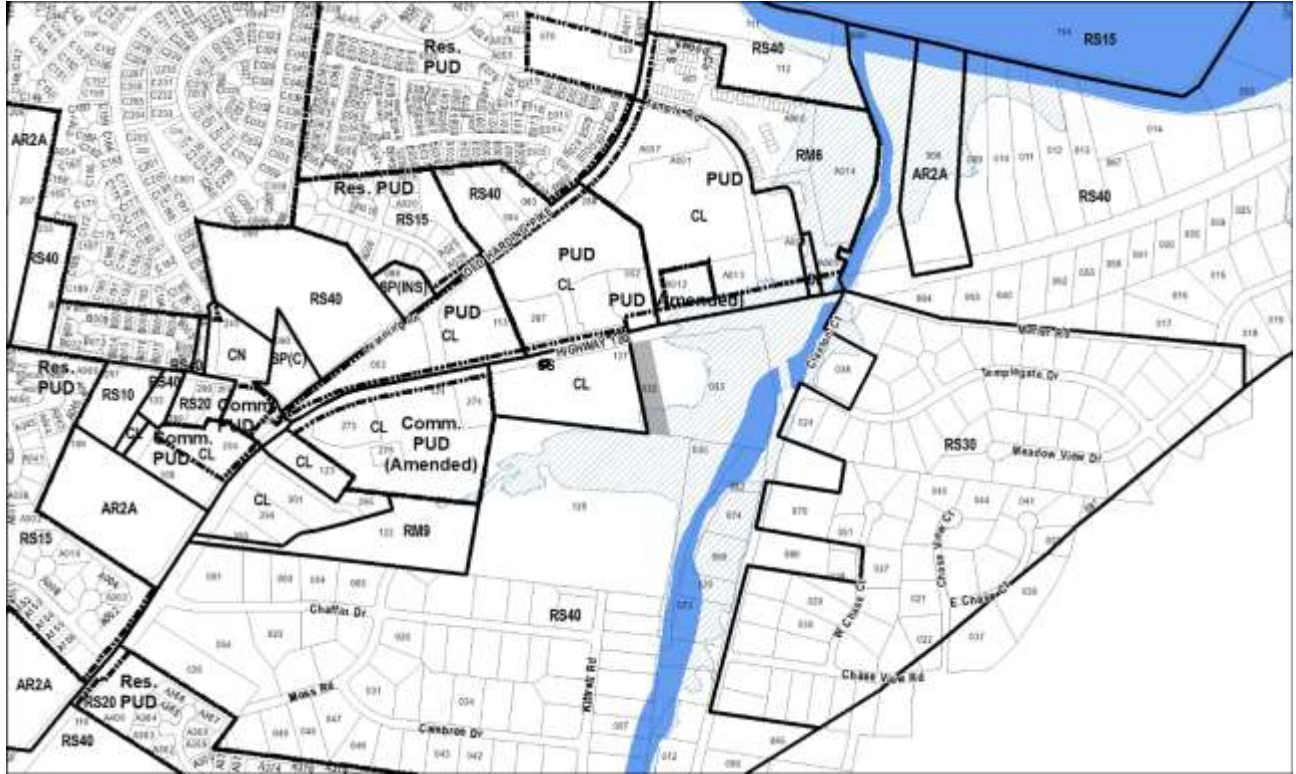




**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/20



**2020SP-017-001 (formerly 2020Z-052PR-001)**

LAS PALMAS SP

Map 156, Parcel(s) 032

06, Bellevue

35 (Dave Rosenberg)



**Project No.** Specific Plan 2020SP-017-001  
(formerly 2020Z-052PR-001)

**Project Name** Las Palmas SP

**Associated Case** 2020CP-006-001

**Council District** 35 – Rosenberg

**School District** 9 – Frogge

**Requested by** Dale and Associates, applicant; McMullin Family Properties, LLC, owner.

**Deferrals** This case was previously noticed as 2020Z-052PR-001. Under this case number it was deferred at the March 26, 2020, April 9, 2020, and June 11, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Lewis

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

**APPLICANT REQUEST**

**Rezone from RS40 to SP to permit a restaurant development.**

Specific Plan

A request to rezone from Single-Family Residential (RS40) to Specific Plan (SP) zoning for property located at 8045 Highway 100, approximately 600 feet west of Temple Road and within the Highway 100 Urban Design Overlay District (1.4 acres), to permit a 6,400 square foot restaurant.

*This case was previously noticed as a request for rezoning to Commercial Limited (CL) under case number 2020Z-052PR-001. It has since been converted to a request for a Specific Plan (SP) under case number 2020SP-017-001.*

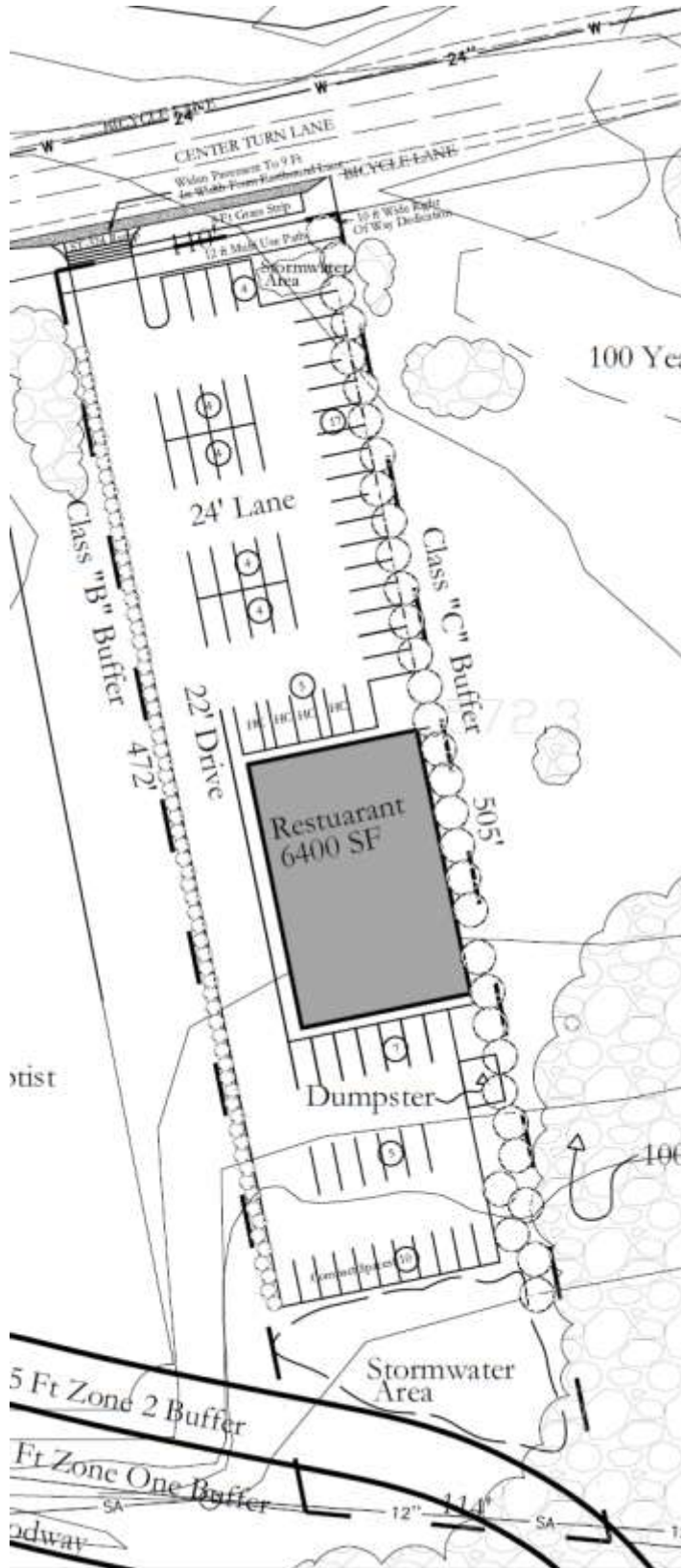
**Existing Zoning**

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of .93 dwelling units per acre. *RS40 would permit a maximum of one lot.*

River-Trace (Highway 100) Design Overlay District (UDO) is intended to preserve and enhance the general development pattern along Highway 100 by creating regulations for development including maximum building height, signage standards, and fence standards. The Overlay applies to parcels located along Highway 100 between the Harpeth River and the Natchez Trace.



# Metro Planning Commission Meeting of 7/23/20



**Proposed Site Plan**



## Metro Planning Commission Meeting of 7/23/20

### **Proposed Zoning**

Specific Plan-Commercial (SP-C) 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 commercial uses.

### **BELLEVUE COMMUNITY PLAN**

#### **Existing Policy**

T3 Suburban Neighborhood Maintenance (T3 NM) is intended to maintain the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over

time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

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

#### **Proposed Policy (Note: the CO policy is to remain)**

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

The 1.4 acre site is located on the south side of Highway 100, west of the intersection of Temple Road and Highway 100. Highway 100 is a scenic boulevard, as classified by the Major and Collector Street plan (MCSP). The properties along the north side of Highway 100 are primarily zoned CL and developed with commercial uses. The property immediately to the west is zoned CL and has been developed with a religious institution. The property immediately to the east is zoned AR2a and has been developed with a single-family residential use.

The site has been developed with a single-family structure. If the proposed SP is approved, the existing structure would be demolished. The site is also located within the River-Trace (Highway 100) UDO. This UDO regulates building materials, signage, and additional landscaping features.



## Metro Planning Commission Meeting of 7/23/20

### Site Plan

The plan proposes a 6,400 square foot restaurant on the eastern property line of the site. One vehicular access point is proposed from Highway 100. The proposed structure is limited to 1 story, or 30 feet in height. There is a drive aisle along the western property line which leads to additional parking at the rear of the site. There are a total of 64 parking spaces proposed. This meets the required number of spaces by Metro Zoning Code. The SP requires that all standards of the UDO will be met with the Final SP plans.

### **ANALYSIS**

The proposed specific plan is consistent with the intent of the proposed policy, T3 CC. The T3 CC policy indicates that a range of uses that provide services to the surrounding community are appropriate. Properties in these policy areas should include landscaping and enhanced connectivity. The proposed SP would establish a commercial use, a service that provides a draw to the larger community. There is a “B” landscape buffer proposed for the western property line, adjacent to an existing religious institution. A “C” landscape buffer is proposed along the eastern property line, adjacent to existing AR2a property. The lot has narrow frontage along Highway 100, but proposes to meet the MCSP standards which include a paved multi-use path. The existing CO policy will remain on the property if the associated plan amendment is approved. The CO policy on site indicates the presence of the floodplain. The SP does not propose structures in this area, only parking and stormwater facilities. Floodplain development standards will ensure protection of these areas with future development.

### **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**

### **HARPETH VALLEY UTILITY DISTRICT RECOMMENDATION**

#### **Approve with conditions**

- Water service and sanitary sewer service are available from existing lines.
- The Developer must submit utility plans for any water and sewer improvements required to serve this development to the District for review and approval.
- The availability of service is valid for a period not to exceed one year from the date hereof. At the end of that time, if the project has not been approved and construction begun, a renewal of the availability will be required. If service is available, all applicable District regulations and fees in force at that time will be imposed.



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## 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.
- SSD issue, due to heavy vegetation around site. Maintenance agreement needed for clearing vegetation to maintain sight distance for site access.
- At final SP, private hauler and vegetation clearing agreement to be submitted to public works.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve

Maximum Uses in Existing Zoning District: **RS40**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	1.4	1.089 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	1.4	-	6,400 SF	537	5	50

Traffic changes between maximum: **RS40 and SP**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+527	+4	+49

## METRO SCHOOL BOARD REPORT

Projected student generation existing RS40 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed SP-C: 0 Elementary 0 Middle 0 High

The proposed SP zoning is not expected to generate any additional students than the existing RS zoning. Students would attend Harpeth Valley Elementary School, Belleview Middle School, and Hillwood High School.

## STAFF RECOMMENDATION

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

## CONDITIONS

1. Permitted uses shall be limited to 6,400 square feet of restaurant (full-service) use.



## Metro Planning Commission Meeting of 7/23/20

2. The Final SP Plans will meet all regulations of the River-Trace (Highway 100).
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the CL zoning district as of the date of the applicable request or application.
6. 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.
7. 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.
8. 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.





**SEE NEXT PAGE**



**NO SKETCH**



<b>Project No.</b>	<b>Text Amendment 2020Z-010TX-001</b>
<b>Project Name</b>	<b>Downtown Code Amendment</b>
<b>Council Bill No.</b>	BL2020-334
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5, 1 – Buggs, Gentry
<b>Requested by</b>	Metro Planning Department, applicant; various owners.
<b>Staff Reviewer</b>	Jameson Brooks
<b>Staff Recommendation</b>	<i>Approve.</i>

**TEXT AMENDMENT**

**A request to amend Chapter 17.37 of the Zoning Code, the Nashville Downtown Code.**

**Existing Zoning**

Downtown Code (DTC) is intended for a broad range of residential and non-residential activities associated with an economically healthy, socially vibrant, and sustainable Downtown. The DTC district seeks the efficient use of land capitalizing on a high level of services, reduced automobile dependence with enhanced usage of mass transit, and the creation of a vibrant and safe pedestrian streetscape.

**Bonus Height Program**

The Bonus Height Program (BHP) incentivizes development that provides public benefit by allowing additional building height (beyond the entitlements granted in applicable code) in exchange for contribution to specific programs, in the amount and manner set forth.

As part of its program, the BHP encourages historic preservation by allowing significant structures or those within a Historic Overlay or Landmark District to transfer entitlements forfeited as a result of the preservation effort to a separate, receiving site.

Within the Bonus Height Standards, “additional development rights achieved through the BHP may be transferred to another site within the DTC one time to one receiving site, provided the transfer height does not exceed the Bonus Height Maximum of the receiving site.”

**PURPOSE**

The proposed amendment to Bonus Height Standards within Section IV: General Standards of Chapter 17.37, the Downtown Code, concretely defines the term ‘receiving site’- that is, a site within the DTC to which Bonus Height may be transferred—for the purpose of streamlining the uniform application of the Bonus Height Program in Downtown.

**ANALYSIS**

The proposed amendment defines the term ‘receiving site’ for the purpose of the Bonus Height Program. Previously, ‘receiving site’ was not defined within these standards. In general, within urban development, the term *site* is project specific; and, therefore, has variable meanings dependent on the nature of the project in question. This ambiguity poses a



## Metro Planning Commission Meeting of 7/23/20

conflict when the term is used within the DTC because the DTC must be uniform, as opposed to project specific, in its application.

As Downtown develops, parcels are aggregated for the purpose of development. Frequently, several parcels encompass a single *site*. These parcels maybe be adjacent—that is, no other parcels are in between them—and, at the same time, not geographically contiguous—as they are separated by public right-of-way, a railroad, utility easement, or water body.

This amendment clarifies the standards of the Bonus Height Program and explicitly allows for the consideration of multiple adjacent parcels as a site by stating that “‘receiving site’ means a single parcel or group of adjacent parcels with common ownership, or up to two adjacent parcels without common ownership.”

The proposed amendment has two primary functions. First, by providing a concrete definition of ‘receiving site,’ it simplifies the uniform understanding and application of the Bonus Height Program within Downtown.

Secondly, by explicitly allowing for the consideration of “multiple adjacent parcels with common ownership, or up to two adjacent parcels without common ownership” as a site, the amendment permits the flexibility needed to incentivize historic preservation efforts that may be reliant on the transfer of entitlements, and ultimately supports the goal of the DTC of enhancing public benefit and the quality of the urban fabric in Downtown Nashville.

### **STAFF RECOMMENDATION**

Staff recommends approval.

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### **ORDINANCE NO. BL2020-334**

**An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of the Metropolitan Government of Nashville and Davidson County, to clarify language within Chapter 17.37, Downtown Code, relating to the Bonus Height Program and transfer development rights, all of which is described herein (Proposal No. 2020Z-010TX-001)**

WHEREAS, The Council of The Metropolitan Government of Nashville and Davidson County adopted the Downtown Code (DTC) on February 2, 2010; and

WHEREAS, The Metropolitan Government recognizes the importance of updating, clarifying, and refining the Downtown Code (DTC) standards to encourage high quality, sustainable urban development; and

WHEREAS, The refinement of the DTC will continue to ensure a quality urban experience for the citizens, businesses, and visitors of Metropolitan Nashville and Davidson County.

WHEREAS, The refinement of the Bonus Height Program will allow for more opportunities for historic preservation within the Downtown Code.



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

Section 1. That Chapter 17.37 of the Metropolitan Code is hereby amended by replacing the text of the third bullet point under “Bonus Height Standards” on page 93 of the DTC to the following:

- “Additional development rights achieved through the BHP may be transferred one time to a receiving site within the DTC, provided the transferred height does not exceed the Bonus Height Maximum of the receiving site. For the purposes of the Bonus Height Program, ‘receiving site’ means a single parcel or group of adjacent parcels with common ownership, or up to two adjacent parcels without common ownership. By-right height may not be transferred; only bonus height received through the BHP may be transferred.”

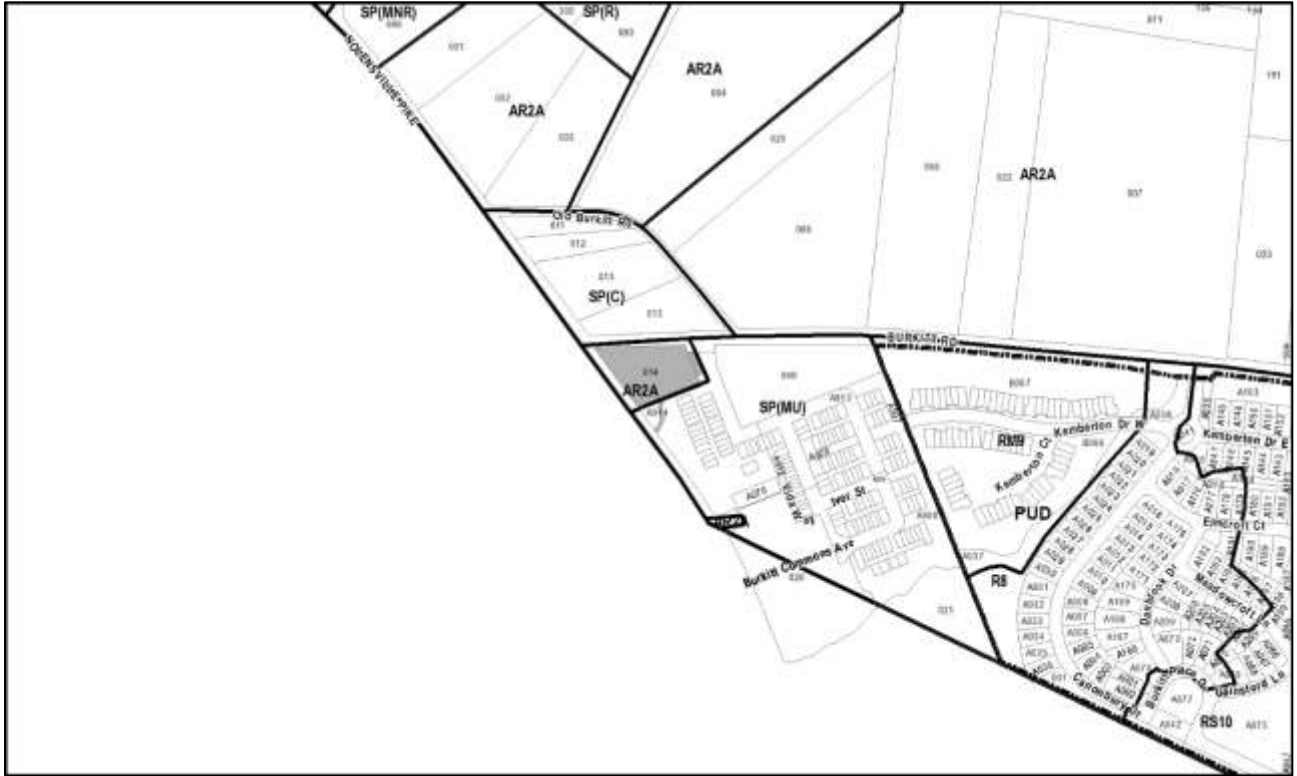
Section 2: That Chapter 17.37 of the Metropolitan Code is hereby amended by deleting the third bullet point under the “Bonus Height Standards” on page 93 as shown in the attached revised Downtown Code document.

Section 3. Be it further enacted, that this ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

Sponsored by: Councilmember Freddie O’Connell



## Metro Planning Commission Meeting of 7/23/20



### **2015SP-084-003**

#### **BURKITT COMMONS (AMENDMENT)**

Map 186, Parcel(s) 014

Map 186-03, Part of Parcel(s) A914

12, Southeast

31 (John Rutherford)



<b>Project No.</b>	<b>Specific Plan 2015SP-084-003</b>
<b>Project Name</b>	<b>Burkitt Commons (Amendment)</b>
<b>Council District</b>	31 – Rutherford
<b>School District</b>	2 – Elrod
<b>Requested by</b>	Smith Gee Studio, applicant; Magnolia Properties and Regent Homes, LLC, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Amend a Specific Plan SP to permit a mixed use development.**

Preliminary SP

A request to amend a Specific Plan (SP) for property located at Nolensville Pike (unnumbered) and a portion of property located at Nolensville Pike (unnumbered) at the southeast corner of Burkitt Road and Nolensville Pike, to add 1.51 acres currently zoned Agricultural/Residential (AR2a) and within a Corridor Design Overlay District, to permit a mixed use development.

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 1 lot.*

Corridor Design Overlay (CDO) provides appropriate design standards for commercial, office, and mixed use development along corridors necessary to provide incremental improvements to the esthetics of Nashville’s commercial district and corridors. Application of this overlay district shall be limited to areas requiring transitional standards.

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

**Proposed 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.



# Metro Planning Commission Meeting of 7/23/20



**Proposed Amendment Area**





## Metro Planning Commission Meeting of 7/23/20

### **HISTORY**

Metro Council approved the Burkitt Commons SP on March 2, 2016 (case 2015SP-084-001; BL2015-57). The approved Preliminary SP included a mixed use development limited to a maximum of 200 multi-family residential units and 10,000 square feet of non-residential uses located on approximately 18 acres. A portion of the approved development is located in Williamson County and is not part of the requested SP. The current application proposes to amend the SP to add an additional property to the development, and to increase the total square footage of non-residential uses to 20,000 square feet. As this proposal includes additional land area to be added to the SP, and an increase to the maximum non-residential square footage, an amendment to the Preliminary SP is required. The added parcel is identified with a red dashed line, above.

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

The vacant site comprises 1.51 acres located at the southeast intersection of Burkitt Road and Nolensville Pike. The property abuts Phase 4 of the Burkitt Commons SP to the south and east, which is currently under construction. The northern and western property lines wrap the corner of Burkitt Road and Nolensville Pike.

#### Approved Preliminary SP

The approved preliminary SP permits a mixed use development with 200 multi-family units residential units and 10,000 square feet of non-residential uses. The permitted non-residential uses include those permitted within the MUL-A zoning district. The SP provides a building typology plan with standards for different residential and non-residential building types, including limitations on building type locations, maximum height, and architectural requirements.

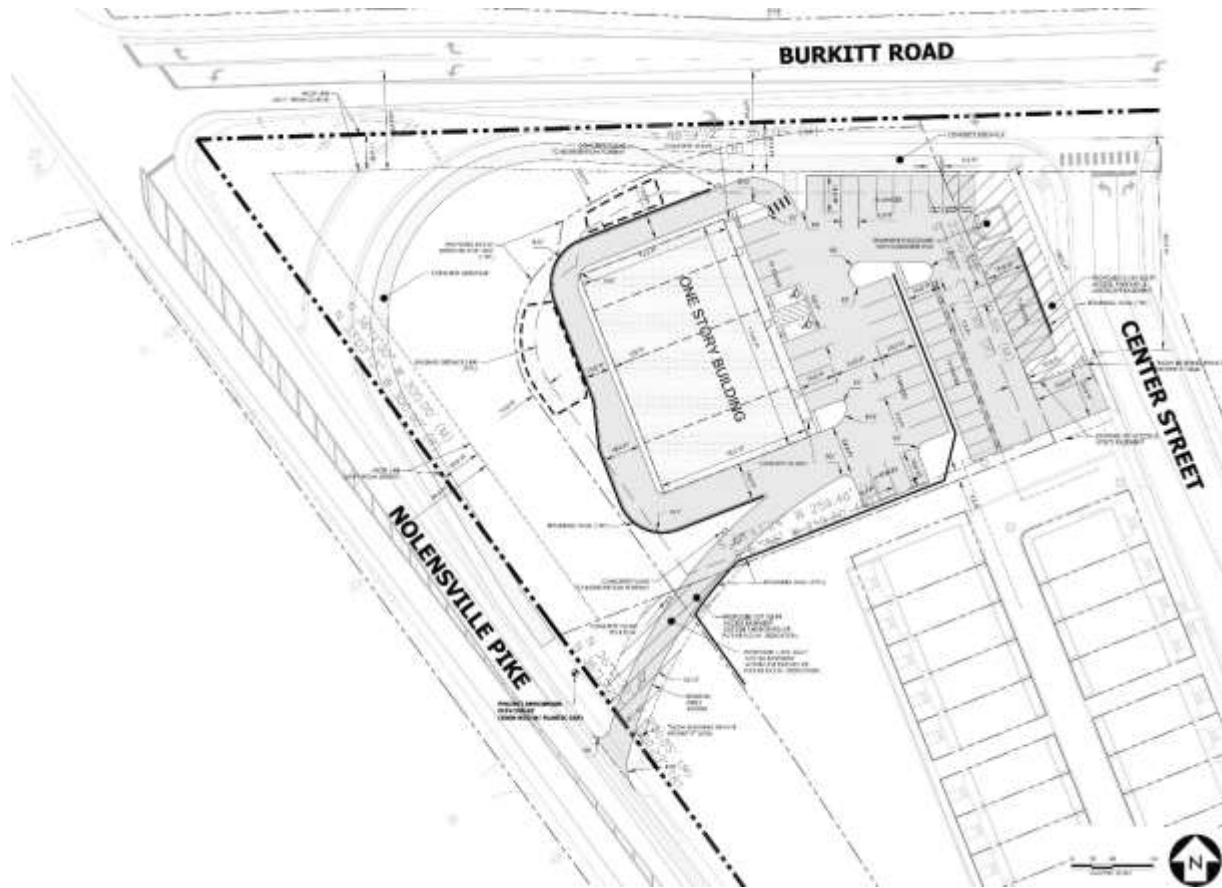
#### Specific Plan (Amendment)

The proposed SP amendment will add an adjacent 1.51-acre property located at Nolensville Pike, currently zoned AR2a, to the SP, and permit a maximum of 10,000 square feet of non-residential uses on the added parcel, resulting in a maximum of 20,000 total square feet of non-residential uses within the SP, including the approved non-residential square footage. The 10,000 square feet of non-residential uses proposed with this amendment is limited to the 1.51-acre parcel that is being rezoned only. No increase in non-residential square footage is permitted on the remainder of the SP. Proposed uses are limited to uses permitted by MUL-A zoning, consistent with the approved preliminary SP. No increase to the maximum number of residential units are proposed, and no changes to the approved building typology standards are proposed for the remainder of the SP.

The SP amendment provides new building typology standards for the added parcel, referred to as Building Type 7 in the building typology plan. Building Type 7 will permit a height of 35 feet and include architectural standards for glazing and materials. The building has frontage on Nolensville Pike, Burkitt Road, and Center Street, a newly constructed street to the east that connects from Burkitt Road into Burkitt Commons. Access is provided from Center Street via a shared access easement that leads to a surface parking area between the building and the street. A second point of access is proposed from Nolensville Pike, cutting through a small area of open



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**Proposed Site Plan**



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space in Burkitt Commons Phase 4. Final approval of site access is required from TDOT prior to final SP approval. Sidewalks and planting strips will be installed along Nolensville Pike and Burkitt Road per the MCSP, connecting to the recently installed sidewalk network to the south, in Burkitt Commons Phase 4. Final alignment and location of sidewalks will be reviewed in conjunction with TDOT final road improvement plans.

### **SOUTHEAST COMMUNITY PLAN**

T3 Suburban Community Center (T3 CC) is intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

### **ANALYSIS**

The proposed SP amendment is consistent with the goals of the approved preliminary SP, which was intended to enhance the area with a mixture of uses. The site is located at the corner of two arterial boulevards, Burkitt Road and Nolensville Pike, where it would be appropriate to add non-residential uses to serve the surrounding area, including residential units within the SP. The amended SP enhances a prominent intersection with a mixture of uses, consistent with the T3 CC 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.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

- Additional areas for detention may be required (to be determined during construction drawing phase).

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public water and sanitary sewer construction plans approved 17SL0014 and 17WL0010. The approved construction plans must match the Final Site Plan/SP plans (See Line M, Manhole 1. The required water and sanitary sewer capacity fees must also be confirmed paid prior to Final Site Plan/SP approval.



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### PUBLIC WORKS RECOMMENDATION

#### Approved 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.
- TDOT has granted preliminary approval of the access point on Nolensville Pike. MPW during the review process did not feel that the access point met the intent of the driveway manual and thus has required the applicant to gain TDOT approval. Prior to construction of the access point the design team will be required to submit documented formal approval by TDOT for the access point on Nolensville Pike. If TDOT does not grant access to Nolensville Pike the SP may need modification.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

- In accordance with Traffic memo dated June 3 and received on 6/23, traffic comments have been updated. Approved.

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
Agricultural/Residential* (210)	1.51	.5 D	2 U	19	2	2

\*Based on two-family zoning

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)	1.51	-	10,000 SF	635	32	69

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
-	-	-	-	+616	+30	+67

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP zoning would not generate any additional students beyond the existing AR2a zoning district. Students would attend Maxwell Elementary School, Marshall Middle School, and Cane Ridge High School.

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 7/23/20

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 200 multi-family residential units and 20,000 square feet of non-residential uses, including existing non-residential square footage, for the entire SP. Non-residential uses are limited to uses permitted by the MUL-A zoning district.
2. The 10,000 square feet of non-residential uses proposed with this amendment is limited to the 1.51-acre parcel that is being rezoned only. No increase in non-residential square footage is permitted on the remainder of the SP.
3. Detailed landscape plans for the stormwater facilities along Nolensville Pike and Burkitt Road shall be reviewed and approved by Planning Staff with the final site plan, per BL2015-57.
4. All private drives, access, and open spaces shall include public access easements, which shall be included on the final site plan. Prior to final site plan approval, provide easement documentation.
5. Comply with all conditions and requirements of Metro reviewing agencies.
6. 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.
7. 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.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
9. 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.
10. 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.
11. The final site plan shall label all internal driveways as "Private Driveways". A note shall be added to the final site plan that the driveways shall be maintained by the Owner's Association.
12. 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.
13. 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 7/23/20



### **2016SP-055-002**

1324 2<sup>ND</sup> AVENUE NORTH (AMENDMENT)

Map 082-09, Parcel(s) 234

08, North Nashville

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Specific Plan 2016SP-055-002</b>
<b>Project Name</b>	<b>1324 2<sup>nd</sup> Avenue (Amendment)</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Smith Gee Studio, applicant; Neuhoff Acquisition LLC, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Amend a Specific Plan zoning district.**

Specific Plan

A request to amend a Specific Plan located at 1324 2nd Avenue North, at the southeast corner of 2nd Avenue North and Taylor Street, zoned Specific Plan (SP) (4.82 acres), to permit additional uses and update the site plan.

**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 commercial uses.

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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

**Existing Entitlements**

At the July 14, 2016 Planning Commission Meeting, this site received a recommendation of approval for a Specific Plan zoning that permits 219,060 square feet of office space, 41,000square feet of grocery uses, 53,650 square feet of retail space, a 24,500 square-foot retail and restaurant space (food hall), and a hotel with up to 107 guestrooms. The Metro Council adopted the zoning change on September 21, 2016.



# Metro Planning Commission Meeting of 7/23/20



**Proposed Site Plan**





## Metro Planning Commission Meeting of 7/23/20

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

The site is located at 1324 2nd Avenue North, at the northeast corner of 2nd Avenue North and Taylor Street. The site is approximately 4.82 acres in size and is currently being used as a warehouse. The site also has frontage along former 1st Avenue North where a greenway and railroad is located. 2nd Avenue North is classified as an arterial-boulevard in the Major and Collector Street Plan. The site opposite of the greenway and to the east of this property is the location of the Neuhoff SP which was approved as a mixed-use development.

#### Site Plan

The amended plan proposes a mixed use development containing a 190,000 square foot office building, a five-story 280 unit residential building, 24,000 square foot of retail, 5,000 square foot of restaurant, and a 13,500 square foot brewery. The plan proposes to preserve and adaptively reuse a portion of the existing warehouse adjacent to the greenway. Otherwise, the site plan includes two mixed use buildings that will rise up to 85 feet tall and will address all street frontages with active facades. The parking is accessed via 2nd Avenue and is located below ground. The plan also proposes a pedestrian bridge that will connect this development with the Neuhoff SP development across the railway and greenway.

### **ANALYSIS**

The proposed mixed use development is consistent with the intent of the Urban Mixed Use Neighborhood policy to enhance the area as a mixed use neighborhood with a mix of moderate to high density residential, office, and commercial uses. The proposed building forms are consistent with the existing entitlements for the property and will bolster the area as a mixed use neighborhood with the ground floor active uses and below grade parking. The plan includes design standards that ensure the architecture of the mixed use buildings will be appropriate for this urban mixed use area. The plan also proposes to engage the greenway with outdoor patio space that extends from the existing warehouse that is partially being maintained through this application. The proposed pedestrian bridge over the greenway and railway will enhance the pedestrian experience in this development.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Aerial apparatus access to be provided from Taylor and Monroe St. Utility lines are not permitted between access road and building. Limited building details provided/ reviewed. Subject to full and complete plan review prior to permit for construction.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Any capacity must be paid before issuance of building permits. WS Water/Sewer Availability Review T2020038076 FYI - this site is subject to Metro Water's combined sewer policy, regarding new sanitary sewer service lines. Make sure these issues are addressed, before Final SP approval.



## Metro Planning Commission Meeting of 7/23/20

### 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.
- In regards to proposed aerial crossing(bridge); A mandatory referral must be submitted and approved, prior to Final SP approval.
- Rail way crossing must be approved by RR authority, prior to final SP approval.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Coordinate with WeGo on bus stop improvements at the intersection of 3rd Avenue at Taylor Street.
- If not installed, developer shall contribute (implementation or financially) to MPW for bikeway projects within Germantown, specifically the planned Monroe Street bikeway.

#### Maximum Uses in Existing 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)	4.82	-	17,080 SF	1085	55	117

#### Maximum Uses in Existing 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
Grocery (850)	4.82	-	48,740 SF	4668	187	458

#### Maximum Uses in Existing 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
Hotel (310)	4.82	-	150 U	1267	70	87

#### Maximum Uses in Existing 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
Food Hall/Market (814)	4.82	-	12,580 SF	799	41	87

#### Maximum Uses in Existing 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)	4.82	-	89,207 SF	950	111	103



## Metro Planning Commission Meeting of 7/23/20

### 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)	4.82	-	190,000 SF	1978	206	210

### 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)	4.82	-	280 U	2076	127	148

### 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)	4.82	-	24,000 SF	1524	77	165

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	4.82	-	5,000 SF	420	4	39

### 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
*Brewery (925)	4.82	-	13,500 SF	621	28	154

\*AM Peak and Daily trips taken from ITE code 970

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-2150	-22	-136

## METRO SCHOOL BOARD REPORT

**Projected student generation existing SP-MU district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed SP-MU district: 6 Elementary 3 Middle 3 High**

The proposed SP zoning is expected to generate 12 more students than the existing SP-MU zoning. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School.

## STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



## Metro Planning Commission Meeting of 7/23/20

### CONDITIONS

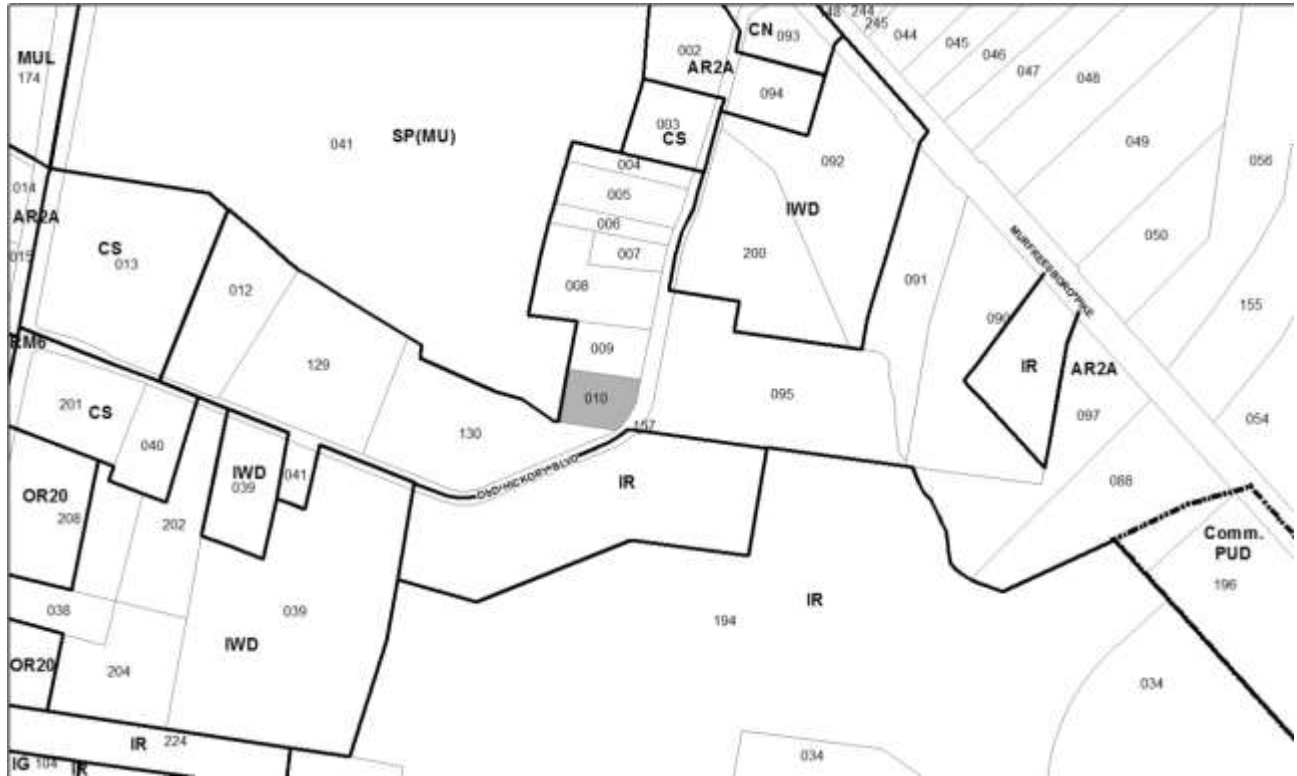
1. Permitted uses shall be limited to 190,000 square foot office building, a five-story 280 unit residential building, 24,000 square foot of retail, 5,000 square foot of restaurant, 13,500 square foot brewery. The permitted uses for the office and retail shall be as specified on the plan. Short term rental property – owner occupied and short term rental property – not owner occupied shall be prohibited.
2. The applicant will continue to engage the Metro Greenway division of the Parks and Recreation Department to finalize the design of the pedestrian bridge as well as the ground furnishings and signage near the Metro Greenway adjacent to the site.
3. A mandatory referral for the aerial encroachment (pedestrian bridge) shall be approved prior to final site plan approval.
4. The adjacent Greenway shall remain free and clear for use of the public and shall not be encumbered by tables, chairs, or for events.
5. The proposed pedestrian bridge shall be privately owned and maintained for public access.
6. Comply with all conditions and requirements of Metro reviewing agencies.
7. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
8. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district as of the date of the applicable request or application.
9. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
11. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/20



### **2018SP-027-001**

12558 OLD HICKORY BOULEVARD

Map 175, Parcel(s) 010

13, Antioch – Priest Lake

33 (Antoinette Lee)



**Project No.** Specific Plan 2018SP-027-001  
**Project Name** 12558 Old Hickory Boulevard  
**Council Bill** BL2020-221  
**Council District** 33 - Lee  
**School District** 6 – Bush  
**Requested by** Dale and Associates, applicant; Flavio Martinez and Rosalio Romirez, owners.

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

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

**APPLICANT REQUEST**

**Rezone to SP to permit office, residential, retail, warehouse and building contractors supply.**

Preliminary SP

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Mixed Use (SP-MU) zoning for property located at 12558 Old Hickory Blvd, approximately 1,300 feet south of Murfreesboro Pike, within the Murfreesboro Pike Urban Design Overlay District (1.0 acre), to permit up to two residential units, office, retail, warehouse, and building contractors supply.

**Existing Zoning**

Agricultural/Residential (AR2a) requires a minimum lot size of two acres and intended for uses that generally occur in rural areas, including single-family, two-family, and mobile homes at a density of one dwelling unit per two acres. The AR2a District is intended to implement the natural conservation or rural land use policies of the general plan. *AR2a would permit a maximum of 1 lot with 1 unit based on acreage only.*

**Proposed Zoning**

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

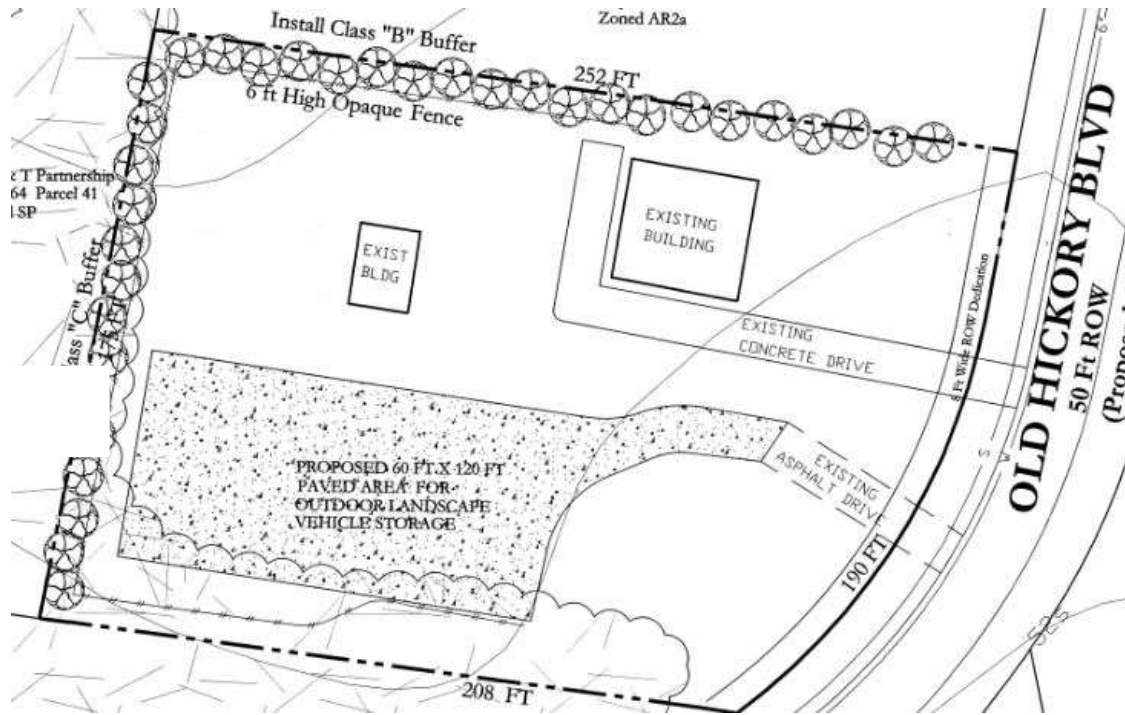
**HISTORY**

This proposed SP was approved on the consent agenda at the March 22, 2018, Metro Planning Commission meeting. The Council Bill was prepared and sent to Council, but was not signed. Metro Code Section 17.40.040 states that the Planning Commission recommendation shall become null and void after a period of two years, if the Council Bill isn't signed and approved by the Metro Council. Council Bill BL2020-221 was introduced at Council on March 5, 2020.

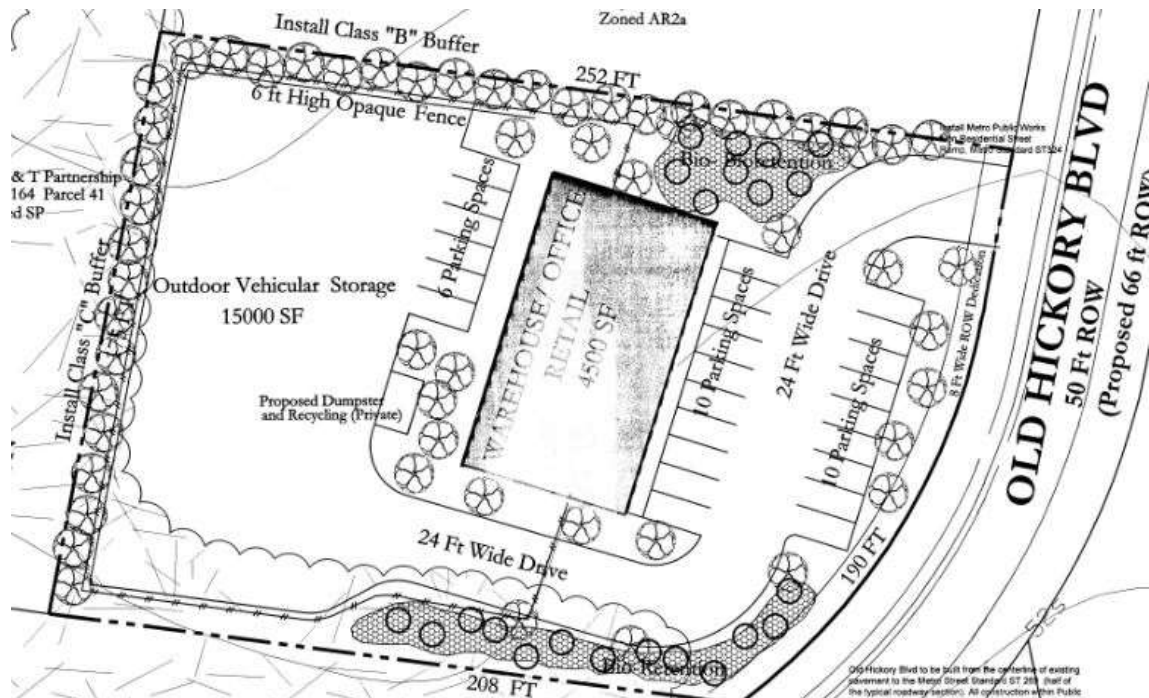


# Metro Planning Commission Meeting of 7/23/20

However, the dates for Council public hearing and final Council action on this bill fall after the



**Proposed Site Plan (Phase 1)**







## Metro Planning Commission Meeting of 7/23/20

### **Proposed Site Plan (Phase 2)**

recommendation period of two years has elapsed. Therefore, this proposed SP zoning application is back before the Metro Planning Commission for another recommendation to Metro Council. The proposed SP plan has not changed since the Metro Planning Commission approved the plan in 2018.

### **ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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

#### Consistent with Policy?

The property is located within the District Industrial policy area which is intended maintain, enhance, and create Industrial Districts in appropriate locations. While the property is located in an industrial policy area, which typically would not support additional residential uses, a mixture of land uses exists today within the broader context of the property. The plan proposes two residential units, building contractors supply, retail, office, and warehouse uses. D-IN policy areas support a range of industrial and commercial uses and the proposed plan is consistent with the surrounding land uses in the area.

### **PLAN DETAILS**

The site has frontage on Old Hickory Boulevard and is approximately 1,300 feet from Murfreesboro Pike. Both streets are identified as a collector and arterial by the Major and Collector Street Plan respectively. The site is approximately 1.0 acre and is currently developed with a single- family residence.

#### Site Plan

Phase one of the plan proposes to use a portion of the existing single-family residence as office space for the proposed tree trimming and landscaping business and establishes a second residential unit in an existing accessory building. Additionally, the plan includes a 7,200 square foot paved area, accessed from a separate drive, intended for equipment and auto storage. A landscape buffer is proposed along the northern and western property boundaries.

Phase two of the plan proposes the construction of a 4,500 square foot building intended for warehouse, office, and retail uses associated with the building contractors supply business. Additionally, Phase two proposes a 15,000 square foot outdoor storage area. Heights would be limited to a maximum of two stories in 30 feet and perimeter landscaping is proposed as part of phase two. An eight foot right of way dedication with sidewalks and planting strips consistent with the Major and Collector Street Plan is proposed as part of phase two only.



## Metro Planning Commission Meeting of 7/23/20

### ANALYSIS

The plan is consistent with the land use policy as it would allow industrial and commercial uses in an area designated for industrial activity. Additionally, the proposed uses are consistent with the surrounding properties in the area.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

- Provide flow data and hydrant locations.

### STORMWATER RECOMMENDATION

#### Approve

### WATER SERVICES RECOMMENDATION

#### Approve with conditions

- As all of our previous issues have been addressed with the latest SP revision (stamped-received 2/12/18), Approval is granted as a Preliminary SP only. The required capacity fees must be paid prior to Final Site Plan/SP approval.

### PUBLIC WORKS RECOMMENDATION

#### Approve with Conditions

- The developer's final construction drawings shall comply with the design regulations established by the Department of Public Works, in effect at the time of the approval of the preliminary development plan or final development plan or building permit, as applicable. Final design may vary based on field conditions.
- Indicate location of dumpster and recycling container onsite.
- Revise roadway construction note to reflect construction of 1/2 MPW standard ST-260 from the existing centerline of pavement, not center of existing ROW.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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)	1.0	0.5 D	2 U	20	2	3

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)	1.0		4,500 S.F.	231	11	11



## Metro Planning Commission Meeting of 7/23/20

Traffic changes between maximum: AR2a and SP-MU

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+211	+9	+8

### STAFF RECOMMENDATION

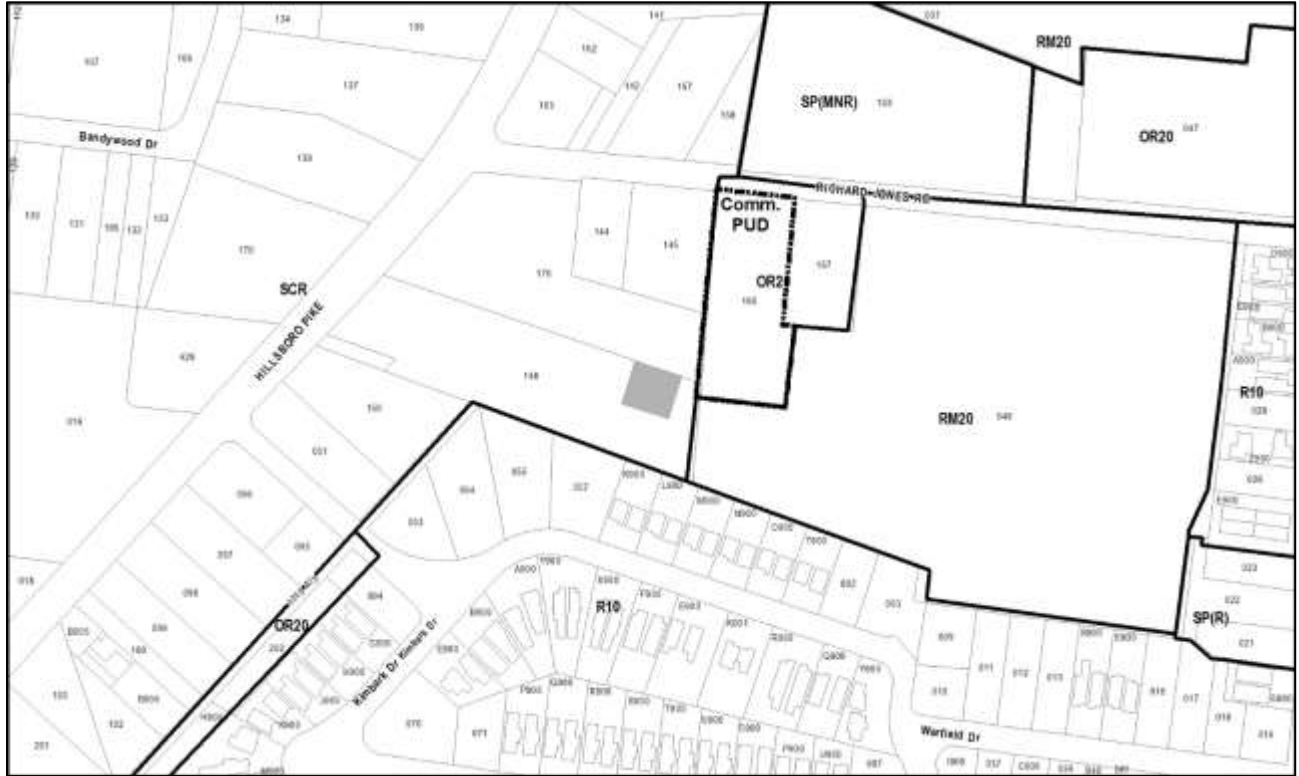
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to two residential units, office, retail, warehouse, and building contractors supply.
2. The requirements for parking established in Section 17.20.030 of the Metro Zoning Ordinance shall be met for all uses with the Final SP.
3. Any new construction must meet the standards of the Murfreesboro Pike Urban Design Overlay.
4. Comply with all conditions of Public Works.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUL-A zoning district.
6. 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.
7. 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.
8. 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.
9. 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 7/23/20



**2020SP-031-001**  
DOGTOPIA – GREEN HILLS  
Map 117-14, Parcel(s) 148  
10, Green Hills - Midtown  
25 (Russ Pulley)



<b>Project No.</b>	<b>Specific Plan 2020SP-031-001</b>
<b>Project Name</b>	<b>Dogtopia -Green Hills</b>
<b>Council District</b>	25-Pulley
<b>School District</b>	8 -Pupo Walker
<b>Requested by</b>	Dale and Associates, applicant; Green Hills Court, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change from SCR to SP-C zoning**

Preliminary SP

A request to rezone from Shopping Center Regional (SCR) to Specific Plan – Commercial (SP-C) zoning for a portion of property located at 4004 Hillsboro Pike, approximately 345 feet south of Richard Jones Road and within the Green Hills Urban Design Overlay District (0.13 acres), to permit animal boarding facility, dog kennel and all uses permitted in SCR zoning.

**Existing Zoning**

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

**Proposed Zoning**

Specific Plan-Commercial (SP-C) 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 commercial uses.

**GREEN HILLS-MIDTOWN COMMUNITY PLAN**

T5 Regional Center (T5 RG) is intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.

**PLAN DETAILS**

The 0.13 acre site is located on the east side of Hillsboro Pike, south of the intersection of Hillsboro Pike and Richard Jones Road. The site has been developed with an existing single story commercial building. The proposed SP would permit kennel and animal boarding facility uses in addition to all uses of SCR zoning. The site is also located in the Hillsboro Pike Urban Design Overlay (UDO).

The properties along Hillsboro Pike are zoned SCR and have primarily been established with commercial uses. The properties to the east and south of the site are zoned One and Two-family



## Metro Planning Commission Meeting of 7/23/20

### Dogtopia – Green Hills Specific Plan (SP)

Development Summary		Site Data Table	
SP Name	Dogtopia – Green Hills	Site Data	5800 sq ft.
SP Number	2020SP-031-001	Existing Zoning	SCR
Council District	25	Proposed Zoning	SP
Map & Parcel	Map 117-14 Parcel 148	Allowable Land Uses	All uses per SCR and also “Dog Kennel” and “Animal Boarding Facility”

#### Specific Plan (SP) Standards

1. All existing SCR regulations and uses still apply. This SP simply adds the uses of “Dog Kennel” and “Animal Boarding Facility”.

### **Proposed Regulatory SP**



## **Metro Planning Commission Meeting of 7/23/20**

Residential (R10) and Multi-Family Residential (RM20) and have been developed with residential uses.

### **ANALYSIS**

The proposed additional uses, animal boarding facilities and kennels, are not permitted within the SCR zoning district. In some zoning districts, kennels are classified as a use requiring a special exception from the Board of Zoning Appeals. A kennel is not a use permitted by special exception within the existing SCR zoning district. When kennels are approved through the special exception process, 200 feet is required between kennels and residential uses. This standard also applies to animal boarding facilities, in zoning districts where the use is permitted with conditions. These standards are intended to minimize potential impacts on surrounding properties. In this case, the proposed use is in an existing building which is approximately 130 feet from the residential unit to the east and 130 feet from the residential unit to the south. To reduce noise, there will be no outdoor play area for the animals.

The proposed use is consistent with the T5 RG Policy to enhance and create regional centers, with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses. The proposed use in an existing commercial building along an existing commercial corridor. The proposed uses contribute to the goal of the policy to create uses that serve the surrounding neighborhoods.

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Provide parking per code.

#### **Traffic Table**

A traffic table was not created for this item as the proposed uses are not changing substantially from the existing SCR zoning; no change in traffic generation is anticipated.



## Metro Planning Commission Meeting of 7/23/20

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to animal boarding facility and kennel and all uses of SCR.
2. 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 SCR zoning district as of the date of the applicable request or application.
3. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
4. 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.
5. 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.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.





**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/20



### **2020SP-033-001**

2ND AND MONROE SP

Map 082-09, Parcel(s) 368-369, 371-374

08, North Nashville

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Specific Plan 2020SP-033-001</b>
<b>Project Name</b>	<b>2<sup>nd</sup> and Monroe SP</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	1 – Gentry
<b>Requested by</b>	Centric Architecture, applicant; Yu-Tien Terry Wang, Pai-Lun Janey Wang, and Yu-Jen Spencer Wang, owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

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

Preliminary SP

A request to rezone from Industrial Restrictive (IR) to Specific Plan (SP) zoning for properties located at 1217, 1221, 1225, 1227, 1229 and 1231 2nd Avenue North, at the southwest corner of 2nd Avenue North and Monroe Street, within the (0.89 acres), to permit a mixed use development.

**Existing Zoning**

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

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

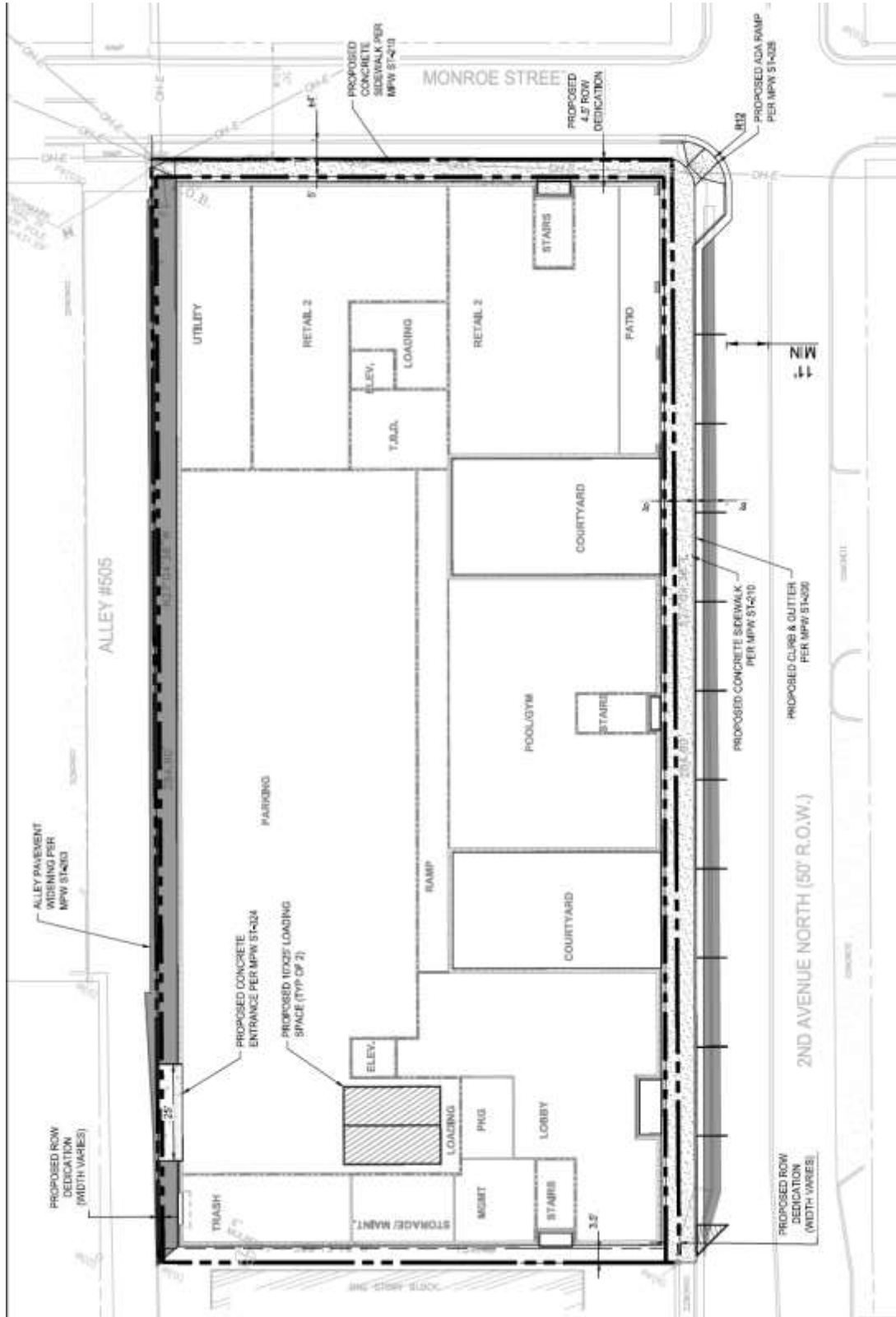
T4 Urban Mixed Use Neighborhood (T4 MU) is intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels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

**PLAN DETAILS**

The approximately 0.89 acre site consists of six individual properties. The site has frontage on 2<sup>nd</sup> Avenue North and Monroe Street. There is a built alley that runs along the entire length of the western property line at the rear of the site. The area to the north of the site is zoned Industrial Restrictive and contains a commercial use. Property to the west, across the alley, is zoned Specific Plan (SP) and contains a 6 story self-service storage structure. Property to the east, across 2<sup>nd</sup> Avenue North, is zoned SP-MU and contains multi-family residential use and



# Metro Planning Commission Meeting of 7/23/20



Proposed Site Plan



## Metro Planning Commission Meeting of 7/23/20

non-residential uses. Properties to the south are zoned Specific Plan (SP) and contain a multi-family residential use.

### Site Plan

The proposed plan includes a mixed use building with a maximum of 217 multi-family residential units and 3,800 square feet of retail space. The proposed building is limited to a maximum height of seven stories within a maximum of 75 feet. Right-of-way will be dedicated to expand the existing alley along the western property line. Vehicular access is limited to the alley; a single point of entry will be provided to an internal parking garage. No vehicular access will be provided to 2<sup>nd</sup> Avenue North or Monroe Street. Parking will be provided on-site and per Metro Zoning Code. The plan provides an 8 foot wide sidewalk and on street parking along 2<sup>nd</sup> Avenue North. Monroe Street is a local street; the sidewalk and grass strip will meet the local street standard as indicated on the site plan.

### **ANALYSIS**

As proposed, the plan is consistent with the T4 Mixed Use Neighborhood policy at this location. The T4 Urban Mixed Use Neighborhood policy indicates that building heights are generally one to five stories, but may be taller in limited instances. Consideration of taller heights is based on several factors including proximity to other policy areas and the role of the building in transitioning between policies, locations along or at intersections of arterial-boulevard streets, the relationship of the height of the building to the width of the street and sidewalks, and use of step backs to mitigate increased building heights.

The site for the proposed project is at a prominent intersection of 2<sup>nd</sup> Avenue North and Monroe Street. 2<sup>nd</sup> Avenue North is designated as an arterial-boulevard street and includes MTA service. The site is on the northern side of Jefferson Street and within the T4 MU policy. On the south of Jefferson Street is the T6 Downtown Neighborhood policy. The neighboring property to the east represents one of the most intense Specific Plan sites within the Germantown Neighborhood. Titled the LC Germantown, the SP contains a maximum height of 6 stories with roof top amenity areas. The proposed form within the 2<sup>nd</sup> and Monroe SP will contain a similar height overall given the topography across the site. Additionally, the form proposed within this SP will mirror some of the façade changes and open space courtyards thereby activating the public realm with a distinct character for this portion of Germantown. The policy supports taller buildings in this location to frame the corridor along the arterial street and provide for a pedestrian friendly environment.

The proposed uses and site layout are consistent with the T4 Urban Mixed Use Neighborhood policy. Given the surrounding development pattern and the form proposed within the site plan, the proposed height is consistent with the policy and the site meets the locational criteria for additional height for a portion of the plan.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 7/23/20

### 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. (See Capacity Fee Permit No's: T2020037458 & T2020037467).

### PUBLIC WORKS RECOMMENDATION

**Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.
- In general, following approval of final plans by MPW, a recorded copy of any ROW dedications and private hauler agreement for waste/recycle disposal will need to be submitted to MPW for Bldg. permit approval.
- On final SP, show ramp into ally entrance (from Monroe) as either a ST-324, -325 section.

### TRAFFIC AND PARKING RECOMMENDATION

**Approve with conditions**

- Construct a traffic signal at the intersection of 3rd Avenue at Madison Street.
- Restripe Madison Street between 2nd Avenue and 3rd Avenue to consist of one westbound shared through/right-turn lane, one westbound left-turn lane, one eastbound left-turn lane, and one eastbound shared through/right-turn lane.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	0.89	0.6 F	23,261 SF	83	29	31

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)	-	-	3,800 SF	242	13	26

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)	-	-	217 U	1600	100	118



## Metro Planning Commission Meeting of 7/23/20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1759	+84	+113

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-MU district: 4 Elementary 4 Middle 2 High**

The proposed SP-MU zoning district could generate ten more students than what is typically generated under the existing CS zone district. Students would attend Buena Vista Elementary School, John Early Middle School, and Pearl-Cohn High School.

### STAFF RECOMMENDATION

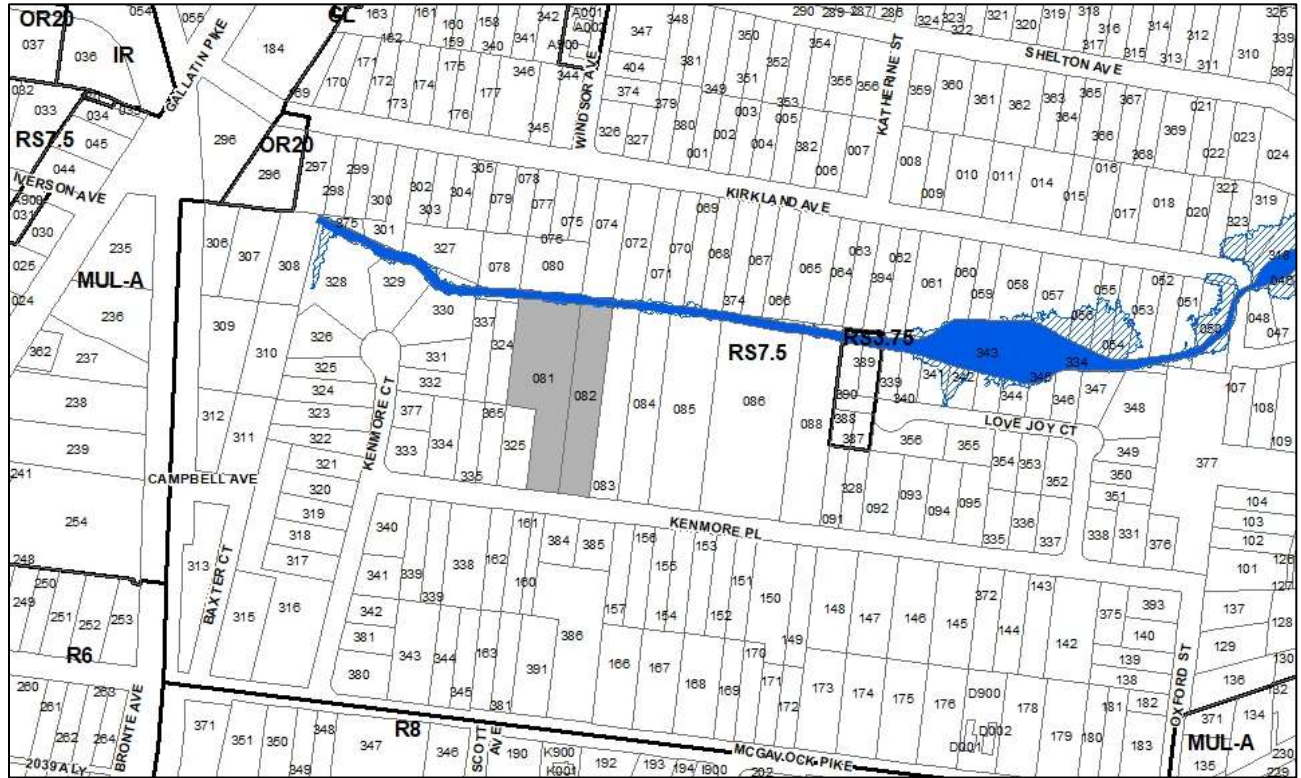
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted land uses shall be limited to a maximum of 217 multi-family residential units and a maximum of 3,800 square feet of all uses permitted by the MUL-A zoning district. Short Term Rental Property (STRP) – Owner occupied and Short Term Rental Property (STRP)- Not owner occupied are prohibited.
2. Height shall be limited to a maximum of seven stories in 75 feet.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
6. 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.
7. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



# Metro Planning Commission Meeting of 7/23/20



**2020S-114-001**

RESUB OF PARTS OF LOT NOS. 84, 85, 86, AND 87 ON THE PLAN OF  
KENMORE PLACE

Map 072-07 Parcel(s) 081-082

05, East Nashville

07 (Emily Benedict)





<b>Project No.</b>	<b>Final Plat 2020S-114-001</b>
<b>Project Name</b>	<b>Resub of Parts of Lot Nos. 84, 85, 86, and 87 on the Plan of Kenmore Place</b>
<b>Council District</b>	07 - Benedict
<b>School District</b>	3 – Speering
<b>Requested by</b>	Clint Elliott Survey, applicant; Sarah & Jason Barrett and Bill & Amanda Contreras, owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Request for final plat approval to create two lots.**

Final Plat

A request for final plat approval to create two lots on properties located at 1223 and 1225 Kenmore Place, approximately 350 feet east of Kenmore Court, zoned Single-Family Residential (RS7.5) (2.19 acres).

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 12 lots, based solely a minimum lot size of 7,500 square feet as required by the zoning. This calculation does not account for infrastructure, road layout, functional lot configuration, or meeting all requirements of the Metro Subdivision Regulations.*

**Community Character Manual Policy**

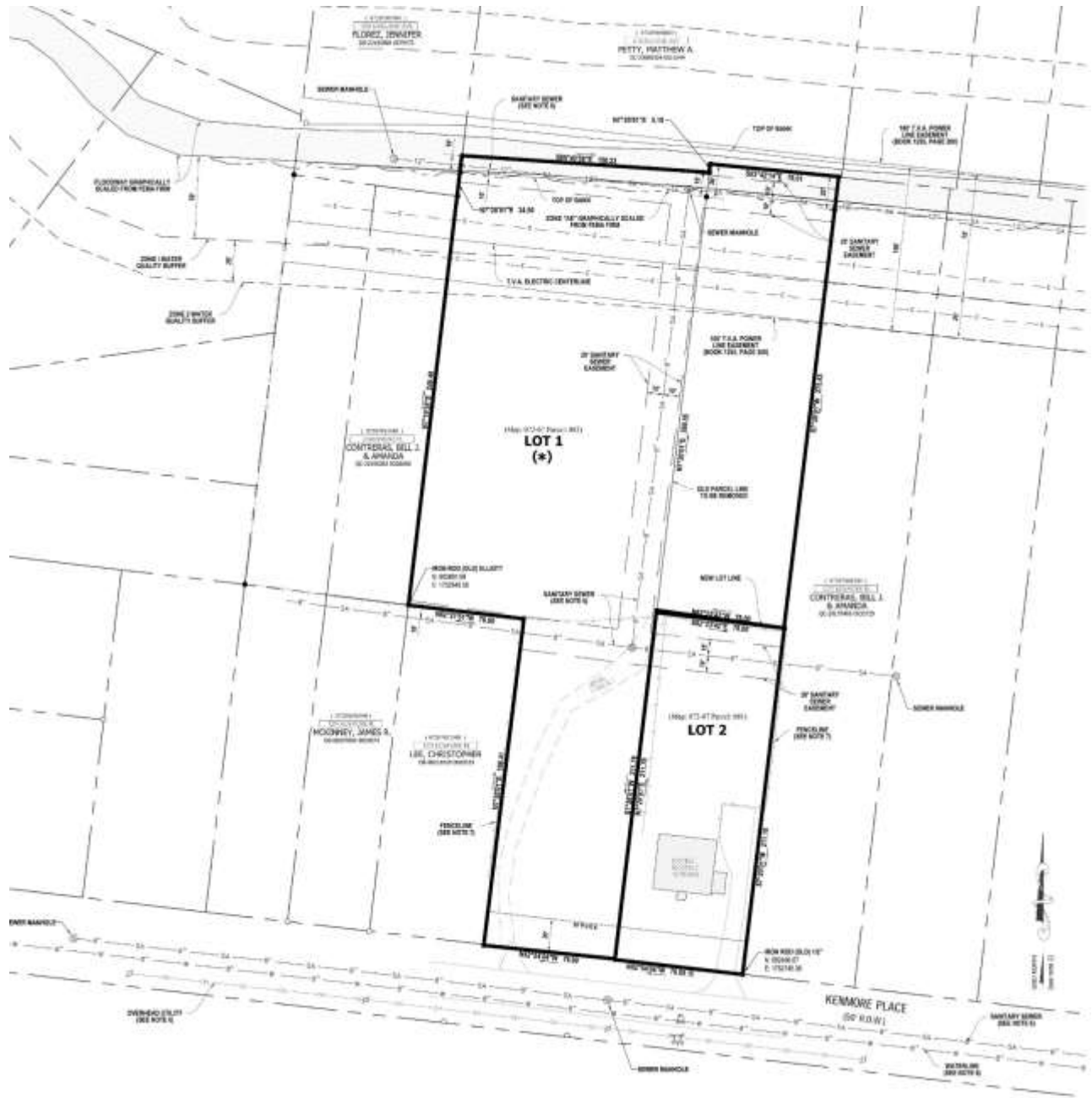
The site is located within the T4 Urban Neighborhood Maintenance (T4 NM) and Conservation (CO) policies. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For T4 NM, the conventional regulations in Chapter 3 are applied.

**SITE CONTEXT AND PLAN DETAILS**

The site comprises two parcels on approximately 2.19 acres and is located on the north side of Kenmore Place, east of Kenmore Court and north of McGavock Pike. The eastern parcel (082) includes a residential unit. The western parcel (081) is the larger of the two parcels and is vacant. The surrounding parcels west of parcel (081) and along Kenmore Court include smaller, previously subdivided lots. The surrounding parcels east of parcel (082), located midblock along Kenmore Place, are much larger. The lot sizes decrease moving further to the east, towards the end of the block face. A stream bisects the rear of the parcels, separating some of the properties along Kenmore Place from parcels which front Kirkland Avenue to the north.



# Metro Planning Commission Meeting of 7/23/20



**Proposed Subdivision**



## Metro Planning Commission Meeting of 7/23/20

The proposed plat would create 2 lots as follows:

- Lot 1: 79,008 square feet (1.814 acres) and 79.99 feet of frontage
- Lot 2: 16,492 square feet (0.378 acres) and 78 feet of frontage

The back portion of existing parcel 082 will be combined with existing parcel 081, resulting in proposed lot 1 becoming larger and proposed lot 2 becoming smaller than the existing parcel configurations. No changes to the existing frontage are proposed.

### 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 (RS7.5) zoning district.

#### Street Frontage

Each proposed lot has frontage on a public street.

#### Compatibility

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

Based on the surrounding parcels, the minimum required lot frontage along Kenmore Place is determined to be 63.34 feet and the minimum required lot area is approximately 24,302 square feet (0.56 acres) per lot.

Proposed Lot 1 has a frontage of 79.99 feet and is 79,008 square feet (1.814 acres), meeting the minimum frontage and area requirements. Proposed Lot 2 has a frontage of 78 feet and is 16,492 square feet (0.378 acres) and meets the minimum frontage requirement but does not meet the minimum area requirement.

Lot Frontage	Proposed Frontage	Minimum Frontage	70% Average
Lot 1	79.99 feet	50 feet	<b>63.34 feet</b>
Lot 2	78 feet		

Lot Size	Proposed Size	Minimum Size	70% Average
Lot 1	79,008 SF (1.81 AC)	10,197 SF (0.23 AC)	<b>24,302 SF (0.56 AC)</b>
Lot 2	16,492 SF (0.378 AC)		



## Metro Planning Commission Meeting of 7/23/20

Along Kenmore Place, there are 19 parcels included on the block face (excluding the site proposed for subdivision). There are 5 surrounding parcels west of the site and 5 surrounding parcels east of the site. All surrounding parcels are located within the T4 NM policy area, and therefore subject to compatibility requirements. The surrounding parcels to the west comprise the remaining portion of the western block face and have an average lot size of approximately 0.28 acres. The 5 surrounding parcels to the east are located mid-block and are the largest of the 19 parcels along the block face, excluding the site. The average lot size of these 5 parcels is approximately 1.32 acres. There are 9 additional parcels located directly east of the 5 surrounding eastern parcels. These 9 parcels are considerably smaller, with an average lot size of 0.28 acres, similar in size to the surrounding parcels to the west. Of the 19 total parcels located along the Kenmore Place block face, the average lot size is 0.55 acres, excluding the site. Fourteen of these parcels have an average lot size of 0.28 acres.

Proposed lot 1 (current parcel 081) will become the second largest property along the north side of Kenmore Place, with the added area proposed from the rear of current parcel 082. Although this results in proposed lot 2 (current parcel 082) becoming smaller than its existing configuration, the resulting configuration and lot depth is similar to most of the existing parcels along Kenmore Place, with the exception of the 5 surrounding parcels to the east that are more than twice as deep as the 14 remaining parcels along the block face. The lot frontage, which is not proposed to change for either of the proposed lots, exceeds minimum frontage requirements and is consistent with the established character of surrounding parcels. In sum, staff finds the proposed lots to be consistent with the character of the surrounding block face. The frontage for both lots will not change as a result of the subdivision, and lot 2 will be similarly sized to most of the lots along Kenmore Place.

### Geographic, Topographic, and Environmental Factors

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

### Other Relevant Information

Staff has found no other relevant information to consider.

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve**



## **Metro Planning Commission Meeting of 7/23/20**

### **STAFF RECOMMENDATION**

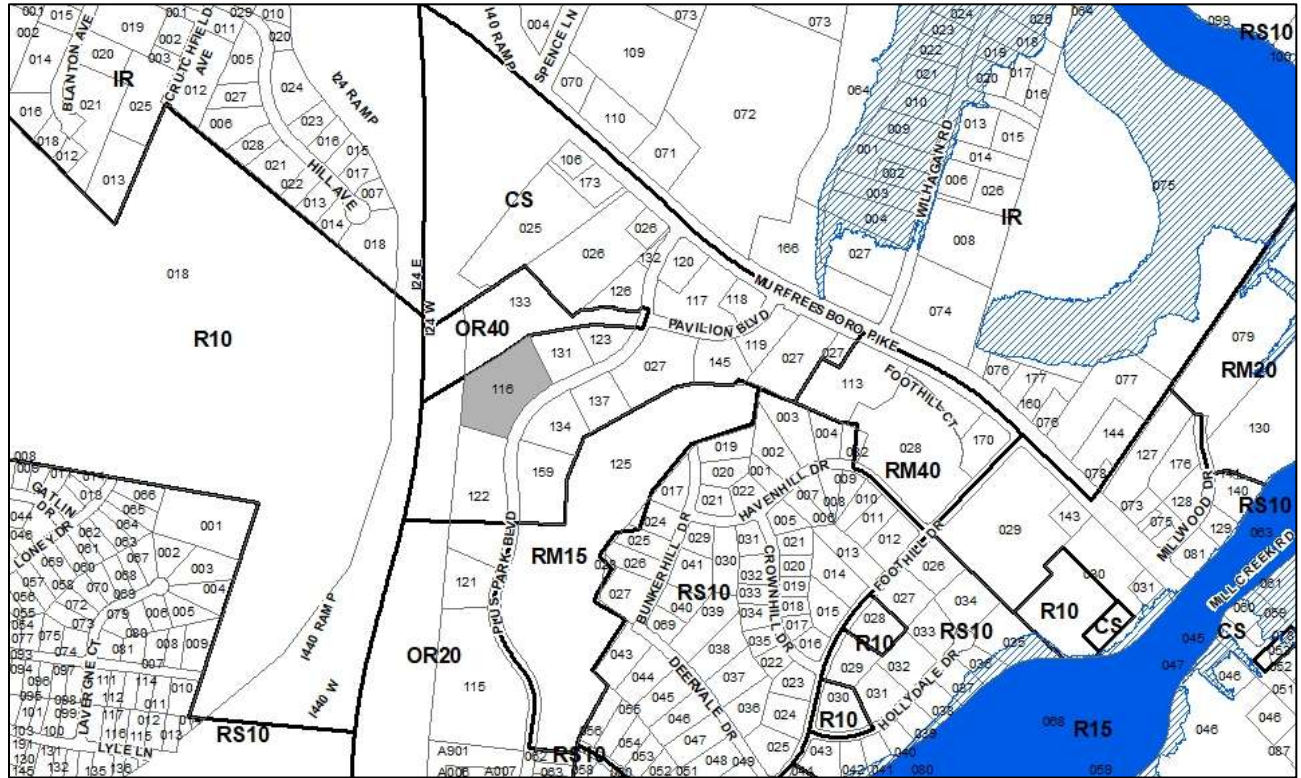
Staff recommends approval with conditions.

### **CONDITIONS**

1. On the corrected copy, modify the parcel numbers on the face of the lots: Parcel (081) for Lot 1 and Parcel (082) for Lot 2.



# Metro Planning Commission Meeting of 7/23/20



**2020S-117-001**  
PLUS PARK-SECTION 17 RESUB OF LOT 21  
Map 106, Parcel(s) 116  
11, South Nashville  
16 (Ginny Welsch)



<b>Project No.</b>	<b>Final Plat 2020S-117-001</b>
<b>Project Name</b>	<b>Plus Park-Section 17 Resub of Lot 21</b>
<b>Council District</b>	16 - Welsch
<b>School District</b>	7 – Player-Peters
<b>Requested by</b>	Clint Elliott Survey, applicant; J2K Builders, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Request for final plat approval to create three lots.**

Final Plat

A request for final plat approval to create three lots on property located at 319 Plus Park Blvd, approximately 475 feet southwest of Pavilion Boulevard, zoned Commercial Service (CS) (3.29 acres).

**Existing Zoning**

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

**Community Character Manual Policy**

The site is located within the District Employment Center (D EC) policy. In order to achieve harmonious development, the Planning Commission has adopted Subdivision Regulations that include standards for specific transects. For D EC, there are no specific regulations beyond the general requirements of Chapter 3.

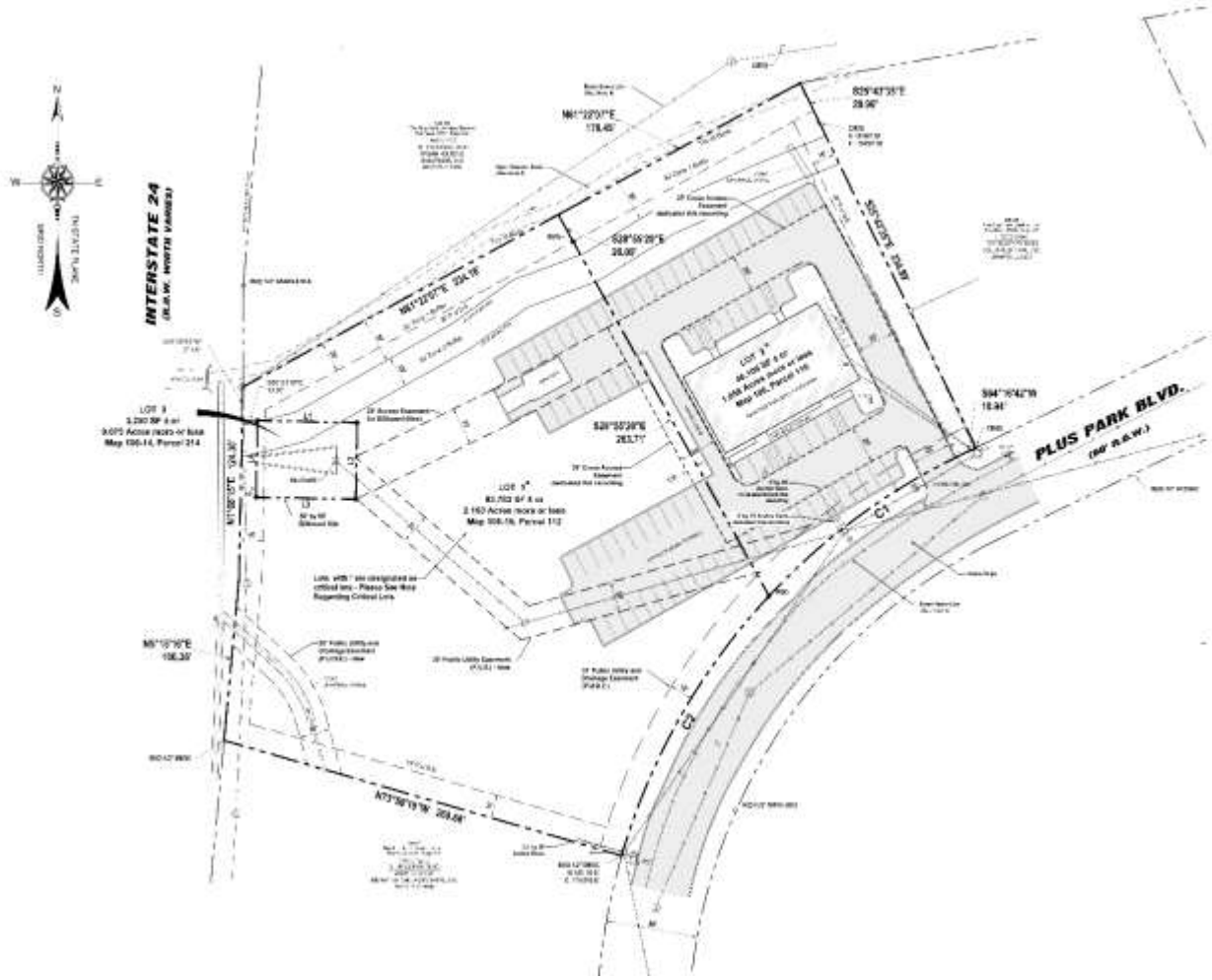
**SITE CONTEXT AND PLAN DETAILS**

The site comprises 3.286 acres and is located on the west side of Plus Park Boulevard, east of I-24 and southwest of Murfreesboro Pike. The property contains an office use with surface parking areas and an existing billboard, which will all be retained on the lots proposed for subdivision. Surrounding properties along the west side of Plus Park Boulevard contain primarily office uses, with multi-family and commercial uses located closer towards Murfreesboro Pike.

The proposed plat would create 3 lots. Proposed lots 1 and 2 are located at the front of the site and contain lot sizes of 2.15 acres and 1.06 acres, respectively. Proposed lot 1 is located to the west of lot 2 and contains a portion of the existing parking area. Proposed Lot 2, the easternmost lot, contains the existing office building with vehicular access to Plus Park Boulevard provided near the southeastern corner. Proposed lot 3, which comprises 0.075 acres and forms the area around the existing billboard, is located near the interstate at the back of the site. Access easements will be established with this plat to provide access from Plus Park Boulevard to the parking areas and billboard.



# Metro Planning Commission Meeting of 7/23/20



Proposed Subdivision





## **Metro Planning Commission Meeting of 7/23/20**

### **ANALYSIS**

The land use policy for the subject property is District Employment Center (D EC), which is not subject to the infill subdivision requirements in Section 3-5 of the Subdivision Regulations.

#### Zoning Code

Proposed lots meet the minimum standards of the CS zoning district.

#### Street Frontage for all other lots

The proposed lots have frontage on a public street and/or are accessed from the street via a proposed access easement across an adjacent lot where joint access provides better access management.

#### Agency Review

All review agencies have recommended approval.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- MWS recommends approval, on the following condition: Approval does not apply to private water and sewer line design. Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin. Capacity must be reserved before issuance of building permits. (Capacity Permit Nos, T2020033343 & T2020033346).

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 7/23/20



### **2013UD-002-024**

**MURFREESBORO PIKE UDO (GREEN PASTURES)**

Map 175-00, Parcel(s) 009

13, Antioch- Priest Lake

33 (Antoinette Lee)



<b>Project No.</b>	<b>UDO Major Modification 2013UD-002-024</b>
<b>Project Name</b>	<b>Murfreesboro Pike UDO (Green Pastures)</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	6 – Bush
<b>Requested by</b>	Josh Hutcheson, Fulmer Lucas, applicant; SI Investments, LLC, owner
<b>Staff Reviewer</b>	Gonzalez
<b>Staff Recommendation</b>	<i>Approve all three modifications with conditions.</i>

**APPLICANT REQUEST**

**A request for a modification to the Murfreesboro Pike Urban Design Overlay District standards**

Modification

A request for a Modification to the Murfreesboro Pike Urban Design Overlay (UDO) front setback and the perimeter fencing requirements for property located at 4027 Murfreesboro Pike, zoned Agricultural/Residential (AR2A) and Industrial Restrictive (IR) (6.54 acres), to permit a 203-foot front setback for a temporary modular building where a maximum of 80-feet is permitted, a 302-foot front setback for the existing structure where a maximum of 80-feet is permitted, and usage of a chain link fence.

**Existing Zoning**

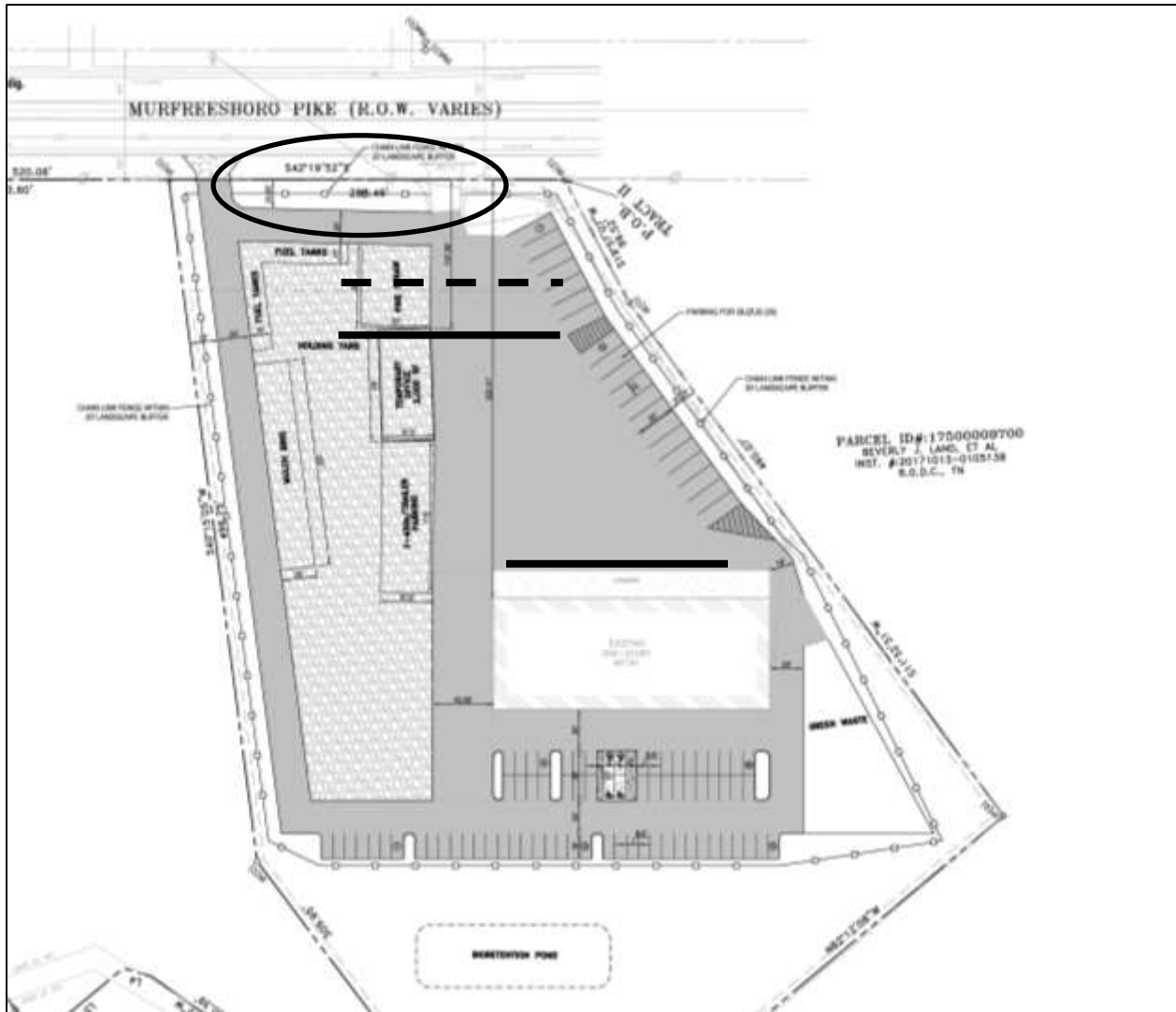
Industrial Restrictive (IR) is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.

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.

Murfreesboro Pike Urban Design Overlay (UDO) is intended to foster suburban development that is pedestrian friendly while still accommodating for the market needs of suburban development. This UDO focuses on broad design standards while emphasizing best practices for quality suburban design.



# Metro Planning Commission Meeting of 7/23/20



**Proposed Site Plan (black oval indicates fence location)**



## Metro Planning Commission Meeting of 7/23/20

### MODIFICATION REQUEST DETAILS

The following modifications to the front setback and perimeter fencing standards of the Murfreesboro Pike UDO are being requested by the applicant:

#### 1) Front Setback (Modular Building)

UDO Requirement: A minimum of 0-feet and maximum of 80-feet, as indicated in the dashed thick black line in the site plan graphic.

Modification Request: Up to 123-feet of additional front setback along the Murfreesboro Pike frontage shown in a thick black line in the site plan graphic.

#### 2) Front Setback (Existing Building)

UDO Requirement: A minimum of 0-feet and maximum of 80-feet, as indicated in the dashed thick black line in the site plan graphic.

Modification Request: Up to 222-feet of additional front setback along the Murfreesboro Pike frontage shown in a thick black line in the site plan graphic.

#### 3) Perimeter Fencing

UDO Requirement: Fences and walls within the front setback and in front of buildings on side property lines facing public streets shall be constructed of wood, brick, masonry, vinyl, ornamental iron or aluminum, or similar materials. Chain-link shall not be permitted within the front setback or between buildings and the street.

Modification Request: Permit usage of chain-link fence along front setback. Applicant proposes expanding the perimeter landscape strip from required 10-feet to 20-feet along the Murfreesboro Pike frontage screening the fence as shown in the outlined oval in the site plan graphic.

### ANALYSIS

1. **Front Setback (Modular Building).** The Modification request consists of an additional 123-feet (for a total of 203-feet) to the maximum front setback from Murfreesboro Pike, where a maximum of 80-feet is allowed. The applicant proposes to locate a 3,000 square foot modular building to be used temporarily for the office component of the proposed landscape design business as the existing main structure is renovated. Given the temporary nature of the modular structure, proposed to be occupied by employees of the business for a period of 24-months or less, the setback would exceed the 80-foot requirement established by the UDO for a short period of time. The proposed plan enables the business to begin operating on the site earlier and provides the opportunity to enhance an existing structure for future adaptive reuse.
2. **Front Setback (Existing Building).** The Modification request consists of an additional 222-feet (for a total of 302-feet) to the maximum front setback from Murfreesboro Pike, where a maximum of 80-feet is allowed. This setback is related to the distance of the existing metal structure which has remained on the site since 1993, prior to the creation of the Murfreesboro Pike UDO. The presence of a larger setback is not out of character for the surrounding building form given that it is related to an existing building within an



## Metro Planning Commission Meeting of 7/23/20

industrial zoning district. While a reduced setback to meet the 80-foot requirement helps achieves activation of the street, repurposing the existing structure for a new landscaping business helps ensure that construction remain affordable while also meeting Metro's goals of providing a sustainable built environment which reduces the amount of construction materials and hauling to the site.

3. **Perimeter Fencing.** The third modification request consists of permitting the installation of a chain-link fence along the frontage of the site, approximately 10-feet from the edge of property. The applicant proposes to exceed the 10' perimeter landscaping strip to a total of 20' along Murfreesboro Pike to further provide screening of the fence and business activity. Furthermore, as the proposed development is related to lawncare services, the applicant has proposed to utilize plantings and vegetation as a means to further enhance the natural aesthetics of the Murfreesboro Pike corridor. Given the nature of the landscaping business which is permitted by-right per the existing zoning and the need to secure equipment, fencing along the perimeter of the property is of utmost importance as it relates to the success of the proposed business.

The modification requests are considered in keeping with the goals of the UDO and the Antioch-Priest Lake Community Plan to provide a walkable and pedestrian friendly site, while establishing quality suburban design that supports suburban development. The site plan proposal also provides high-quality landscaping beyond the standard requirement to buffer the site and proposed perimeter fencing.

### **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 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.
- Prior to final approval, coordinate with Metro planning on sidewalk requirements along Murfreesboro Pike frontage.
- Comply with MPW traffic comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Prior to construction permit approval, conduct an access study to determine whether a right turn lane and/or taper should be provided on Murfreesboro Pike at Proposed Driveway. Construction Documents shall reflect the recommendations of the access study and right turn lane design, if determined to be needed and as approved by the Metro Traffic Engineer.



## **Metro Planning Commission Meeting of 7/23/20**

- Provide adequate distance from both driveway gates to Murfreesboro Pike travel lanes to provide adequate truck queueing/storage from travel lanes when gates are closed.

### **STORMWATER RECOMMENDATION**

**Approve**

### **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. Capacity must be paid before issuance of building permits.

### **STAFF RECOMMENDATION**

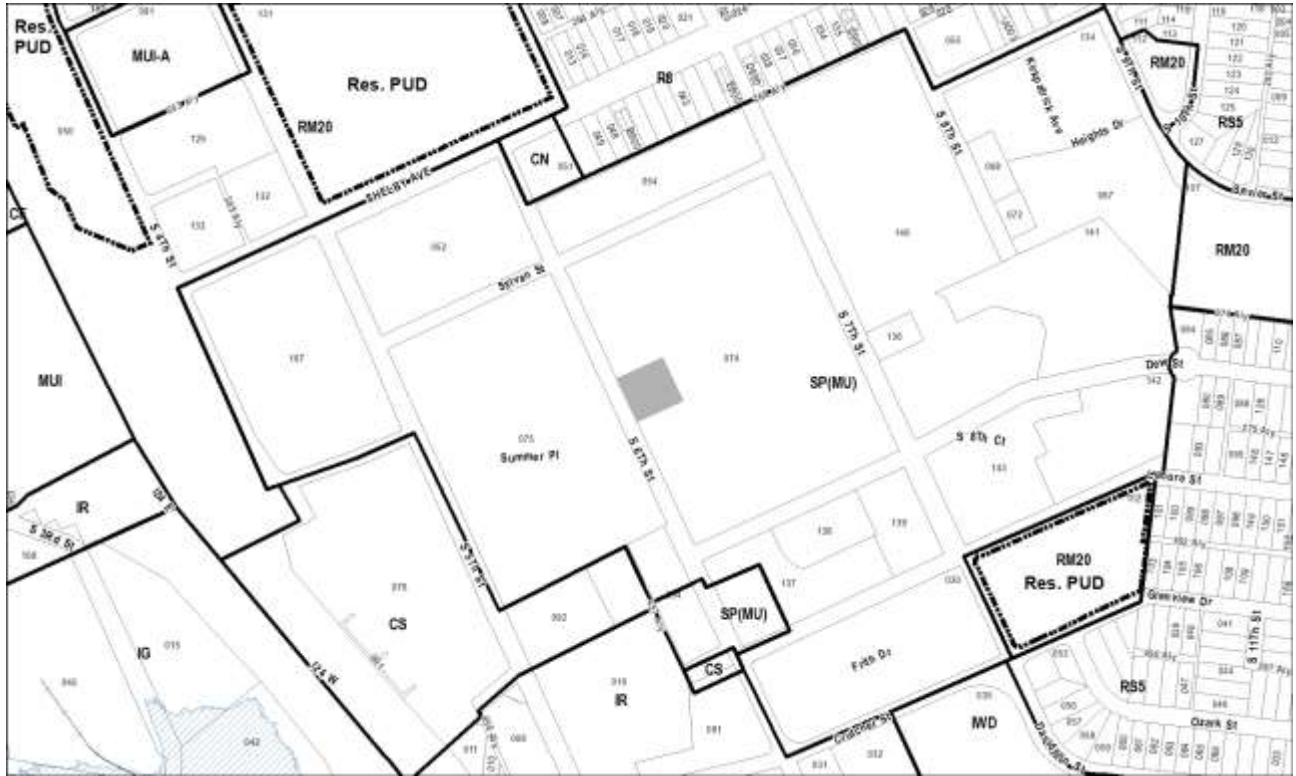
Staff recommends approval of all three modifications with conditions.

### **CONDITIONS**

1. The modification decision in no way confers a site plan approval for the project. The applicant must apply for a final site plan approval, submitting the required application and all required drawings, for review through the development review process with all pertinent agencies. This is not a site plan approval.
2. The 3,000 square foot modular building to be located within 203-feet of Murfreesboro Pike is to be utilized in a temporary fashion for office use pending completion of the restoration of the main existing metal building. Use of the modular building beyond a period of 24-months following issuance of the Use and Occupancy Permit for the modular building shall require an additional UDO Modification approval by the Metro Planning Commission.



## Metro Planning Commission Meeting of 7/23/20



**2020HL-002-001**

701 SOUTH 6<sup>TH</sup> SREET

Map 093-04, Parcel(s) 074

05, East Nashville

06 (Brett Withers)





<b>Project No.</b>	<b>Historic Landmark 2020HL-002-001</b>
<b>Project Name</b>	<b>701 S 6<sup>th</sup> Street</b>
<b>Council District</b>	06 - Withers
<b>School District</b>	5 - Buggs
<b>Requested by</b>	M.D.H.A., applicant and owner.
<b>Staff Reviewer</b>	Dunnivant
<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 a portion of property located at 701 South 6th Street, approximately 390 feet southeast of Sylvan Street, zoned Specific Plan (SP) and within the Cayce Redevelopment District Overlay (0.58 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.

**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.

**EAST NASHVILLE COMMUNITY PLAN**

Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

**REQUEST DETAILS**

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

The James A. Cayce Administration Service Building, also known as the Gerald F. Nicely Building, is significant under National Register criteria A and C for its role in the development of Nashville’s public housing and for its architectural design. The building was completed in 1943 after being approved by the United States Housing Authority



## Metro Planning Commission Meeting of 7/23/20

(USHA) in 1941. The building was constructed to serve as the offices of the Nashville Housing Authority (NHA) which was the city agency responsible for administering the local and federal public housing programs. The NHA oversaw the completion of the adjacent Cayce Place public housing project as well as the city's other major public and elderly housing projects in the mid-20<sup>th</sup> century. The agency was renamed the Metropolitan Development and Housing Agency (MDHA) in 1972 and the building continues to be occupied by MDHA. The building was designed in the Neo-Classical Revival style by the Nashville architectural firm of Marr and Holman. It features a two-story main block with a Doric portico and flanking one-story wings. The building underwent a limited expansion in 1989 and in 2005 the windows and doors were replaced, and the portico rebuilt. Although using different materials, this renovation was designed to match the original as closely as possible and the building retains integrity of its overall plan, site, setting, location, workmanship, feeling and association.

**Analysis and Findings:** The property was listed in the National Register of Historic Places on December 13, 2019, and therefore meets standard 5 of section 17.36.120.

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

On June 17, 2020, the Metro Historic Zoning Commission reviewed the request and recommended 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 meets standard 5 of section 17.36.120.

### **STAFF RECOMMENDATION**

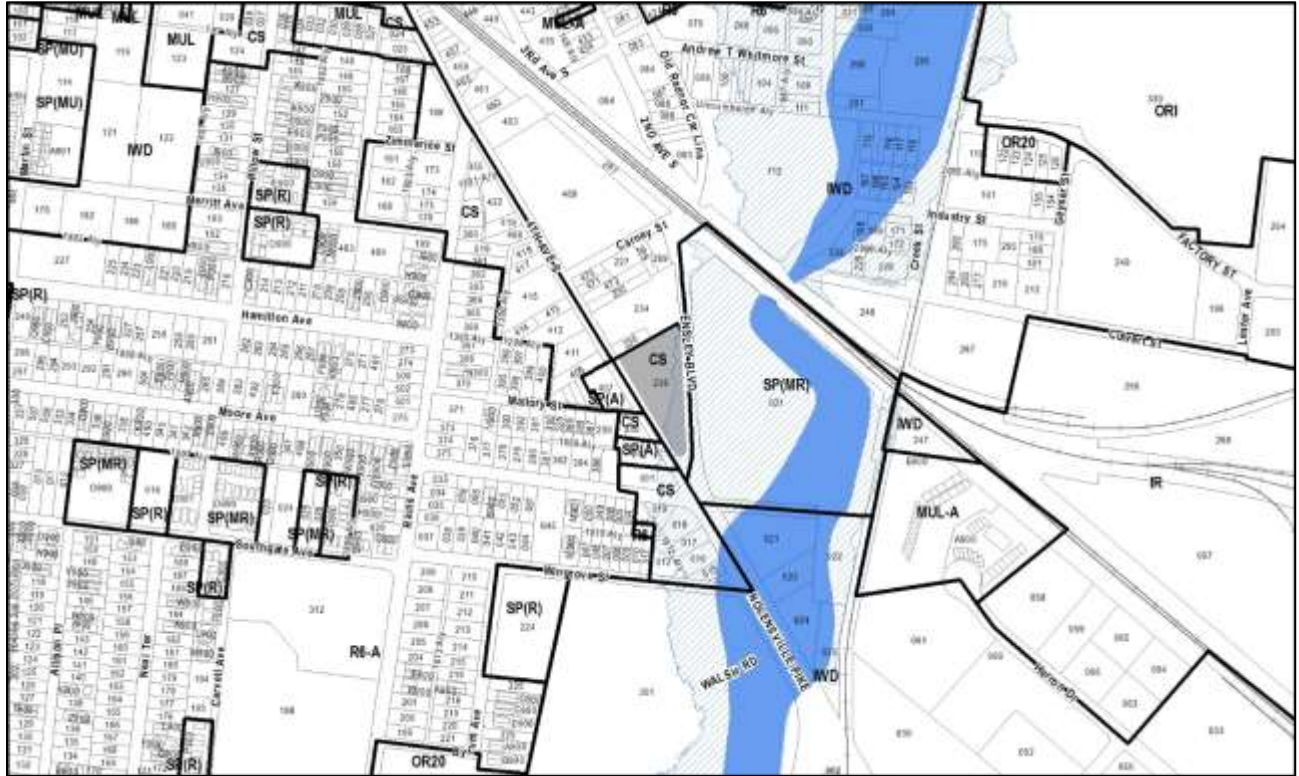
The proposed Historic Landmark Overlay District is intended to preserve the historic structures on the properties through the implementation of development guidelines by the Metro Historic Zoning Commission and Staff. The policy encourages the protection and preservation of historic features. Staff recommends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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/23/20



**2020Z-086PR-001**  
Map 105-08, Parcel(s) 238  
11, South Nashville  
17 (Colby Sledge)



<b>Project No.</b>	<b>Zone Change 2020Z-086PR-001</b>
<b>Council District</b>	17 - Sledge
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Thomas and Hutton, applicant; Cumberland Advisory Group, LLC, owner.
<b>Staff Reviewer</b>	Lewis
<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 property located at 1621 Ensley Boulevard, at the northwest corner of Ensley Boulevard and 4th Avenue South (1.67 acres).

**Existing Zoning**

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

**Proposed Zoning**

Mixed Use Limited-Alternative (MUL-A-NS) is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property - Not-Owner Occupied uses from the district.*

**SOUTH NASHVILLE COMMUNITY PLAN**

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

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



## Metro Planning Commission Meeting of 7/23/20

### **Supplemental Policy**

The site is located within the Wedgewood Houston Chestnut Hill Small Area Plan. The intent of this plan is to address land use, transportation, and community design at the neighborhood scale. The site is located within subdistrict 4d.

### **ANALYSIS**

The 1.67 acre site is located at the convergence of 4<sup>th</sup> Avenue South, Ensley Boulevard, and Nolensville Pike, forming a triangular shape parcel. The lot has frontage along 4<sup>th</sup> Avenue South and Ensley Boulevard. The parcels to the north are zoned Industrial Warehouse District (IWD). To the west, along 4<sup>th</sup> Avenue South, the parcels are zoned CS and several Specific Plan (SP) districts. The 12 acre parcel directly to the east is zoned SP to permit 130 multi-family residential units.

The intent of the T4 MU policy is to maintain, enhance, and create urban, mixed use neighborhoods with a diverse mix of moderate-to-high density residential, commercial, office, and light industrial land use. The CO policy is on the site as a result of floodplain on the eastern portion of the site. All required stormwater and floodplain development regulations will be required with any future development.

The guidance for Subdistrict 4d indicates the properties will likely develop with a mix of commercial and light industrial uses, with the potential for higher density residential, mixed-use and live-work uses along 4<sup>th</sup> Avenue South/Nolensville Pike.

The requested rezoning to MUL-A-NS meets the intent of the T4 MU zoning district and the small area plan to establish a mix of uses on the site. Additional considerations for zoning changes include the site's relation to centers and corridors, size of the site, environmental conditions, and surrounding character areas. The site is at a prominent convergence of three major corridors and given the size of the site, is likely able to support a mixed-use development. The area to the east of the site is T4 MU before it transitions to Urban Neighborhood Evolving (T4 NE), which is a residential policy to create and enhance urban neighborhoods. The requested MUL-A-NS permits a variety of uses compatible with the mix of the two adjacent policies.

### **FIRE RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Transportation analysis may be required at time of redevelopment.



## Metro Planning Commission Meeting of 7/23/20

### Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.67	0.6 F	43,647 SF	2771	139	299

### 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)	0.83	1.0 F	36 U	232	19	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
Retail (814)	0.82	1.0 F	35,719 SF	2268	114	245

### 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)	0.82	1.0 F	35,719 SF	2995	27	279

### 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
-	-	-	-	+2724	+21	+249

### **METRO SCHOOL BOARD REPORT**

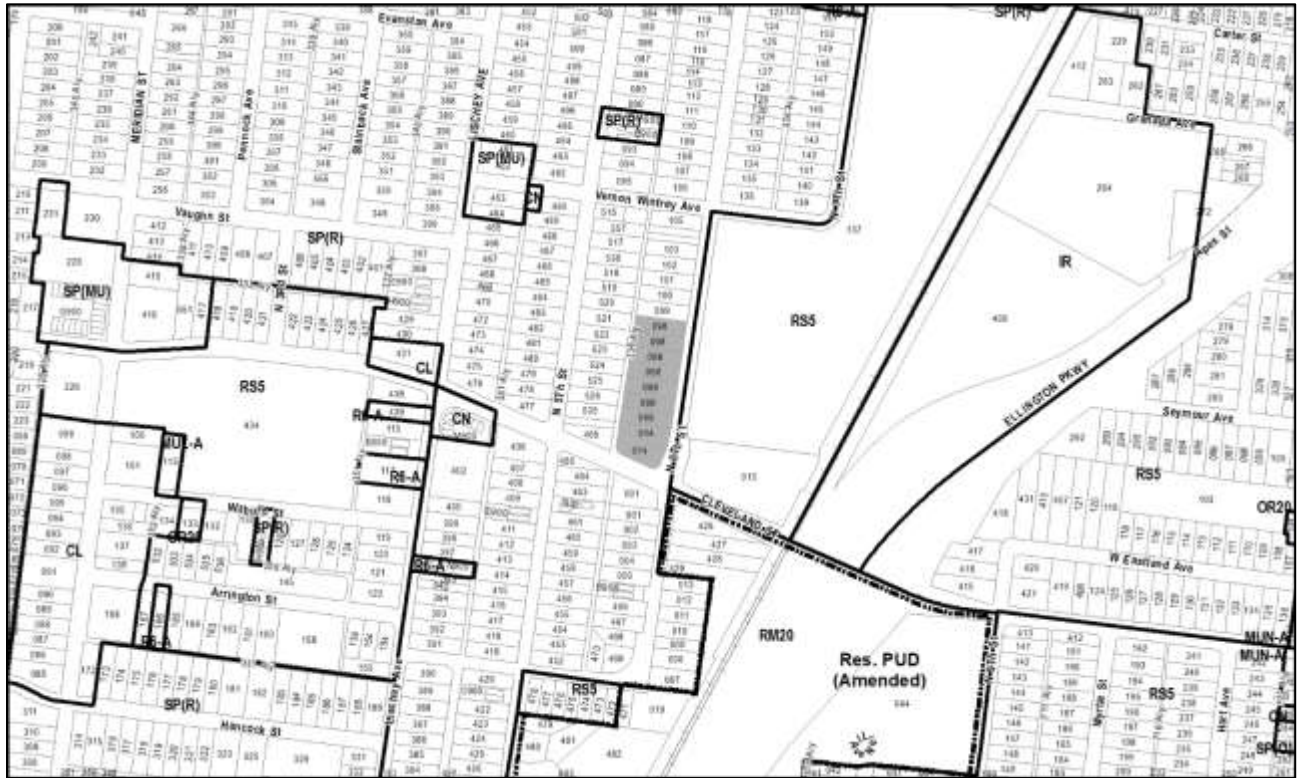
Given the mix of uses permitted by MUL-A-NS, the number of residential units ultimately build on site may vary and an assumption as to impact at this point is premature.

### **STAFF RECOMMENDATION**

Staff recommends approval.



## Metro Planning Commission Meeting of 7/23/20



### 2020Z-087PR-001

Map 082-04, Parcel(s) 098.01, 098.02, 098.03, 098.04, 098.05, 098.06, 098

Map 082-08, Parcel(s) 014.02, 014.01

05, East Nashville

05 (Sean Parker)





**Project No.** Zone Change 2020Z-087PR-001  
**Council District** 05 - Parker  
**School District** 5 - Buggs  
**Requested by** RSC LLC, applicant; Cleveland Park Development LLC and Cleveland Street Missionary Baptist Church TRS, owners.

**Staff Reviewer** Lewis  
**Staff Recommendation** Approve.

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential Alternative (R6-A) zoning for properties located at 900, 902, 904, 906, 908, 910, 912, 914, and 916 N 6th Street, at the northwest corner of Cleveland Street and N 6th Street, (1.75 acres).

**Existing Zoning**

Specific Plan – Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. *This Specific Plan, Cleveland McFerrin Park SP, permits Detached Accessory Dwelling Units (DADUs) in addition to all uses of RS5.*

**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. *Based on the existing lot configuration, if rezoned to R6 and each lot is found to be duplex eligible by Codes, a total of 18 units (2 per lot) would be permitted.*

**EAST NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 7/23/20

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

### ANALYSIS

The requested area for rezoning, also referred to as the site, is composed of nine lots, for a total acreage of 1.75 acres. The site is located at the northwest corner of N 6<sup>th</sup> Street and Cleveland Street. The existing lots have frontage along N 6<sup>th</sup> Street and the southernmost lot has frontage along both Cleveland Street and N 6<sup>th</sup> Street. Alley 334 forms the western property line of the existing lots. All lots are currently vacant.

On the east side of N 6<sup>th</sup> Street, opposite the site, is an existing church and Cleveland Park. The properties to the north, east, and southwest across Cleveland Street are within the same SP as the rezoning site. The existing SP permits all uses of the Residential Single-Family zoning district (RS5) and DADUs. The properties at the southeast corner of N 6<sup>th</sup> Street and Cleveland Street are zoned Residential Multi-Family (RM20).

The goals of both policies on the site, T4 NE and T4 NM, are intended to create and enhance urban neighborhoods compatible with surrounding properties. The SP permits DADUs to be established on lots with existing single-family residential units, for a total of two units per lot. The requested zoning district would also permit two units per lot. Two-family lots would be in keeping with the existing residential development pattern of the area. The alternative standards of the zoning district require additional development standards to create an urban form on the lots.

### 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: SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	1.75	-	24 U	176	12	14

\*Based on two-family lots



## Metro Planning Commission Meeting of 7/23/20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	1.75	7.26 D	15 U	110	7	9

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-9 U	-66	-5	-5

### METRO SCHOOL BOARD REPORT

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

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

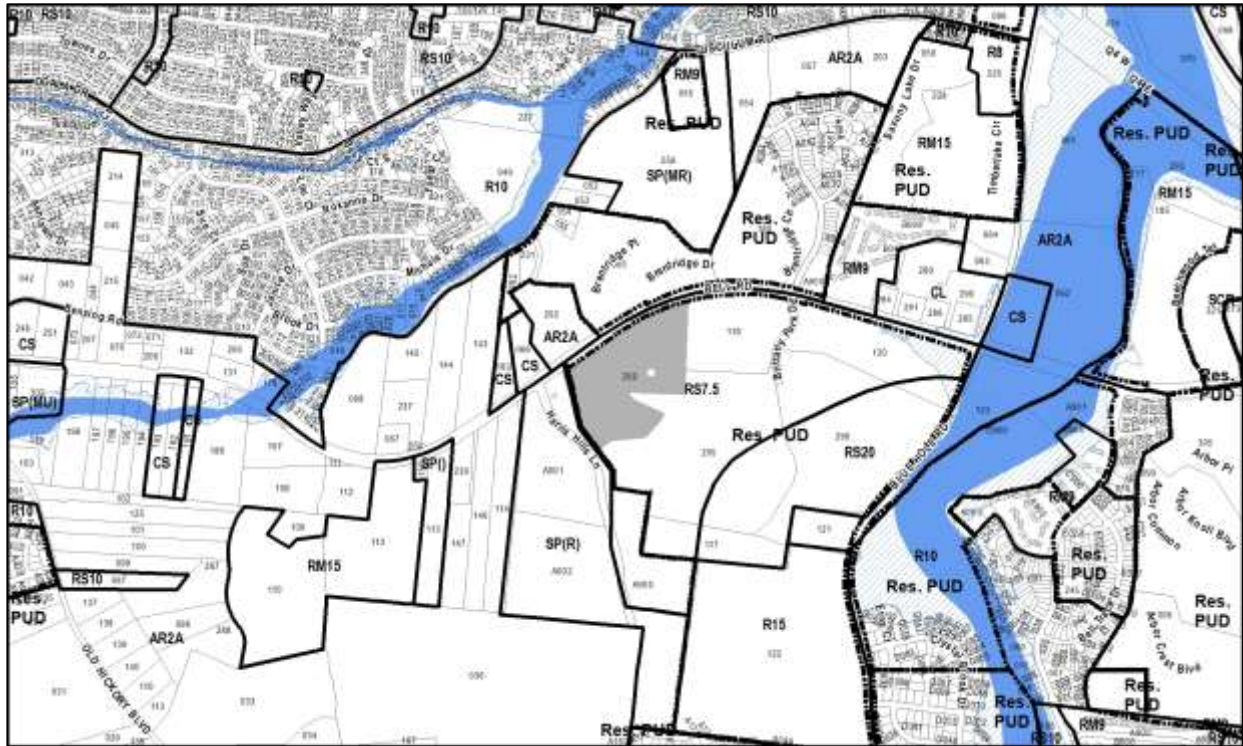
The proposed R6-A zoning is not anticipated to generate any additional students than the existing RS5 zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School.

### STAFF RECOMMENDATION

Staff recommends approval.



## Metro Planning Commission Meeting of 7/23/20



### **95P-025-006**

MILLWOOD COMMONS – PHASE 1A AND A PORTION OF PHASE 1B  
(REVISION AND FINAL)

Map 162, Parcel(s) 250

Map 162, Part of Parcel(s) 295

12, Southeast

31 (John Rutherford)



**Project No.** **Planned Unit Development 95P-025-006**  
**Project Name** **Millwood Commons Phase 1A and a Portion of Phase 1B (Revision and Final)**  
**Council District** 31 - Rutherford  
**School District** 2 - Elrod  
**Requested by** Catalyst Design Group, applicant; Whetstone Partners I, LLC, and Whetstone Partners II, LLC, owners.  
**Staff Reviewer** Rickoff  
**Staff Recommendation** *Approve with conditions.*

**APPLICANT REQUEST**

**Revise preliminary plan and final site plan approval for a portion of a Planned Unit Development.**

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Planned Unit Development Overlay District for property located at 1430 Bell Road, approximately 175 feet northeast of Harris Hills Lane, and a portion of property located at 900 Brittany Park Drive, zoned Single-Family Residential (RS7.5) to permit additional parking (approximately 16.84 acres).

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 83 units. The allowed number of units is determined by the PUD.*

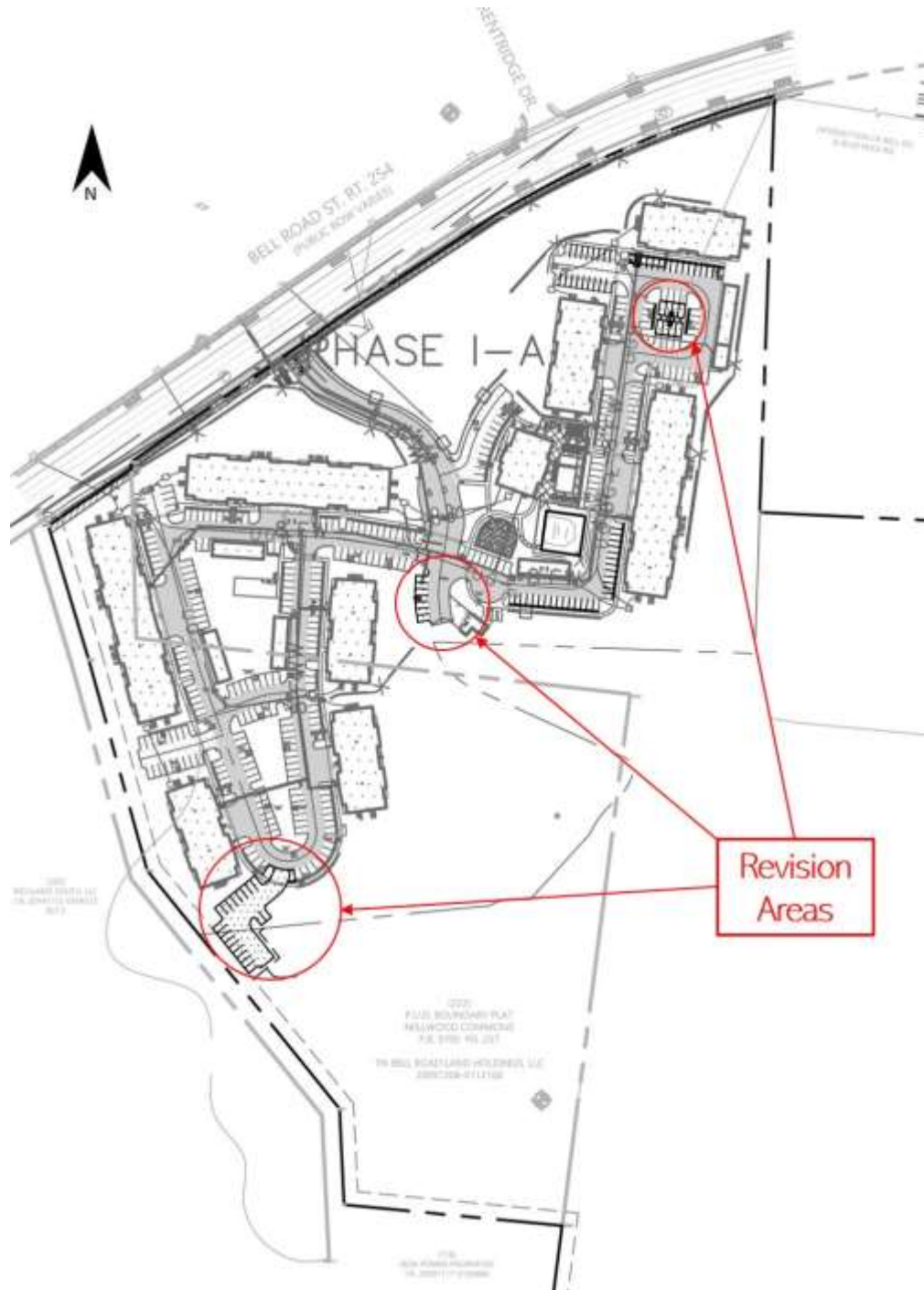
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the 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.

**HISTORY**

The Millwood Commons PUD consists of approximately 159 acres on the south side of Bell Road and west of Blue Hole Road. The original PUD plan was approved by Council in 1996 and included 1,024 residential units, including 908 multi-family units and 116 single-family units. The plan was revised in 2007 to reduce the number of units to 884 multi-family units and 116 single-family units, for a total of 1,000 residential dwelling units. In 2015, Phase 1A was



# Metro Planning Commission Meeting of 7/23/20



**Proposed Site Plan**



## Metro Planning Commission Meeting of 7/23/20

approved for a revision and final site plan for 252 multi-family units, which have since been built. In 2018, Phase 1B was approved for a final site plan for 256 multi-family units, which are currently under construction. Phase 2, which is not included in this request, was revised most recently in 2018 when it was approved as a revision and final site plan for 301 multi-family units.

This request is for approval of a revision to the preliminary plan and for final site plan approval for Phase 1A and a portion of Phase 1B.

### PLAN DETAILS

The current request is for approval of a revision to the preliminary plan and for final site plan approval to permit additional parking spaces in Phases 1A and 1B. The proposed revision will result in 35 additional parking spaces located in and around the existing surface parking areas. The majority of the new spaces will be located within Phase 1A, which has already developed. Approximately 8 new spaces will extend into a small portion of Phase 1B near the western property line, in an area that is currently being used as a construction entrance. The construction entrance will be removed and supplemented with landscaping once Phase 1B is complete. No changes are proposed on the remaining portion of Phase 1B.

The plan maintains the same access points as previously approved, and no changes to the building layout or unit count are proposed.

### ANALYSIS

Section 17.40.120.G permits the Planning Commission to approve “minor modifications” under certain conditions. Staff finds that the request is consistent with all the requirements of Section 17.40.120.G, 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



## Metro Planning Commission Meeting of 7/23/20

- classification of a commercial PUD; or any change in general classification of an industrial PUD);
- d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
  - e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
  - f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
  - g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
  - h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
  - i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
  - j. If originally limited to office, retail and other general commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to include industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
  - k. If originally limited to commercial activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, commercial or industrial activities, unless such activities are otherwise permitted by the underlying base zone district. The permitted uses within the planned unit development shall be those specifically authorized by the council through the adopted master development plan, or by the existing base zone district beneath the overlay, whichever is more permissive.
  - l. In the determination of the commission, the nature of the change will have no greater adverse impact on those environmentally sensitive features identified in Chapter 17.28 of this code than would have occurred had the development proceeded in conformance with the previous approval.
  - m. In the judgment of the commission, the planned unit development or portion thereof to be modified does not meet the criteria for inactivity of Section 17.40.120.H.4.a.

The revised plan is consistent with the concept of the plan approved by Metro Council. No changes are proposed to the basic development concept, the acreage within the PUD, or the underlying zoning. The revised plan meets the conditions for Planning Commission approval of modifications to a master development plan.





## Metro Planning Commission Meeting of 7/23/20

### **FIRE DEPARTMENT RECOMMENDATION**

**Approve**

### **STORMWATER RECOMMENDATION**

**Approve with conditions**

- Provide fee worksheet and fee payment prior to next resubmittal.
- On Sheet C4.1, silt fence was shown at the headwall. Turn up silt fence before the headwall and add temporary outlet protection.
- On Sheet C4.3, please label the matting to be used.
- On Sheet C6.1, better explain how RR1 discharges. It appears that a rip rap ditch is proposed then doesn't end into a defined conveyance?

### **WATER SERVICES**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- Provide parking per code at a minimum

### **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 Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. On the corrected copy, modify the title to include "Phase 1A and portion of Phase 1B."
3. On the corrected copy, add the B-1 buffer landscaping details identified on sheet L1.1 to the overall landscape plan (sheet L1.0).
4. On the corrected copy, modify the total acreage to include the area within Phase 1B that is included in this request.
5. With the corrected copy, provide documentation of recorded access easement to adjacent parking areas in Phase 1B.
6. 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.
7. 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 7/23/20**

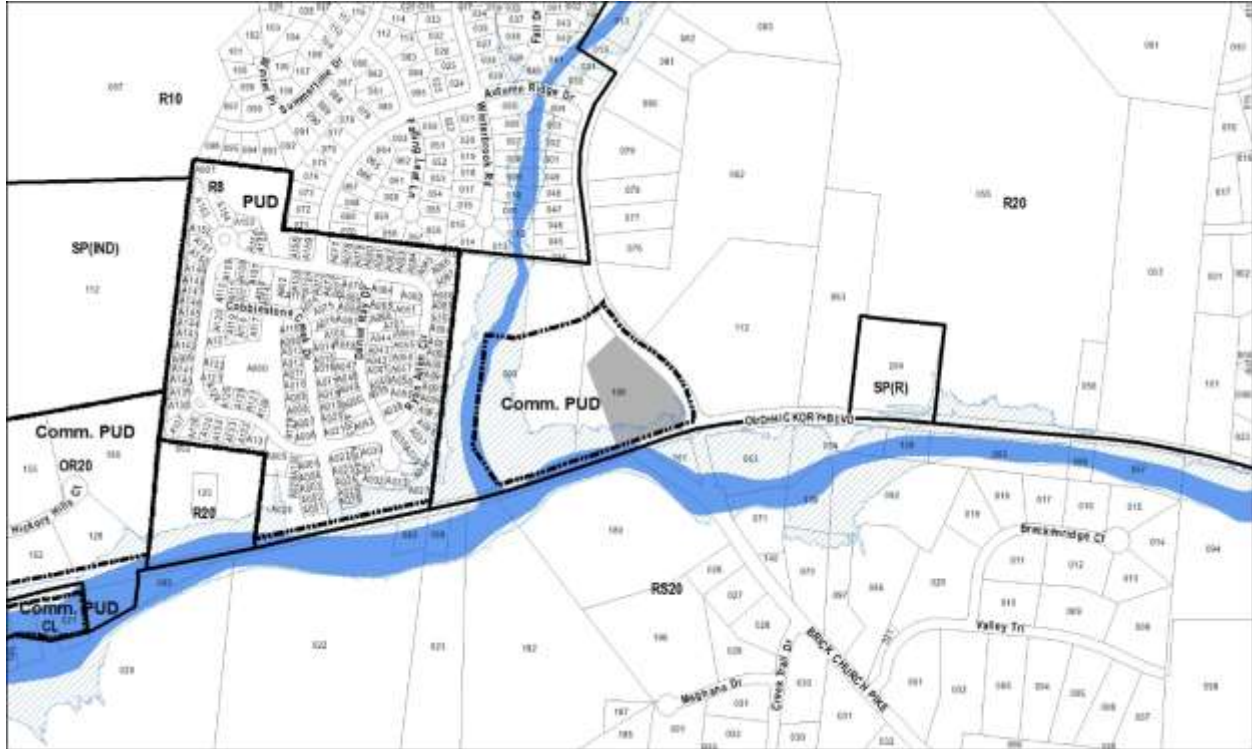
8. Prior to the issuance of any permits, confirmation of the final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
9. Prior to the issuance of any permits, confirmation of the final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
10. Prior to issuance of any permits, provide one half sized copy and a CD copy of the approved final site plan. Building permits will not be issues until the half sized copy and CD have been accepted.
11. The final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/20



### **65-76P-001**

DOLLAR GENERAL (REVISION)

Map 032, Parcel 180

02, Parkwood – Union Hill

03 (Jennifer Gamble)



**Project No.** **Planned Unit Development 65-76P-001**  
**Project Name** **Dollar General (Revision)**  
**Council District** 03 - Gamble  
**School District** 1 – Gentry  
**Requested by** Dale and Associates, applicant; Gordon F. McCammon and Robert C. Helson, owner.

**Deferrals** This item was deferred from the June 25, 2020, Planning Commission meeting. No public hearing was held.

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

**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), (3 acres), to permit 24,000 square feet of commercial space.

**Existing Zoning**

One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. In this case the overlay dictates use and intensity.

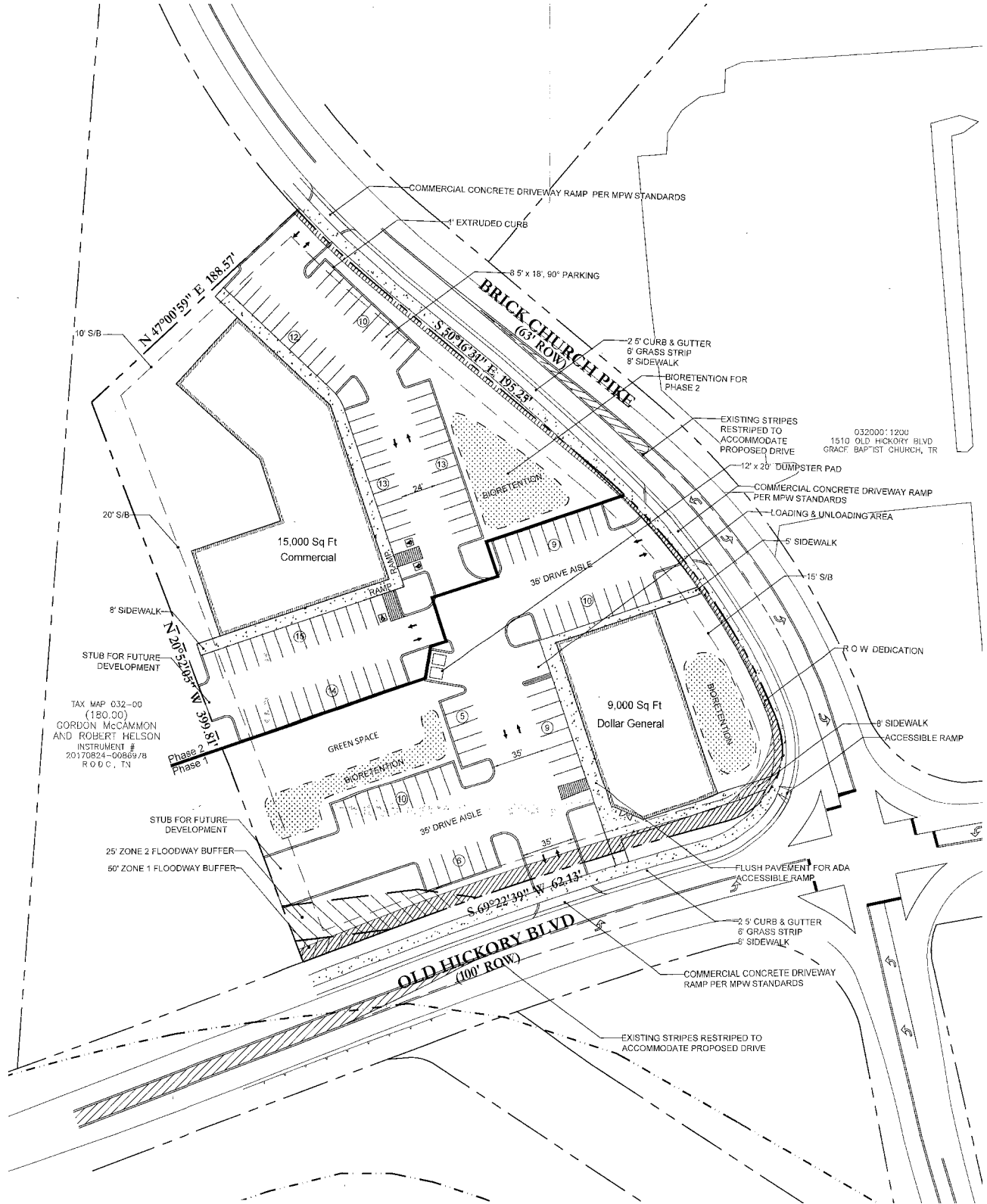
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of 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 approximately four-and-a-half-acre site is located at the northwest corner of Old Hickory Boulevard and Brick Church Pike. The site is currently not developed and consists of open field



# Metro Planning Commission Meeting of 7/23/20



**Proposed Site Plan**



## Metro Planning Commission Meeting of 7/23/20

and densely wooded areas. The original PUD was approved by Council in 1976, for 38,100 square feet of various commercial uses.

### Site Plan

The plan calls for 24,000 sq. ft. of commercial space. A 9,000 square foot building is located at the intersection of Old Hickory Boulevard and Brick Church Pike and a 15,000 sq. ft. building is located at the northwest corner of the site. Ingress/Egress is shown from two drives on Brick Church Pike and one drive on Old Hickory Boulevard. All parking included in the plan is surface parking. The driveway and parking layout allow for internal connectivity with the adjacent property to the west that is also within the overlay boundary.

### **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;



## Metro Planning Commission Meeting of 7/23/20

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

Staff finds that the plan is consistent with the Council approved plan and can be considered as a minor modification. The plan does not expand the uses beyond those originally permitted and the layout is generally consistent with the 1976, council approved plan. The proposal does not deviate from specific council approved standards. As proposed, access is to streets currently approved for access and the plan does not increase the floor area above what was approved by Council.

### **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.





## Metro Planning Commission Meeting of 7/23/20

### **STORMWATER RECOMMENDATION**

**Approve**

### **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 and waste disposal private hauler agreement will need to be submitted to MPW for Bldg. permit approval.
- Comply w/ MPW traffic comments, in regard to sight distance/triangles.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

- The analyses conducted for the proposed project indicate that the left and right turns exiting the project site will operate acceptably even a single shared turn lane is provided at each project access. Also, the traffic volumes entering and exiting the site are relatively low. However, the current site plan indicates that the project accesses will be 35 feet wide. Therefore, it would be appropriate to stripe each project access to include one entering lane and two exiting lanes, striped as separate left and right turn lanes.
- An eastbound left turn lane should be provided on Old Hickory Boulevard at the project access. This turn lane should include at least 50 feet of storage and should be designed and constructed according to AASHTO standards. Specifically, the existing storage for eastbound left turns onto Brick Church Pike should be extended west to provide storage for left turns into the project site.
- The existing southbound left turn lane on Brick Church Pike at Old Hickory Boulevard should be restriped to include a northbound left turn lane with 50 feet of storage at the southern project access. With this dedicated turn lane, the southbound left turn lane onto Old Hickory Boulevard will include approximately 125 feet of storage. The analyses conducted for the purposes of this study indicate that the southbound left turn queue will typically be only two (2) vehicles, even with the proposed project and so this storage will be adequate to accommodate the total projected traffic volumes.
- The construction documents for the proposed project should include a striping plan that shows the recommended restriping of Brick Church Pike, the recommended left turn lane on Old Hickory Boulevard at the project access, and the recommended striping on the project accesses.
- 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 at 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 45 mph, the minimum stopping sight distance is 360 feet. This is the distance that a motorist on Old Hickory



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Boulevard 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 a motorist on a project access will need to safely complete a turn onto Old Hickory Boulevard. Also, The Green Book indicates that for a speed of 40 mph, the minimum stopping sight distance is 305 feet. This is the distance that a motorist on Brick Church 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 445 feet. This is the distance that a motorist on a project access will need to safely complete a turn onto Brick Church Pike. If adequate sight distance cannot be provided at the intersection of Brick Church Pike and the northern project access, only the southern project access should be provided on Brick Church Pike. The analyses conducted for the purposes of this study indicate that the critical turning movements at the intersection of Brick Church Pike and the southern project access will operate with minimal vehicle queues and delays whether there is one access or two accesses on Brick Church Pike.

- It is important to note that the Nashville MTA operates a bus route on Old Hickory Boulevard in the vicinity of the project site. However, no bicycle or pedestrian facilities are available within the study area. Developer shall provide appropriate signalized ped crossings at traffic signal at Old Hickory Blvd and Brick Church Pk. Developer shall construct a ped landing nugget on other corners in order to have ped crossing in case someone gets off bus and crosses Brick Church pk to retail.

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary PUD only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval, (See capacity Permit #'s T2020039942 and T2020039939).

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

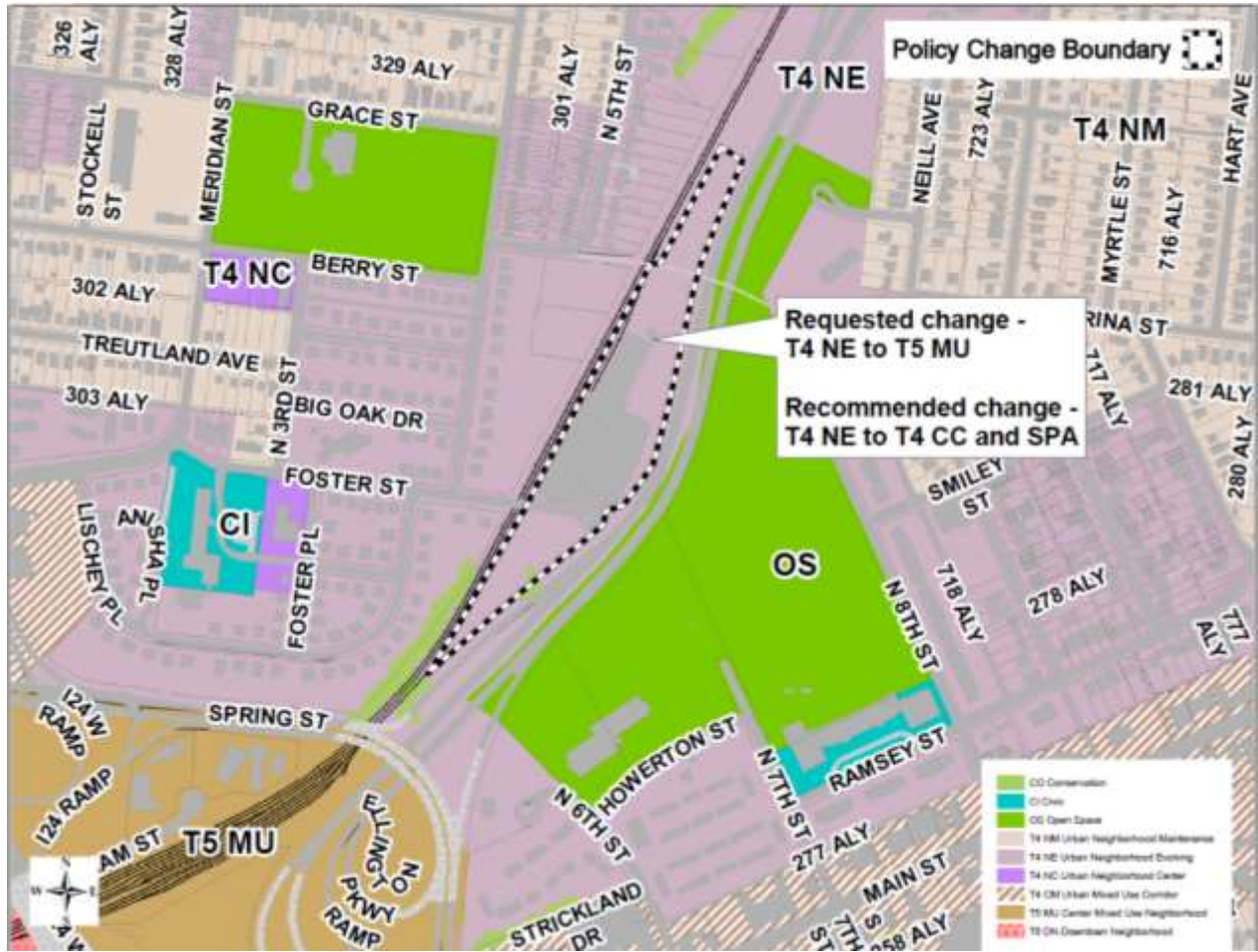
1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metropolitan Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. The requirements of the Metro Fire 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.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/20



**2020CP-005-001**

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

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

05, East Nashville

05 (Sean Parker)



**Project No.** Major Plan Amendment 2020CP-005-001  
**Project Name** East Nashville Community Plan Amendment  
**Associated Cases** 2020SP-021-001 and 2003P-015-003  
**Council District** 05 – Parker  
**School District** 5 – Buggs  
**Requested by** Barge Cauthen and Associates, applicant; Foster Street Partners LLC, owner.

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

**Staff Reviewer** Grider  
**Staff Recommendation** *Approve T4 Urban Community Center Policy along with a Supplemental Policy.*

**APPLICANT REQUEST**

**Amend East Nashville Community Plan to change the policy.**

Major Plan Amendment

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

**EAST NASHVILLE COMMUNITY PLAN**

**Current Policy**

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.

**Requested Policy**

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.

**Recommended Policy**

Staff recommends that T4 Urban Community Center (T4 CC) policy be applied along with a Supplemental Policy.



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

### SPA 05-T4-CC-01 — Nashville Pottery and Pipe Works Property

The Supplemental Policy is additional guidance for development and preservation that builds on the policy guidance for T4 CC. The applicant is requesting additional height in certain locations in order to preserve and repurpose some of the existing Nashville Pottery and Pipe Works buildings.

### **BACKGROUND**

The community plan amendment was requested in conjunction with zone change application 2020SP-021-001, a request to change the zoning from Industrial Restrictive (IR) and Multi-Family Residential (RM20) to Specific Plan – Mixed Use (SP-MU) zoning to permit a mix of uses on 9.51 acres at 515 and 516 Foster Street. A request for cancellation of a portion of a Planned Unit Development (2003P-015-003) is also associated with this case. As part of the application process, the Executive Director determined the plan amendment is major with a required community meeting.

The plan amendment area is located close to Downtown in East Nashville. The site is bordered by a CSX rail line on the western edge and Ellington Parkway on the eastern edge. These features have historically isolated the site from the surrounding area. A pedestrian bridge spans the parkway and borders the northern edge of the site. Nashville Pottery and Pipe Works was established on the site in the 1890s and the rail line was used to accept clay and coal to power two kilns, and to ship finished products. Douglass Park is located on the other side of Ellington Parkway, and McFerrin Park is located across the railroad to the northwest. McFerrin Park neighborhood and MDHA's Sam Levy Homes are located to the west of the site.

The applicant has applied for SP zoning to permit a mix of uses. Commercial uses are not supported by the existing T4 NE policy. As a result, the applicant has proposed a policy change to T5 Center Mixed Use Neighborhood (T5 MU), which is intended to create high-intensity urban mixed-use neighborhoods. Based on community feedback, staff recommends approval of T4 Urban Community Center (T4 CC) policy and a Supplemental Policy in place of the requested T5 MU. The community input is explained in greater detail in the Community Participation section of this report.

### **COMMUNITY PARTICIPATION**

The applicant team held or attended several community meetings prior to, and following, the required Planning-led community meeting. Those meetings occurred on the following dates:

- November 1, 2018
- March 7, 2019



## Metro Planning Commission Meeting of 7/23/20

- February 13, 2020
- July 2, 2020

On May 26, 2020 a Planning-led virtual community meeting was held to discuss the applicant's plan amendment and zoning requests. Approximately 25 people attended, including Councilmember Sean Parker, the applicant and development team, and staff from the Planning Department. Many of the attendees were residents of the McFerrin Park neighborhood which is adjacent to the subject site. The meeting was available via WebEx and streamed live on Metro Nashville Network's Facebook page. The recording was subsequently uploaded to Metro Planning's YouTube channel to be viewed by those who were unable to attend the live meeting.

Planning staff spoke and answered questions regarding the plan amendment request. The applicant presented plans and renderings for the Specific Plan rezoning. Following these presentations questions from attendees were taken. The questions centered on two main themes: concerns about the impact of additional traffic through the McFerrin Park neighborhood and concerns about the intensity of development allowed by the requested T5 MU policy.

Immediately following the meeting, a survey was sent by Planning staff to those who attended in order to better gauge the level of support or opposition for the plan amendment. Of the 6 responses received, there was general support for the proposal. However, concerns about traffic through the neighborhood and the overall intensity of T5 MU policy were reiterated.

After receiving this feedback, the applicant deferred the plan amendment and rezoning applications to make revisions and continue conversations with Planning staff, Metro Public Works, Councilmember Parker, and the community.

Staff is recommending T4 CC policy and a Supplemental Policy allowing for punctuations in height, in place of the requested T5 MU policy. Staff has drafted the Supplemental Policy language which was shared with the applicant, Councilmember, and community for input. Minor edits were made to the language based on input from the applicant.

### **ANALYSIS OF T4 URBAN COMMUNITY CENTER POLICY**

While the applicant submitted a request to amend the policy for the subject properties to T5 MU, staff recommends consideration and approval of T4 CC along with a Supplemental Policy. This recommendation is a result of extensive conversations with the applicant team and the community; therefore, this analysis focuses on the application of T4 CC policy instead of T5 MU.

The proposed amendment area is a suitable location for T4 CC policy for the following reasons:

#### ***NashvilleNext's Growth & Preservation Concept Map***

The plan amendment area is located within a "Neighborhood" area on the Growth & Preservation Concept Map. While these are primarily residential areas, they also include smaller civic and employment areas and small neighborhood centers. In addition, they include areas used and zoned for uses that may be incompatible with surrounding uses and that should transition to more compatible uses over time. In this case, the current zoning of IR and the distinctive



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industrial buildings currently occupying the site are unusual within the surrounding Neighborhood area.

The plan amendment area is located less than a quarter mile from two “Tier One Centers” on the Concept Map. Tier One Centers are intended to be pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks. Infill development is encouraged along transit and multimodal corridors in between and immediately around activity and employment centers such as the Tier One Centers. The *NashvilleNext* planning process applied the concept map designations generally rather than at the parcel-specific level.

The neighborhoods around the plan amendment request are compact and walkable with a generally gridded street pattern, short blocks, and a range of housing types from single-family to apartments. This diversity of housing types, typical of many East Nashville neighborhoods, provides housing to people at many different phases of life and at a variety of price points. Providing additional housing in strategic locations, such as the housing proposed at this site, is a key element supported by *NashvilleNext*.

### Key Findings

- The plan amendment area is identified as a Neighborhood on the Growth & Preservation Concept Map but is appropriate for T4 CC policy because of its proximity to Centers and its current zoning.
- Providing additional housing at strategic locations is a key element of NashvilleNext.
- Reuses architecturally interesting buildings.

### **Community Character Policy Application**

Community Plans provide history and context for Nashville’s 14 Community Planning areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. The East Nashville Community Plan uses Community Character Policies that are tailored to the urban and suburban character of neighborhoods throughout its area. The Community Plan emphasizes enhancing centers and corridors to revitalize older centers and provide more services and options, while strategically locating additional housing options, such as various housing types, on a prominent corridor to support businesses and transit. In addition to areas that provide a variety of housing types, East Nashville includes numerous walkable neighborhood centers. Higher intensity areas should transition thoughtfully to adjacent residential areas.

The T4 Urban Transect category includes the historic, inner-ring neighborhoods as well as new neighborhoods intended to be developed in a more intense, urban fashion. Complete urban communities feature an integrated mixture of housing within walking distance of commercial and neighborhood-scaled open space. They feature highly connected street systems with sidewalks, bikeways, and facilities for mass transit, providing many transportation options.

Residents in urban neighborhoods are generally within a five- to ten-minute walk of neighborhood-scaled commercial and mixed-use centers. Urban centers are often mixed use, accommodating commercial and residential land uses. Mixed use buildings with residential or





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office on upper floors and commercial uses on the ground floor promote active uses at the pedestrian level, adding to the bustling atmosphere of the neighborhood.

T4 CC policy is applied to areas that serve an urban community and where the center's intensification is supported by surrounding existing or planned residential development and adequate infrastructure. A mix of building types is expected in T4 CC areas with preference given to vertically mixed-use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial, office, institutional, and transitional residential buildings are also found within T4 CC areas.

### Key Findings

- Applying a higher intensity policy within the T4 Urban Transect is appropriate at this densely populated location in the urban core.
- The intent of T4 CC policy to encourage the provision of additional homes, new businesses, and employment opportunities to support residents, businesses, and transit is appropriate for this area.

### **Transportation and Connectivity**

The subject property is in the densely populated urban core of Nashville, approximately half a mile from Downtown and a quarter mile from an interchange with I-24. The three main corridors that traverse East Nashville, Dickerson Pike, Main Street/Gallatin Pike and Ellington Parkway, are all within a quarter mile of the site. Ellington Parkway, which hugs the east side of the site, is a heavily trafficked highway. Dickerson and Gallatin Pikes are both classified as arterial boulevards on the Major & Collector Street Plan and as immediate need, high capacity transit corridors in *NashvilleNext*. High capacity transit corridors represent a framework of more intense housing and commercial areas along major roadways with more frequent transit service. The immediate need priority means the street is slated for near-term improvements to transit service.

WeGo currently provides bus service along Dickerson Pike, Main Street/Gallatin Pike, Meridian Street, and Ellington Parkway. A future greenway connection is planned along Ellington Parkway. A robust sidewalk network exists on both sides of Ellington Parkway, and a shared bikeway is in place along Spring Street heading northwards along Dickerson Pike. A pedestrian bridge spans Ellington Parkway at this location providing pedestrian connectivity between McFerrin Park and Douglass Park.

### Key Finding

- The existing and planned transportation infrastructure surrounding this location make it an accessible multimodal site and suitable for T4 CC policy.

### **Addressing Appropriate Intensity**

Typical building heights in T4 CC policy areas are up to five stories. Taller buildings are found along streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, location, architectural elements, and surrounding context. In this context, punctuations of heights greater than five stories may be



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appropriate given the site's adjacency to Ellington Parkway, proximity to Downtown, proximity to two high capacity transit corridors, and the adjacent T5 MU policy to the south. Both the Parkway and the Park provide a buffer from the site to the east. The CSX railroad along the west side of the site separates the McFerrin Park neighborhood from the site.

The Community Character Manual states that the potential impacts of proposed developments on historic sites should be carefully considered and appropriate measures should be applied that mitigate any adverse impacts. Development on or near such sites should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features. While the Nashville Pottery and Pipe Works property is not designated as historically significant, it does contain architecturally interesting industrial buildings. Some of these buildings are proposed to be preserved in the associated Specific Plan rezoning request. As such, consideration of taller heights is also based on how the buildings respond to the unique locational characteristics and context of the area.

While T4 CC policy provides broad guidance on building and site design to reflect the setting in which the development is located, the proposed Supplemental Policy provides greater detail on how and where additional height may be appropriate on the subject site.

### Recommended Supplemental Policy

#### SPA 05-T4-CC-01 — Nashville Pottery and Pipe Works Property

East Nashville's T4 Urban Community Center (T4 CC) Supplemental Policy Area (SPA) 05-T4-CC-01 applies to properties bounded by Ellington Parkway and the CSX railroad in East Nashville. These properties were once home to Nashville Pottery and Pipe Works. In this Supplemental Policy Area - SPA (shown in Figure 1), the following policies apply. Where the Supplemental Policy is silent, the guidance of the T4 CC policy applies.



Figure 1 Supplemental Policy Boundary



## Metro Planning Commission Meeting of 7/23/20

Within this SPA, additional height may be allowed at certain locations, subject to:

- the development's ability to retain and incorporate any historically or architecturally interesting buildings that may be present,
- improvements to connections to the site through the McFerrin Park neighborhood and across the railroad, including neighborhood traffic calming, and
- improvements to the experience for pedestrians crossing Ellington Parkway between McFerrin Park and Frederick Douglass Park (subject to funding approval and work to be performed by TDOT).

To accomplish these objectives and the overall design objective of creating a vibrant, mixed use area, additional heights, beyond heights normally found in T4 CC policy, may be permitted.

A diversity of uses and mixture of building heights may be provided within this area in line with T4 CC policy. In a limited area, additional height may be appropriate up to 12 stories. The overall intensity of the site should be consistent with T4 CC policy. In this SPA, increased height is allowable based on:

- adaptive reuse of architecturally or historically interesting industrial buildings,
- proximity to the Downtown and Main Street Tier One Centers,
- proximity to two Immediate Need segments of High Capacity Transit Corridors along Dickerson Pike and Main Street, and
- adjacency to a future urban greenway (the future Ellington Connector).

Additionally, the following Design Principles should guide site design:

### *Design Principles – Building Form and Site Design*

Development should utilize high quality urban design, including building design, with a focus on the pedestrian realm and the views of the site from the primary vantage points of the McFerrin Park neighborhood and Ellington Parkway.

Careful attention should be paid to the design details and massing of taller buildings, such as setbacks, placement of doors and windows, stoops and porches, screening of parking garages, and the location of parking garage entrances to manage increased traffic and demand for parking. This includes providing appropriate transitions from the McFerrin Park residential neighborhood and its built environment, to avoid the effects of taller buildings overshadowing the neighborhood. Transitions may include the use of setbacks from the residential neighborhood, the location of greatest height closest to Ellington Parkway, and the use of the existing grade to lower the impact of the height on McFerrin Park.

To create an interactive, walkable environment, development should provide safe and comfortable open spaces, landscaped areas, sidewalks, plazas, courtyards, and biking facilities. To further enhance the pedestrian realm, buildings located along the pedestrian bridge, along the future Ellington Connector Greenway, and facing the neighborhood should be articulated. These important elements should be incorporated into the development, to generate vibrancy and to provide bike and pedestrian access to the site.



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The use of blank walls or imposing buildings, which negatively affect both the pedestrian environment and the views of the site from the McFerrin Park neighborhood and Ellington Parkway, should be avoided.

Due to the visibility of prominent buildings from both the McFerrin Park neighborhood and Ellington Parkway, buildings should address both views. This should include four-sided architecture and the screening of parking garages.

Buildings of additional height within the development must not negatively impact the pedestrian experience. Elements such as sidewalks and the streetscape should be in scale with the massing of buildings exceeding the usual five stories (i.e. wider sidewalks for taller buildings) found in T4 CC areas.

### *Design Principle – Connectivity*

Due to the accessibility constraints of this site and the potential impacts of additional traffic through the McFerrin Park neighborhood, special attention should be paid to connectivity and enhancements to accessibility. This may include:

- addition of an above grade railroad crossing at Marina Street,
- improvements to the existing Foster Street at-grade railroad crossing including signage, striping, and sidewalks,
- addition of a trailhead at the base of the pedestrian bridge for the future Ellington Connector Urban Greenway,
- exploration of opportunities for improving connections across Ellington Parkway, for example, through improvements to the pedestrian bridge (subject to funding approval and work to be performed by TDOT), and
- provision of offsite improvements to be agreed with Metro Public Works – which may include neighborhood traffic calming, addition of sidewalks, crosswalks, and bus stop improvements.

### *Zoning*

Rezoning requests within this SPA should utilize the Specific Plan (SP) zoning district with an overall intensity of Mixed Use General – Alternative (MUG-A) zoning. For example, utilizing the FAR and ISR of MUG-A zoning.

### **Analysis Summary**

Amending the Community Character Policy from T4 NE to T4 CC with a Supplemental Policy is appropriate at this location. In summary, the change in policy for the study area is appropriate due to the following:

- The plan amendment area is identified as a Neighborhood on the Growth & Preservation Concept Map but is appropriate for T4 CC policy because of its proximity to Centers and its current zoning.
- Addresses a key element of *NashvilleNext* by providing additional housing at strategic locations.
- Reuses architecturally interesting buildings.
- Applies a higher intensity policy within the T4 Urban Transect that is appropriate at this densely populated location in the urban core.



## **Metro Planning Commission Meeting of 7/23/20**

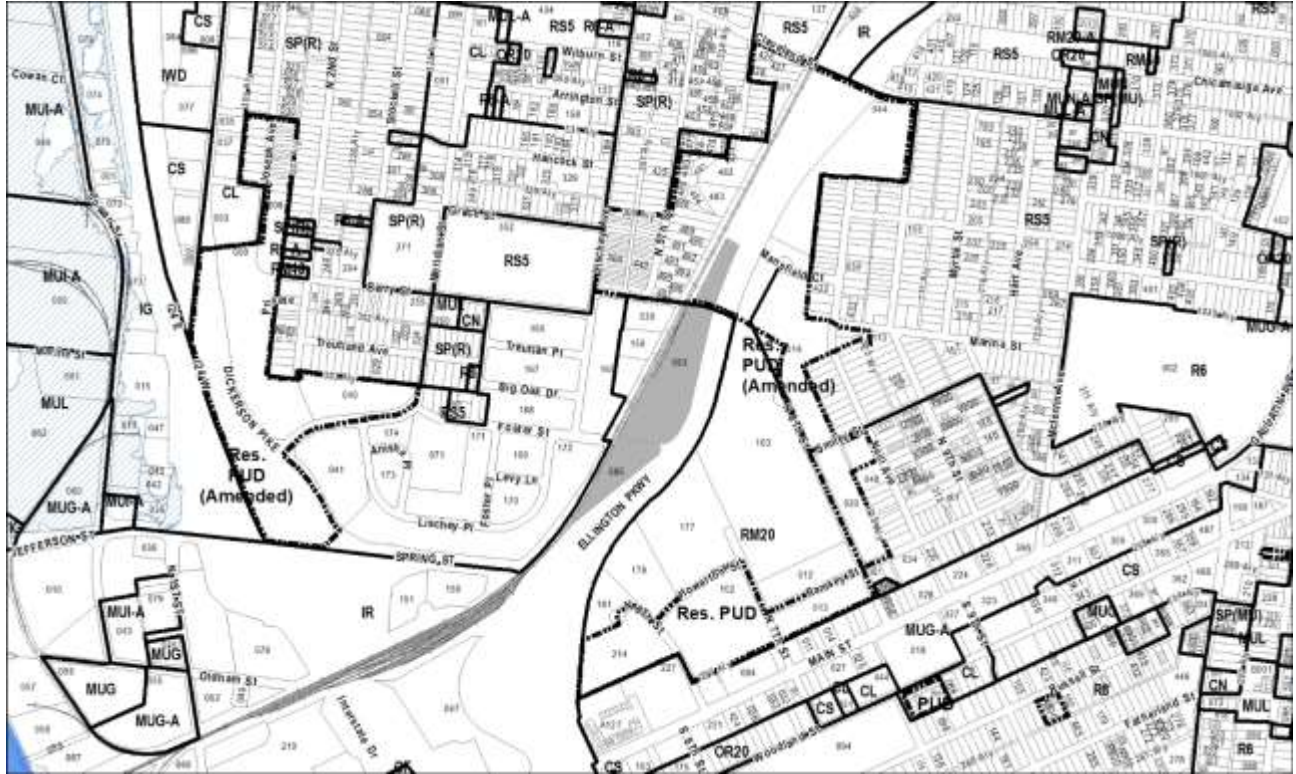
- The intent of T4 CC policy to encourage the provision of additional rooftops, new businesses, and employment opportunities to support residents, businesses and transit is appropriate for this area.
- The existing and planned transportation infrastructure surrounding this location make it an accessible multimodal site and suitable for T4 CC policy.

### **STAFF RECOMMENDATION**

Staff recommends approval of T4 Urban Community Center (T4 CC) policy along with a Supplemental Policy.



## Metro Planning Commission Meeting of 7/23/20



**2020SP-021-001 & 2003P-015-003**  
FOSTER STREET SP AND PUD (CANCELLATION)  
Map 082-11, Parcel(s) 082, 083  
05, East Nashville  
05 (Sean Parker)



**Project No.** Specific Plan 2020SP-021PR-001  
**Planned Unit Development 2003P-015-003**  
**Project Name** Foster Street SP  
**Associated Cases** 2020CP-005-001  
**Council District** 05 – Parker  
**School District** 5 – Buggs  
**Requested by** Barge Cauthen and Associates, applicant; Foster Street Partners LLC, owner.

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

**Staff Reviewer** Elliott  
**Staff Recommendation** *Approve the SP with conditions and disapprove without all conditions if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.*

*Approve the PUD cancellation if the associated zone change is approved and disapprove if the associated zone change is not approved.*

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**APPLICANT REQUEST**

**Zone change from IR to SP and cancel a portion of an existing Planned Unit Development Overlay District.**

Specific Plan

A request to rezone from Industrial Restrictive (IR) to Specific Plan (SP) zoning for properties located at 515 and 516 Foster Street, at the eastern terminus of Foster street and partially located with a Planned Unit Development Overlay District, to permit a mixed use development (9.51 acres).

Cancel PUD

A request to cancel a portion of a Planned Unit Development Overlay District for property located at 515 Foster Street, at the eastern terminus of Marina Street and along Ellington Parkway, zoned IR (7.12 acres).

**Existing Zoning**

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

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



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**Proposed Site Plan**





## Metro Planning Commission Meeting of 7/23/20

framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

This PUD is an older “Res-E” residential PUD. The Res-E PUDs were adopted in the early 1970s to recognize existing public housing developments that were put in place prior to comprehensive zoning. There was never a master PUD plan adopted for any Res-E PUD.

### **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.

### **EAST NASHVILLE COMMUNITY PLAN**

#### **Existing Policy**

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.

#### **Proposed Policy**

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

#### **Proposed Supplemental Policy**

This property is within the Foster Street Supplemental Policy area. This supplemental policy aims to provide further guidance on appropriate land uses, building forms, transportation objectives, and other aspects of potential development to better ensure the development is appropriate and sensitive to the neighborhood.



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

The site is approximately 9.51 acres and sits at the terminus of Foster Street in East Nashville. The site is bounded by Ellington Parkway to the east and the CSX railway to the west. The site currently contains a one-story industrial building and the site is accessed via Foster Street. The area surrounding the site contains a mixture of different residential housing types. A pedestrian bridge that is owned and maintained by the Tennessee Department of Transportation passes through the site and connects Marina Street and Frederick Douglas Park to the east of Ellington Parkway.

#### Site Plan

The plan proposes a mixed use development with up to 490 multi-family units, 125 hotel rooms, 123,000 square feet of office space, and 62,000 square feet of mixed use commercial space. The permitted uses for this project are identified on the plans. The plan proposes to refurbish the majority of the existing warehouse, construct a 7-story hotel over the existing warehouse structure, construct two mixed use buildings up to 12 stories, and construct a one-story mixed use building. The plan proposes to add an access point to the site with an above grade rail crossing at the north end of the site, connecting to Marina Street through adjacent MDHA property. This crossing is proposed to be private and the project does not propose any additional public streets beyond those that currently exist. The plan also proposes right-of-way for a trailhead intended to serve a future Metro Parks greenway planned to run adjacent to the CSX railway.

The project is broken down into four phases:

Phase 1 includes the refurbishing the majority of existing warehouse on site, relocating a small portion of the warehouse to allow for an internal private driveway, the construction of an 8-story hotel, and the creation of a public plaza space. All of the internal private drives are constructed during this phase, including the additional access point to Marina Street.

Phase 2 includes a podium style residential building that may rise up to 11 stories with 6 stories of residential and 5 stories of parking. This building will be integrated into the portion of the existing warehouse that is to remain north of the proposed private driveway. This portion of the warehouse is proposed to be refurbished for an office use. The applicant has indicated on the plans that all above ground structured parking will be screened and has provided precedent imagery for how the garage will be screened. This building will be accessed via the above grade crossing from Marina Street and from a private drive adjacent to Ellington Parkway.

Phase 3 includes a podium style mixed use building that may rise up to 12 stories with 7 stories of residential and with 5 floors of parking. The portion of the building that fronts onto Foster Street is proposed to be office or retail use. This building is accessed via Foster Street.

Phase 4 covers the northern most portion of the site and includes a single-story 4,000 square foot mixed use building with stormwater facilities occupying most of the site.

The applicant is also proposing a number of off-site improvements that were primarily generated through the Traffic Impact Study process. This includes a new traffic light, nearby existing



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roadway improvements, local bus stop improvements, and other public off-site improvements. Additionally, the applicant is proposing to contribute to the traffic calming application that was submitted to the Public Works department through the Traffic Calming program. This application for traffic calming measures in the McFerrin Park neighborhood was submitted separately from this SP application; however, through conversations with the community, the council member for this district, Public Works, and Planning; the applicant has agreed to work with the community to identify appropriate traffic calming measures and has agreed to install the identified traffic calming measures.

### **ANALYSIS**

The proposed mixed use development is consistent with the proposed Urban Community Center Policy and with the Foster Street Supplemental Policy. The mixture of commercial, office, and residential uses will enhance the area as a community center. The plan also includes a public plaza with an entertainment stage that will enhance the area with community amenities. The proposed building heights exceed building heights normally permitted in Urban Community Center Policy areas; however, the Foster Street Supplemental Policy identifies that through the reuse of historically or architecturally interesting buildings, additional height may be appropriate for new buildings as long as the overall massing of building on the site is consistent with the massing normally permitted in an Urban Community Center Policy area. The existing industrial building on site has an interesting history stemming back to the 1800's and the applicant is proposing to preserve and repurpose the majority of the building. Staff finds the plan to be consistent with the building height guidance in the Foster Street Supplemental Policy.

The plans also include a design standard for the podium buildings to ensure that the facades of the building are articulated on all four sides which is important due to the prominent nature of the site with its proximity to Ellington Parkway and Downtown as well as the proposed buildings' visibility from the McFerrin Neighborhood. The proposed parking structures have screening standards included in the plans as well. The overall intensity of the development is consistent with the Foster Street Supplemental Policy with a floor-area-ratio of 2.0.

The proposed above grade crossing of the CSX railway at Marina Street will enhance the connectivity of the site and is consistent with the Urban Community Center Policy and the Foster Street Supplemental Policy.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

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



## Metro Planning Commission Meeting of 7/23/20

The approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval, (see Permit #'s T2020009410 and T2020009414).

### **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.
- Any signed agreement with TDOT and/or RR authority on encroachment for bridge over ROW needs to be submitted to MPW for final SP approval.
- For final SP approval, show a turn-around at the terminus of Foster St.
- Show Private drive signage where applicable.

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

The following transportation improvements shall be constructed with the proposed development:

- Restripe the westbound approach of the intersection of Dickerson Pike at Grace Street to include one shared through / left-turn lane and one right-turn lane.
- Construct a traffic signal at the intersection of Dickerson Pike at Meridian Street with fiber interconnection to existing traffic signal at Spring Street at Dickerson Pike, including pedestrian signal infrastructure. Traffic signal may not be warranted with Phase 1, but will be required by full build-out. A signal warrant and updated capacity analysis memo shall be submitted with each phase of development until the traffic signal is installed.
- Coordinate with Metro Public Works, Metro Planning, and WeGo to restripe Meridian Street from Dickerson Pike to Foster Street to include one travel lane in each direction, a center turn lane, on-street parking, and buffered bicycle lanes.
- Coordinate with WeGo for bus stop improvements on Meridian Street at Lischey Place and Meridian Street at Berry Street.
- Pedestrian access shall be provided for both access points, northern access point by either proposed vehicular bridge or existing pedestrian bridge.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	9.51	0.6 F	248,553 SF	439	56	58

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)	-	-	490 U	3664	216	243



## Metro Planning Commission Meeting of 7/23/20

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
Hotel (310)	-	-	125 U	985	58	68

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)	-	-	123,000 SF	1298	143	139

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)	-	-	62,000 SF	3936	198	425

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+9444	+559	+817

### METRO SCHOOL BOARD REPORT

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

**Projected student generation proposed SP-MU district: 69 Elementary 54 Middle 49 High**

The proposed SP zoning is expected to generate 172 more students than the existing MUI-A zoning. Students would attend Ida B. Wells Elementary School, Jere Baxton Middle School, and Maplewood High School.

### STAFF RECOMMENDATION

Staff recommends that the SP be approved with conditions and disapproved without all conditions if the associated plan amendment is approved and that the SP be disapproved if the associated plan amendment is not approved.

Staff recommends that the PUD cancellation be approved if the associated zone change is approved and disapproved if the associated zone change is not approved.

### CONDITIONS

1. Permitted uses shall be limited to 490 multi-family units, 125 hotel rooms, 123,000 square feet of office space, and 62,000 square feet of mixed use commercial space. The permitted commercial and office uses for this project are identified on the plans. Short term rental property – owner occupied and short term rental property – not owner occupied shall be prohibited.



## Metro Planning Commission Meeting of 7/23/20

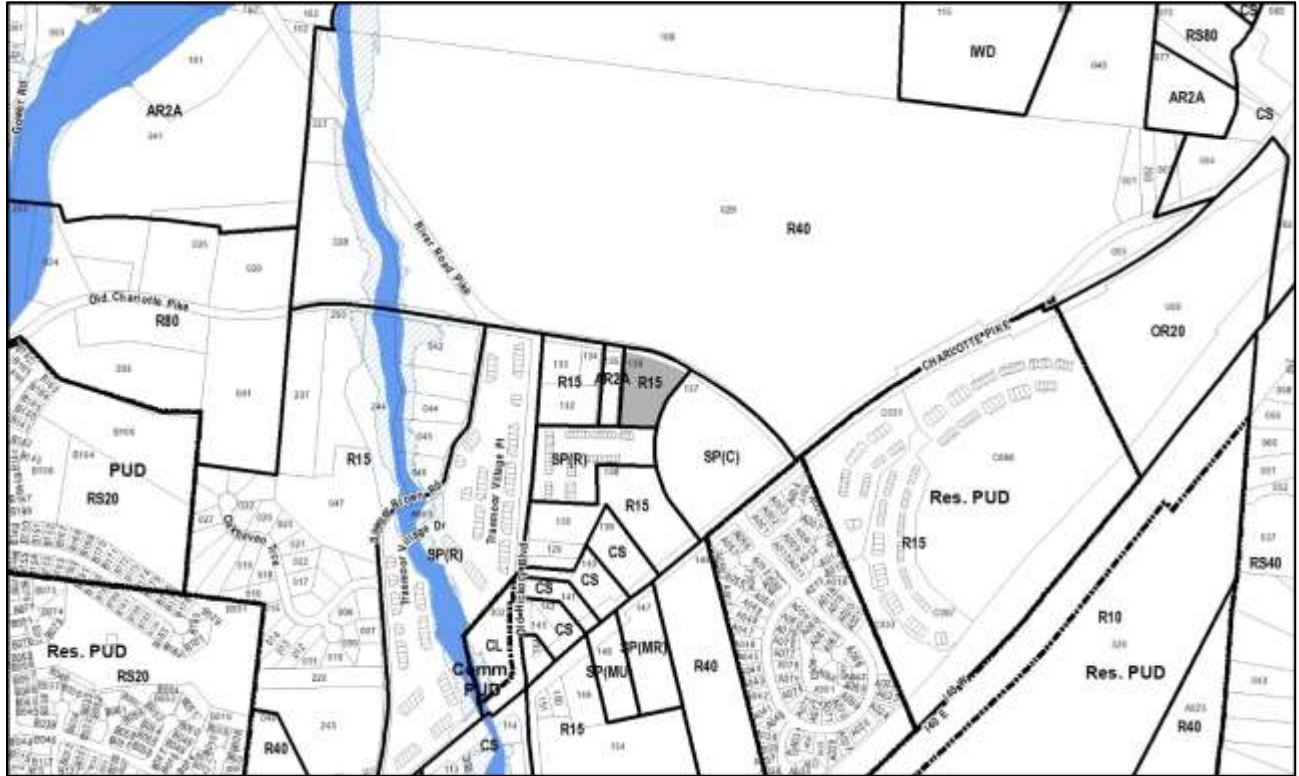
2. Applicant shall work to engage the surrounding neighborhood and District 5 Council Member to identify and install appropriate traffic calming measures in the area bounded by Cleveland Street, Dickerson Pike, Ellington Parkway, and Spring Street. The cost to the applicant to install the traffic calming measures shall not exceed \$60,000. The traffic calming measures shall be identified and reviewed by Public Works prior to the building permit process. Public Works may alter the final design of the traffic calming measures.
3. Comply with all conditions and requirements of Metro reviewing agencies.
4. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
5. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUG-A zoning district as of the date of the applicable request or application.
6. 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.
7. 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.
8. 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.
9. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/20



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





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

**Deferrals** This item was deferred at the May 14, 2020, May 28, 2020, June 11, 2020, and June 25, 2020, Planning Commission meetings. No public hearing was held.

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

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

Preliminary SP

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

**Existing Zoning**

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

**Proposed Zoning**

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

**BELLEVUE COMMUNITY PLAN**

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





## Metro Planning Commission Meeting of 7/23/20

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.

### **PLAN DETAILS**

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

### **ANALYSIS**

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

### **FIRE DEPARTMENT RECOMMENDATION**

#### **Approve with conditions**

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

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

- Final 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.
- For final SP approval, submit cross access agreement (deed book, page) with South parcel.
- Private hauler will be required for waste/recycle disposal for site.

### **STORMWATER RECOMMENDATION**

#### **Approve with conditions**

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

### **WATER SERVICES RECOMMENDATION**

- Harpeth Valley Utility District



## Metro Planning Commission Meeting of 7/23/20

### HARPETH VALLEY UTILITY DISTRICT

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

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

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

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

\*Based on two-family lots

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

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

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

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

### SCHOOL BOARD REPORT

**Projected student generation existing R15 district: 0 Elementary 0 Middle 0 High**  
**Projected student generation proposed SP-R district: 1 Elementary 1 Middle 0 High**

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

### STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.



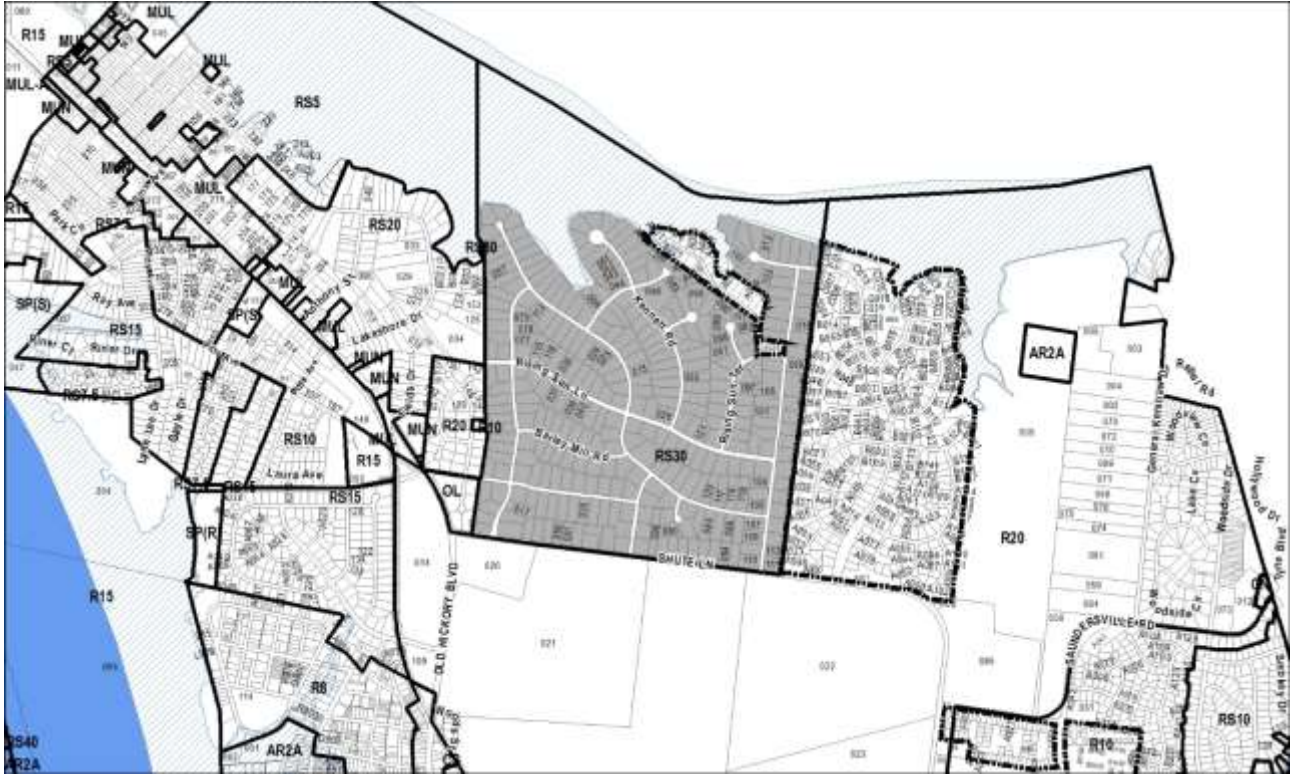
## Metro Planning Commission Meeting of 7/23/20

### CONDITIONS

1. Permitted land uses shall be limited to a maximum of 28 residential multi-family units. Short term rental properties- owner occupied and short-term rental properties- not-owner occupied shall be prohibited.
2. All internal sidewalks shall be dimensioned to a minimum width of 5 feet.
3. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15 zoning district as of the date of the applicable request or application.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. The final site plan shall label all internal driveways as “Private Driveways”. A note shall be added to the final site plan that the driveways shall be maintained by the Homeowner’s Association.
6. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
7. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
8. The requirements of the Metro Fire Marshal’s Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



## Metro Planning Commission Meeting of 7/23/20



**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>Deferrals</b>	 This item was deferred from the June 25, 2020, Planning Commission meeting. No public hearing was held.
 <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.



## Metro Planning Commission Meeting of 7/23/20

### **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 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





## **Metro Planning Commission Meeting of 7/23/20**

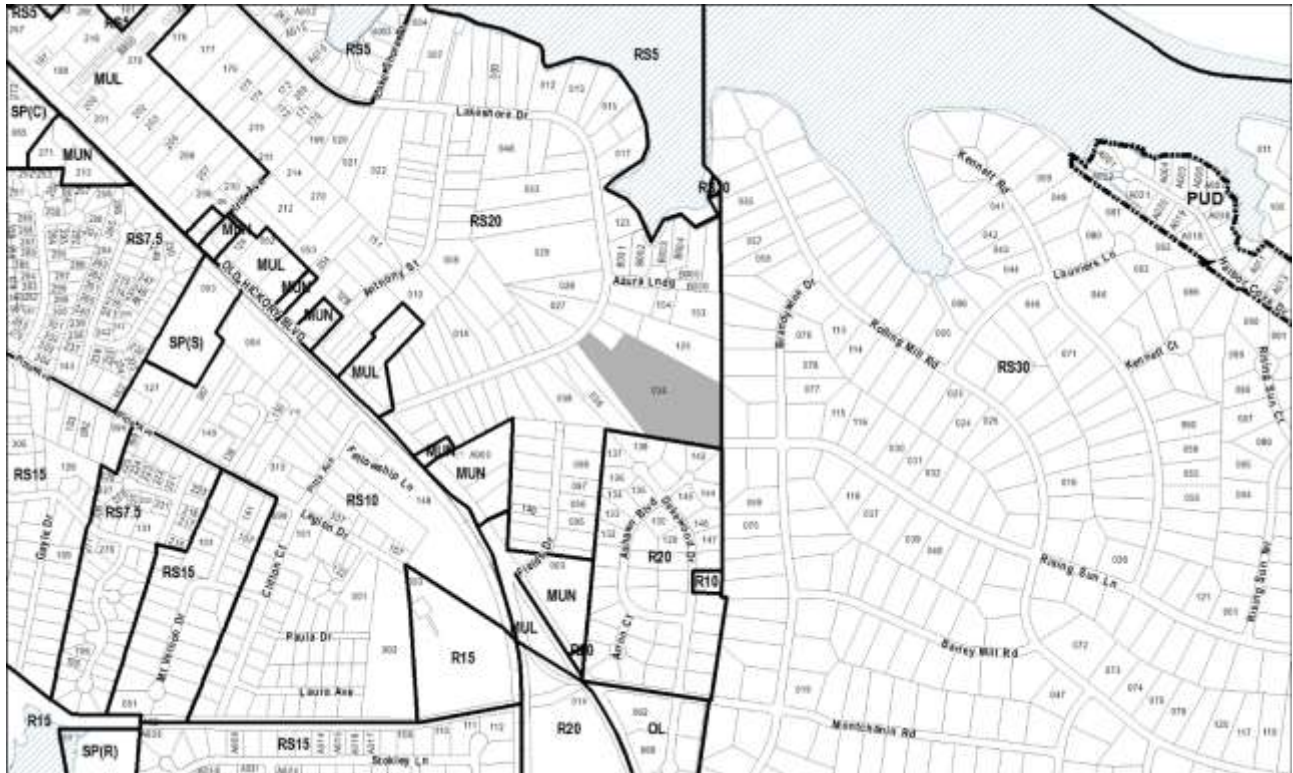
for an entire block face to be included within an application. Parcels will be required to be contiguous when an application is submitted for review. Staff finds that this is an appropriate amendment as specific neighborhoods may want to apply an overlay and often times neighborhoods do not include full block faces.

### **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 7/23/20



**2020S-110-001**

**3233 LAKESHORE DRIVE SUBDIVISION**

Map 054-13, Parcel(s) 034

14, Donelson-Hermitage-Old Hickory

11 (Larry Hagar)



**Project No.** **Concept Plan 2020S-110-001**  
**Project Name** **3233 Lakeshore Drive Subdivision**  
**Council District** 11 - Hagar  
**School District** 4 - Shepherd  
**Requested by** Q. Scott Pulliam, applicant; Timothy Huffine, et al, owner.

**Deferrals** This item was deferred from the June 25, 2020, Planning Commission meeting. No public hearing was held.

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

**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 15 units, based solely a minimum lot size of 20,000 square feet as required by the zoning. This calculation does not account for infrastructure, road layout, functional lot configuration, or meeting all requirements of the Metro Subdivision Regulations.*

**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



# Metro Planning Commission Meeting of 7/23/20



Proposed Subdivision



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existing road located in the Brandywine Farms subdivision, terminates at the site's southeastern corner.

### 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



## **Metro Planning Commission Meeting of 7/23/20**

provisions. As proposed, the plan meets all requirements of the Subdivision Regulations and the Zoning Code for the cluster lot option.

### **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



## **Metro Planning Commission Meeting of 7/23/20**

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.







**Project No.** **Planned Unit Development 123-83P-001**  
**Project Name** **Canyon Ridge, Phase 3 (Revision and Final)**  
**Council District** 28 - Vercher  
**School District** 6 – Bush  
**Requested by** Land Solutions Company LLC, applicant; Starwood Properties Five LLC, owner.

**Deferrals** This item was deferred from the June 25, 2020, Planning Commission meeting. No public hearing was held.

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

**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.

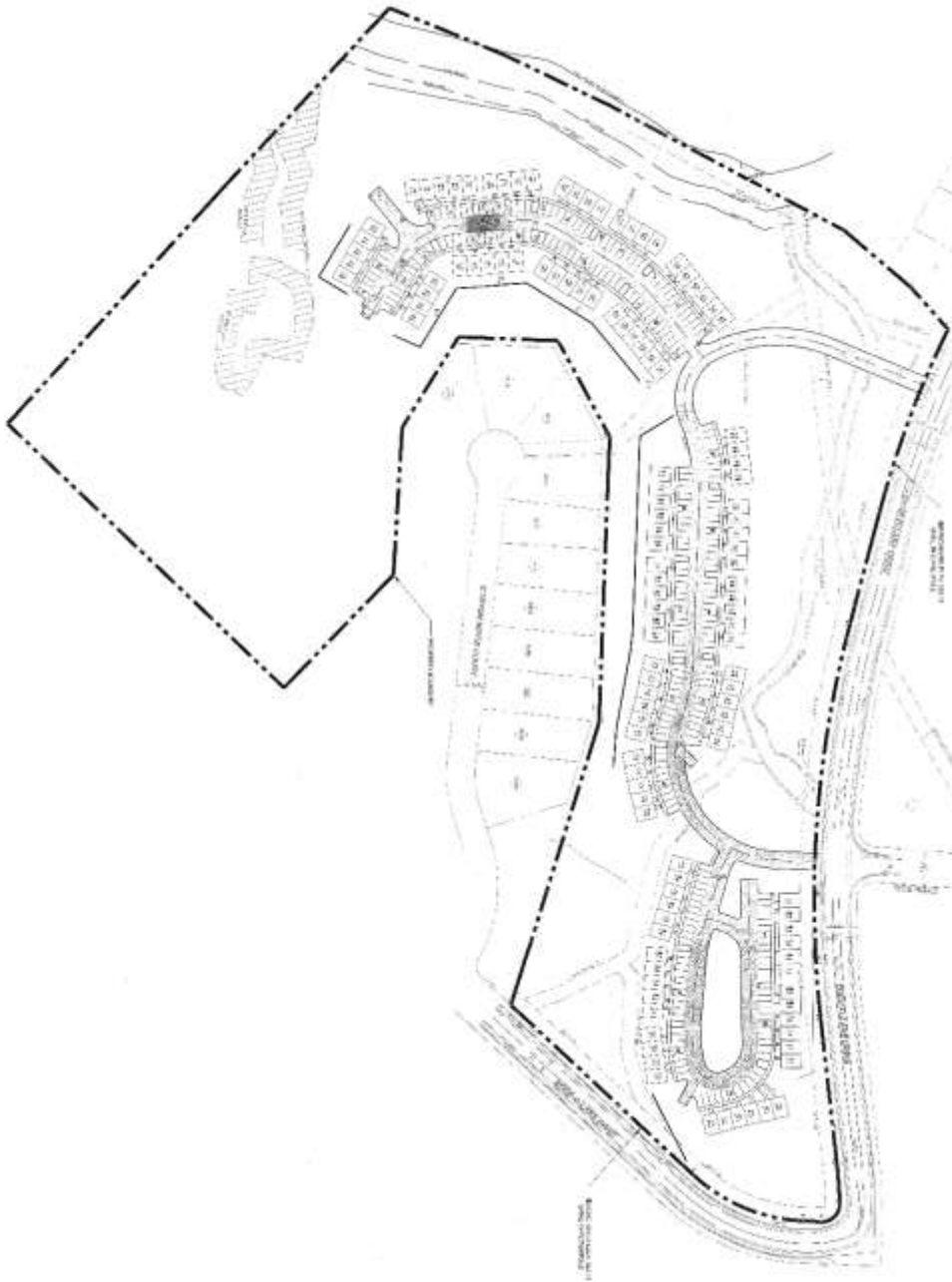
Planned Unit Development Overlay District (PUD) is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of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



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**Proposed Site Plan**



## Metro Planning Commission Meeting of 7/23/20

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.

### 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;



## Metro Planning Commission Meeting of 7/23/20

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

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 as approved by council, 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.



## **Metro Planning Commission Meeting of 7/23/20**

### **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 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**



## **Metro Planning Commission Meeting of 7/23/20**

### **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.
4. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.th a corrected copy of the preliminary PUD plan.



**SEE NEXT PAGE**







**Project No.** **Planned Unit Development 308-84P-001**  
**Project Name** **Robin Hood Condominiums, Phase 2**  
**(Cancellation)**  
**Council District** 09 - Hancock  
**School District** 3 – Speering  
**Requested by** RK Junior Contracting LLC, applicant; Garafola Properties LLC, owner.

**Deferrals** This request was deferred from the May 28, 2020, and the June 11, 2020, Planning Commission meetings. A public hearing was held and closed at the June 11, 2020, Planning Commission meeting.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Approve.*

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

PUD Cancellation

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

**Existing Zoning**

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

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

**MADISON COMMUNITY PLAN**

T3 Suburban Neighborhood Evolving (T3 NE) is intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially



## **Metro Planning Commission Meeting of 7/23/20**

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.

### **ANALYSIS**

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

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

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

### **FIRE MARSHAL RECOMMENDATION**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve**

### **TRAFFIC & PARKING RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

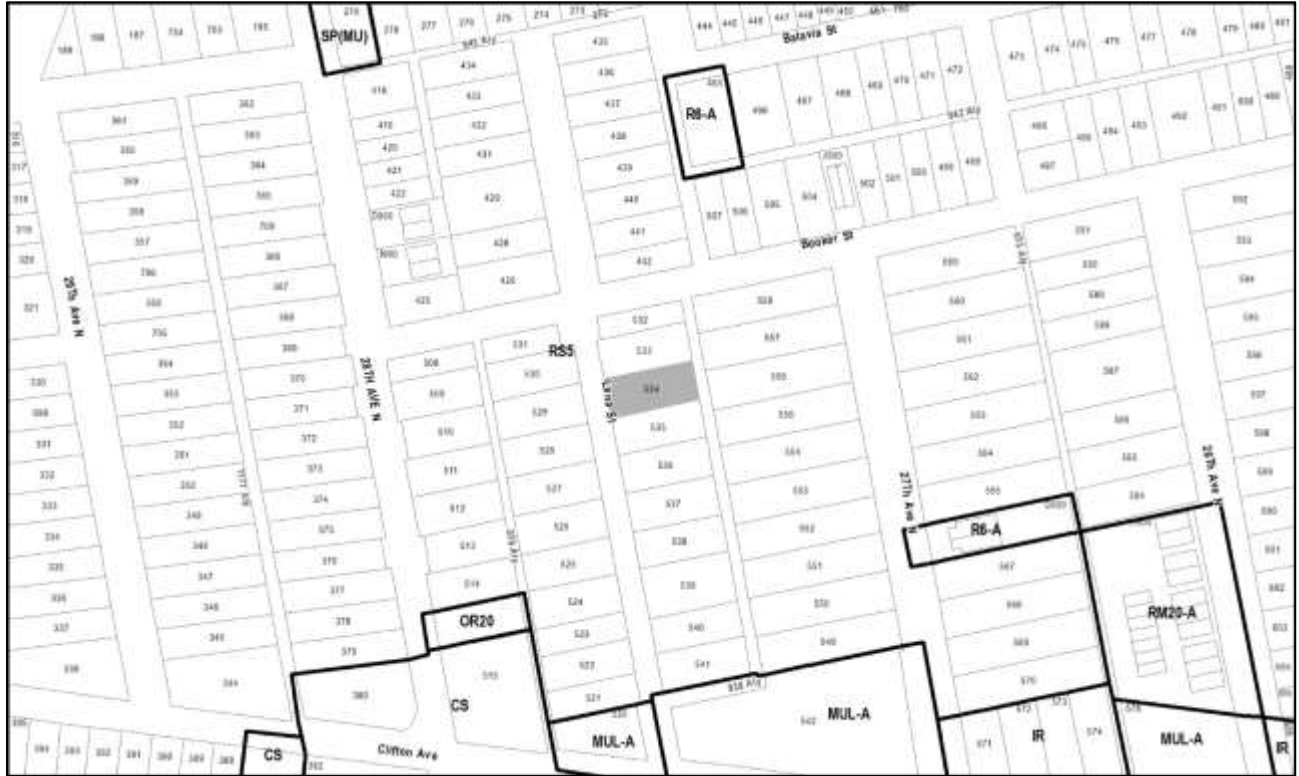
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/23/20



**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, May 28, 2020, June 11, 2020, and June 25, 2020, Planning Commission meetings. A public hearing was held and closed at the May 28, 2020 Planning Commission meeting.

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

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

Zone Change

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

**Existing Zoning**

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

**Proposed Zoning**

One and Two-Family Residential-Alternative (R6-A) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *R6 would permit a maximum of one duplex for a total of two residential units, based on the acreage only. However, the Codes Department has made a final determination that this site is not duplex eligible.*

**NORTH NASHVILLE COMMUNITY PLAN**

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



## Metro Planning Commission Meeting of 7/23/20

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.

### BACKGROUND

At the May 28, 2020, Planning Commission meeting, the MPC deferred case 2020Z-027PR-001, after a public hearing was held, following Staff’s recommendation of approval, as staff found the rezone request to be consistent with the land use policy. The deferral was requested to allow the applicant sufficient time to consult with Codes to make final determination on whether the site qualified for a two-family use (duplex), and to have further conversations with the Councilmember about the request. Staff has received confirmation that the site is not duplex eligible and would not qualify for a two-family use, should the rezone request be approved. As the R6-A zoning district would not offer any additional entitlements beyond the existing RS5 zoning, staff has updated our recommendation to disapproval.

### ANALYSIS

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

While the R6-A zoning district is generally supported by the T4 NE policy in an urban neighborhood, such as this site, staff does not support this request to rezone to R6-A, which permits one and two-family residential uses, given that the site will not qualify for any additional entitlements, even if rezoned.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Traffic study may be required at time of development.

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

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

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

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



## Metro Planning Commission Meeting of 7/23/20

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

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

### **METRO SCHOOL BOARD REPORT**

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

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

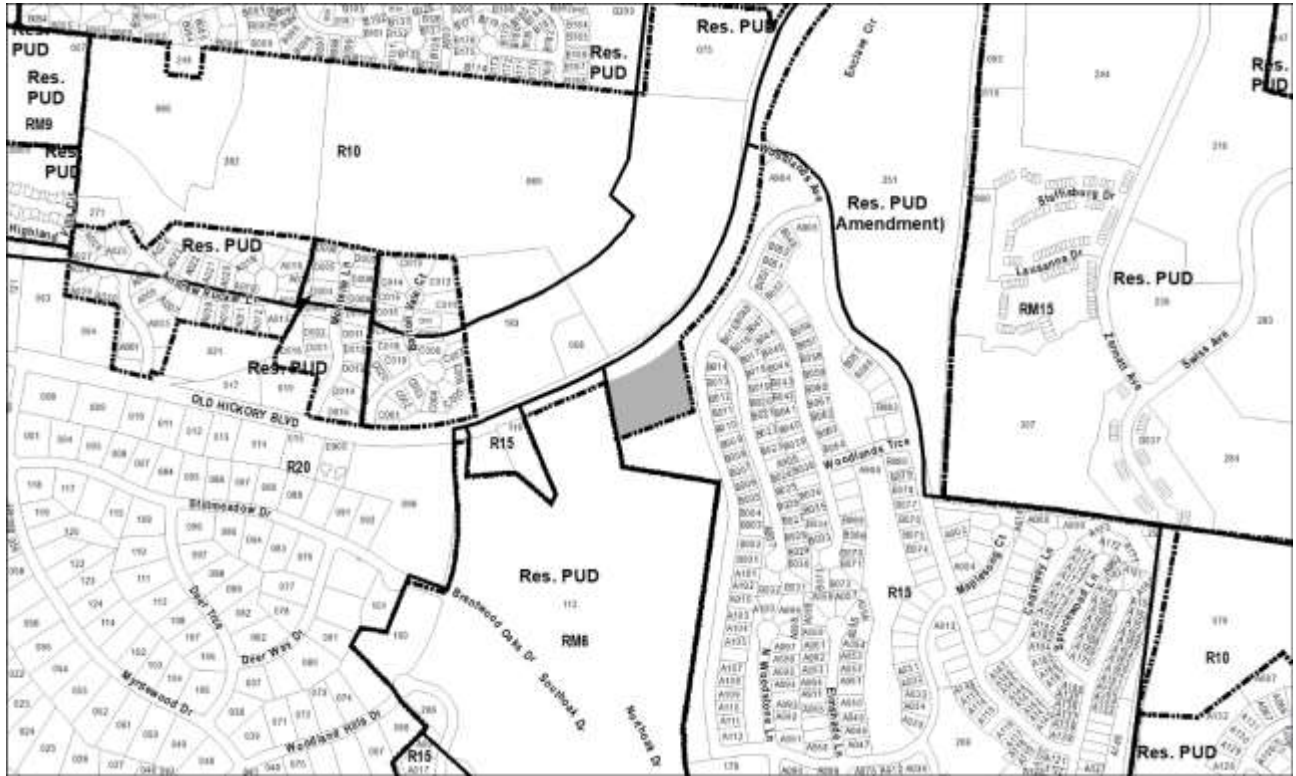
The proposed R6-A zoning district would generate no more students than what is typically generated under the existing RS5 zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl Cohn High School.

### **STAFF RECOMMENDATION**

Staff recommends disapproval.



# Metro Planning Commission Meeting of 7/23/20



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





**Project No.** **Zone Change 2020Z-071PR-001**  
**Council District** 04 – Swope  
**School District** 2 – Elrod  
**Requested by** Dale and Associates, applicant; Zebid Tesfaye, owner.

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

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

**APPLICANT REQUEST**  
**Zone change from R15 to RM6.**

Zone Change

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

**Existing Zoning**

One and Two-Family Residential (R15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 3.09 dwelling units per acre including 25 percent duplex lots. *R15 would permit a maximum of 7 lots with 1 duplex lots for a total of 8 units.*

**Proposed Zoning**

Multi-Family Residential (RM6) is intended for single-family, duplex, and multi-family dwellings at a density of six dwelling units per acre. *RM6 would permit a maximum of 15 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.



## Metro Planning Commission Meeting of 7/23/20

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

### SITE AND CONTEXT

The 2.54 acre site is located on the south side Old Hickory Boulevard, between the Woodlands Subdivision and the Woodland Hills Church of Christ. Old Hickory Boulevard is designated as a Scenic Arterial Boulevard roadway and sits lower than the subject property. An approximately 15 foot tall rock wall runs parallel to Old Hickory Boulevard on the subject site. The site continues to slope up from the roadway with the rear of the site sitting approximately 50 feet above Old Hickory Boulevard. The property is vacant and the nearby properties have a mixture of residential, institutional, and vacant land uses.

### ANALYSIS

The subject site has Conservation Policy applied to the areas of the property with significant topography. This includes the entire length of the frontage of the property on Old Hickory Boulevard and a large portion of the interior area of the property. The subject property could not draw access without disturbing an area with greater than 25% slope that runs parallel to Old Hickory Boulevard. Additionally, most of the interior site has slopes exceeding 15%, including some areas exceeding 25%. The intent of the Conservation Policy is to keep undisturbed environmentally sensitive land features in a natural state. There is a very limited portion of the site not designated for preservation in its natural state and therefore staff is not in support of increasing the permitted density.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- TIS may be required prior to development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	2.54	2.904 D	8 U	102	11	9

\*Based on two-family lots



## Metro Planning Commission Meeting of 7/23/20

Maximum Uses in Proposed Zoning District: **RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	2.54	6 D	15 U	110	7	9

Traffic changes between maximum: **R15 and RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+7 U	+8	-4	0

### METRO SCHOOL BOARD REPORT

**Projected student generation existing R15 zoning districts: 1 Elementary 0 Middle 0 High**

**Projected student generation proposed RM6 district: 1 Elementary 1 Middle 1 High**

The proposed RM6 zoning is expected to generate 2 additional students than what would be generated under the existing R15 zoning. Students would attend Granbery Elementary School, Oliver Middle School, and Overton High School.

### STAFF RECOMMENDATION

Staff recommends disapproval of RM6.



## Metro Planning Commission Meeting of 7/23/20



**2020S-126-001**

3905 IVY DRIVE

Map 073, Parcel(s) 078

05, East Nashville

07 (Emily Benedict)



<b>Project No.</b>	<b>Concept Plan 2020S-126-001</b>
<b>Project Name</b>	<b>3905 Ivy Drive</b>
<b>Council District</b>	07 - Benedict
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Dale and Associates, applicant; Hayden Lane LLC, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Concept plan approval to create 8 cluster lots.**

Concept Plan

A request for concept plan approval to create eight lots and open space for property located at 3905 Ivy Drive, approximately 415 feet west of Moss Rose Drive, zoned Single-Family Residential (RS10) (3.37 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 14 lots, based solely on a minimum lot size of 10,000 square feet as required by the zoning. This calculation does not account for infrastructure, road layout, functional lot configuration, or meeting all requirements of the Metro Subdivision Regulations.*

**Community Character Manual Policy**

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

**PLAN DETAILS**

The 3.37 acre site is located south and west of Ivy Drive in East Nashville. The site currently contains a single-family house. The plan proposes 8 single-family residential cluster lots with one lot fronting onto Ivy Drive and the remaining 7 lots fronting onto a newly proposed permanent dead end street. The lots are proposed to be a minimum of 5,000 square feet with the lot that fronts onto Ivy Drive being approximately a half-acre. The plan provides area for stormwater management facilities and the required landscape buffers.





## **Metro Planning Commission Meeting of 7/23/20**

### **ANALYSIS**

The cluster lot option in the Zoning Code allows for flexibility of design, the creation of open space, and the preservation of natural features in residential zoning districts. To promote creative designs, cluster lot subdivisions require common open space areas and permit lots to have smaller lot areas than what is required by the base zoning district. The minimum lot area within a cluster subdivision can be reduced down two smaller base zone districts. The proposed concept plan provides the required open space and is not required to provide for recreational facilities within the open space because the plan proposes less than 25 lots.

This concept plan includes 8 cluster lots under the RS5 zoning, two reductions from the underlying RS10 zoning. In cluster lot subdivisions, a minimum of 15% of the development must be set aside as open space. This development includes 0.98 acres of common open space which is 29% of the site gross acreage.

Section 3-5.2 of the Subdivision Regulations establishes criteria for reviewing infill subdivisions and for determining their compatibility in Neighborhood Maintenance policies. Infill lots that front onto an existing street are required to meet dimensional standards determined by the surrounding lots on the existing street. An analysis of the surrounding lots yields the following standards that any proposed infill lots that front onto the existing Ivy Drive must meet. Lot 1 is the only proposed lot that falls under this review

Minimum lot area: 22,892 square feet

Minimum lot frontage: 76 feet

Proposed Lot 1, which is 23,000 square feet in size and has 76 feet of frontage, meets the 22,892 square foot minimum area and 76 foot minimum frontage requirements. The remainder of the lots front onto a newly proposed street and are not subject to these compatibility standards.

### **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. On-street parking is not allowed.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve**

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**



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### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Concept Plan only, Public 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 Sanitary Sewer related fees or assessments, including capacity must be confirmed paid prior to Final Site Plan/SP approval. Water provided by Madison Suburban Utility District.

### **STAFF RECOMMENDATION**

Staff recommends approval.





**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 7/23/20



**2020COD-001-001**

Various Maps, Various Parcels

05, East Nashville

07 (Emily Benedict)



<b>Project No.</b>	<b>Contextual Overlay 2020COD-001-001</b>
<b>Council Bill No.</b>	BL2020-362
<b>Council District</b>	07 – Benedict
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Emily Benedict, applicant; Various owners.
<b>Staff Reviewer</b>	Dunnivant
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Establish a Contextual Overlay District.**

Contextual Overlay District

A request to apply a Contextual Overlay District to properties located at various addresses on either side of Corder Drive, the western portion of Dugger Drive and the connecting northern portion of Rosecliff Drive, at the northwest corner of Rosecliff Drive and Dugger Drive, zoned One and Two-Family Residential (R10) (5.27 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.

**Proposed Zoning**

Contextual Overlay District (COD) provides appropriate design standards in a residential area. It can maintain and protect neighborhood form or character. A Contextual Overlay must apply throughout the residential portion of a complete block face and cannot be applied in an adopted historic overlay district.

**EAST NASHVILLE COMMUNITY PLAN**

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

**CONTEXTUAL OVERLAY STANDARDS**

These standards are established in the zoning code and cannot be modified.

- Base zoning remains



## Metro Planning Commission Meeting of 7/23/20

Generally – Includes appropriate design standards necessary to maintain and reinforce established form or character of residential development in an area.

- Setback
  - Minimum required setback shall be average of the setback of the 2 developed lots abutting each side of the lot
  - Example – abutting lots have setbacks of 50 feet, 55 feet, 40 feet, and 42 feet; average 47 feet, required minimum
- Height
  - Maximum height, including foundation, shall not be greater than 35 feet or 125% of the structures on the two lots abutting each side, whichever is less
  - If 125% of the average is less than 27 feet, a maximum height of 1.5 stories in 27 feet is allowed
  - Example – average is 24 feet; max allowed height is 30 feet
- Coverage
  - Maximum coverage shall be 150% of the average of the coverage of the two abutting lots on each side
  - Does not include detached garages or accessory buildings
  - Example – average coverage of abutting lots is 2,100 square feet; max coverage of 3,150 allowed
- Access, Garages, Parking
  - If there is an alley, access shall be from the alley
  - On corner lots, access shall be within 30 feet of rear property line
  - Driveways are limited to 1 per public street frontage
  - Parking, driveways, and all other impervious surfaces in the required setback shall not exceed 12 feet in width
  - The front of any detached garage shall be located behind the rear of the primary structure
  - The garage door of any attached garage shall face the side or rear property line.

### 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 bulk, massing, access, garages, and parking. As proposed the Overlay is consistent with the policy. The standards required will continue to maintain the existing character within the neighborhood.

### STAFF RECOMMENDATION

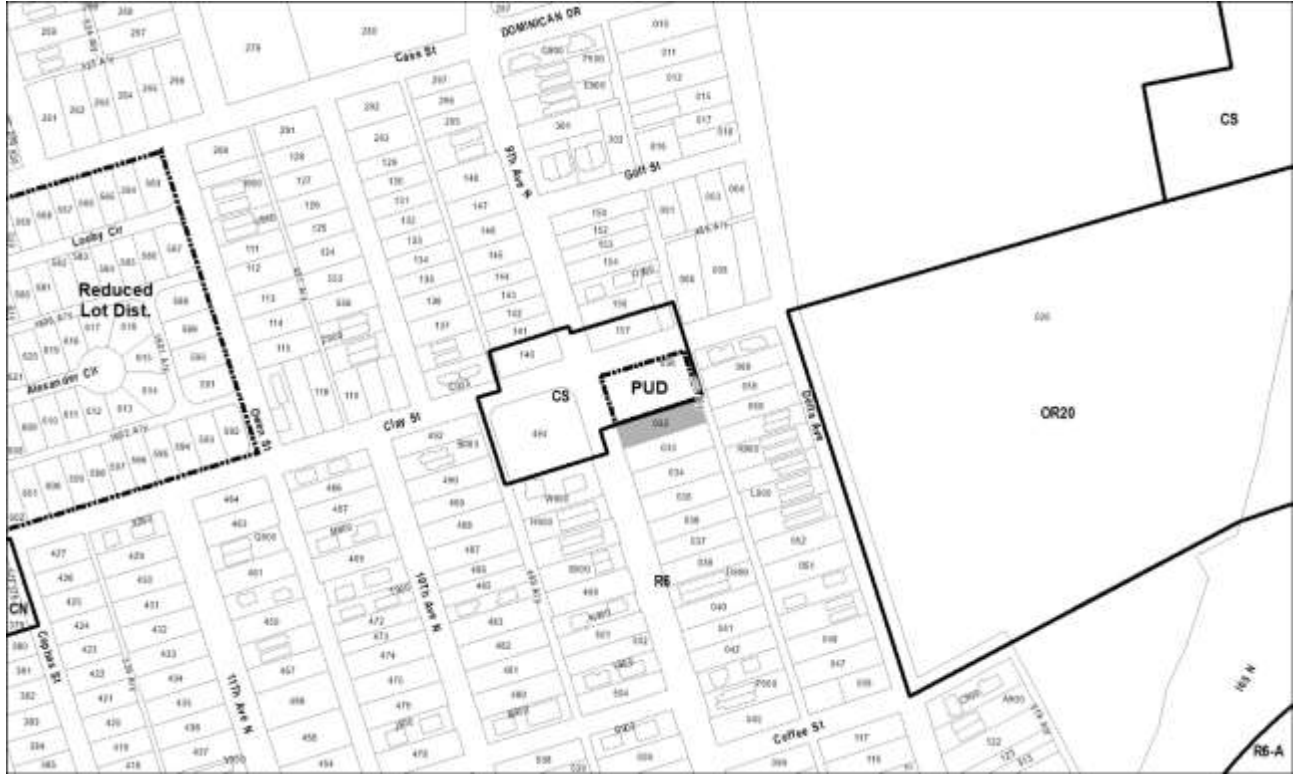
Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 7/23/20



**2020Z-079PR-001**  
Map 081-08, Parcel 032  
08, North Nashville  
21 (Brandon Taylor)



<b>Project No.</b>	<b>Zone Change 2020Z-079PR-001</b>
<b>Council District</b>	21 - Taylor
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Fulmer Lucas, applicant; Clay Street Commons LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove.</i>

**APPLICANT REQUEST**

**Zone change from R6 to CS.**

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Commercial Services (CS) zoning for property located at 1924 9th Avenue North, approximately 90 feet south of Clay Street (0.19 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**NORTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

Staff recommends disapproval. The proposed zoning district permits commercial uses which are not supported by the residential policy.

**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.



## **Metro Planning Commission Meeting of 7/23/20**

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve**

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

### **METRO SCHOOL BOARD REPORT**

The proposed CS zoning district does not permit residential at this location and would not generate any additional students.

### **STAFF RECOMMENDATION**

Staff recommends disapproval.





**SEE NEXT PAGE**





<b>Project No.</b>	<b>Zone Change 2020Z-080PR-001</b>
<b>Council Bill</b>	BL2020-376
<b>Council District</b>	04 – Swope; 26 – Johnston
<b>School District</b>	2 - Elrod
<b>Requested by</b>	Councilmember Robert Swope; applicant; various property owners.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with a substitute ordinance.</i>

**APPLICANT REQUEST**

**Rezone from R15, R20 and R40 to RS15, RS20 and RS40.**

Zone Change

A request to rezone from One and Two-Family Residential (R15, R20, and R40) to Single-Family Residential (RS15, RS20 and RS40) zoning for various properties located along Broadwell Drive, Woodhurst Drive, Bradfield Court, Bradfield Drive, Granberry Heights Drive, Heather Lane, Heather Springs, Hill Road, Hill Road Circle, San Marcos Drive, Thalman Drive and Wakefield Drive (126.33 acres).

**Existing Zoning**

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

One and Two-Family Residential Districts (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots

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.

**Proposed Zoning**

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre.

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.

Single-Family Residential (RS40) requires a minimum 40,000 square foot lot and is intended for single-family dwellings at a density of 0.93 dwelling units per acre.



## Metro Planning Commission Meeting of 7/23/20

### **SOUTHEAST 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.

Civic (CI) is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

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

### **ANALYSIS**

The proposed RS15, RS20 and RS40 zoning districts would limit development to only single-family uses. According to land records the area requested to be rezoned consist of all single-family homes. While records indicate that all lots are currently single-family, permits for two-family units have been issued on two properties within the boundary. Since these two properties already have permits issued for two-family uses, staff recommends that they be removed from the request so that they do not become nonconforming. Staff also recommends that four other lots be removed from the request. The four lots are zoned R15. They are corner lots that are double the size of the minimum lot requirement and are appropriate locations for two-family homes.

The T3 NM policy is intended to preserve the general character of residential areas. Since the existing development pattern consists primarily of single-family, the proposed single-family zonings will maintain the overall development pattern. The removal of certain lots from the request would provide for another housing option without changing the overall character of the area. Since the proposed single-family zoning districts are consistent with the policies, staff recommends approval with a substitute removes several lots be from the request so that they will remain within one and two-family zoning. The Councilman also requested that an additional lot be removed and this is reflected in the recommended substitute ordinance.

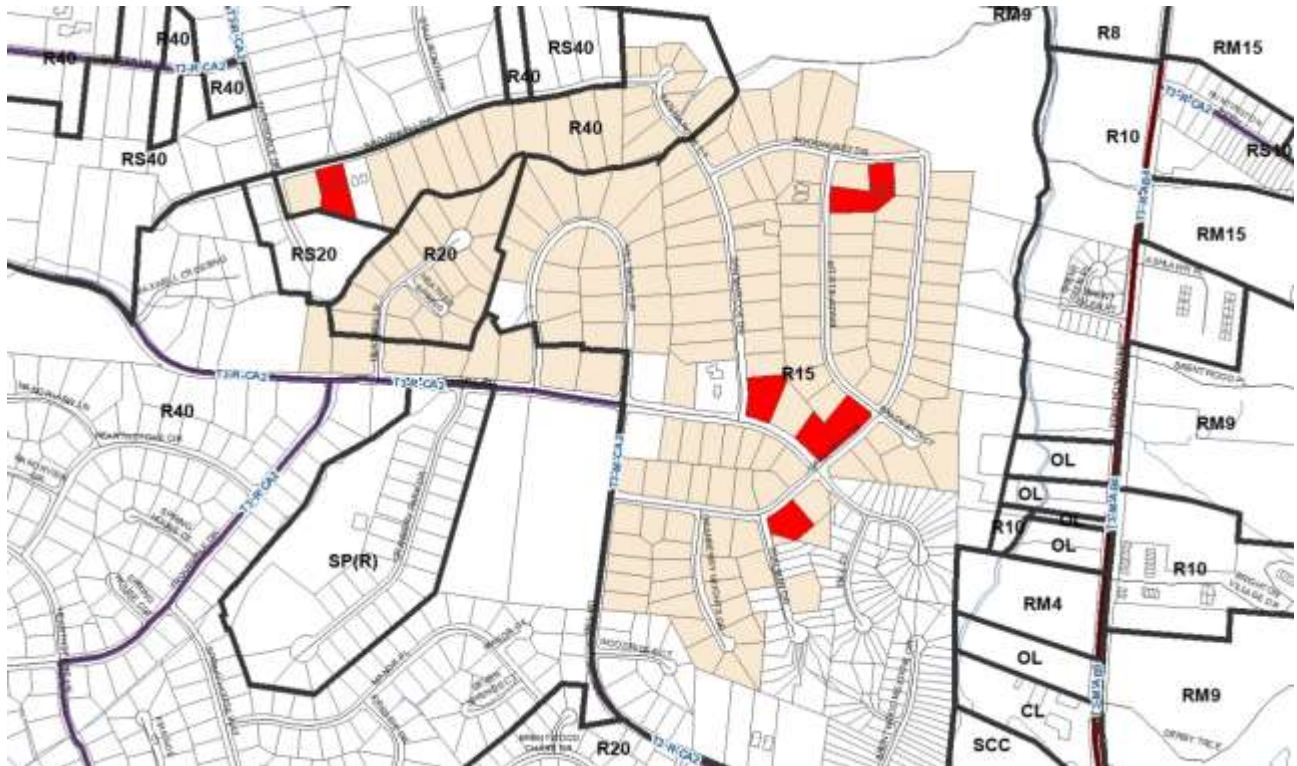


## Metro Planning Commission Meeting of 7/23/20

### Substitute Ordinance No. 2020-376

Staff recommends approval with a substitute to remove the following parcels from the downzoning:

Map 161-09, Parcel(s) 008, 010, 011, 040; Map 160-08-0-E, Parcel(s) 001.00 CO, 002.00 CO, 900.00 CO; Map 061-050, Parcel 024; Map 161-050-D, Parcel(s) 001.00 CO, 002.00 CO, 900.00 CO



\*Red parcels indicate those staff recommends be removed from the zone change.

### STAFF RECOMMENDATION

Staff recommends approval of the substitute ordinance.