

Metropolitan Planning Commission



Staff Reports

August 27, 2020



Metro Planning Commission Meeting of 8/27/20

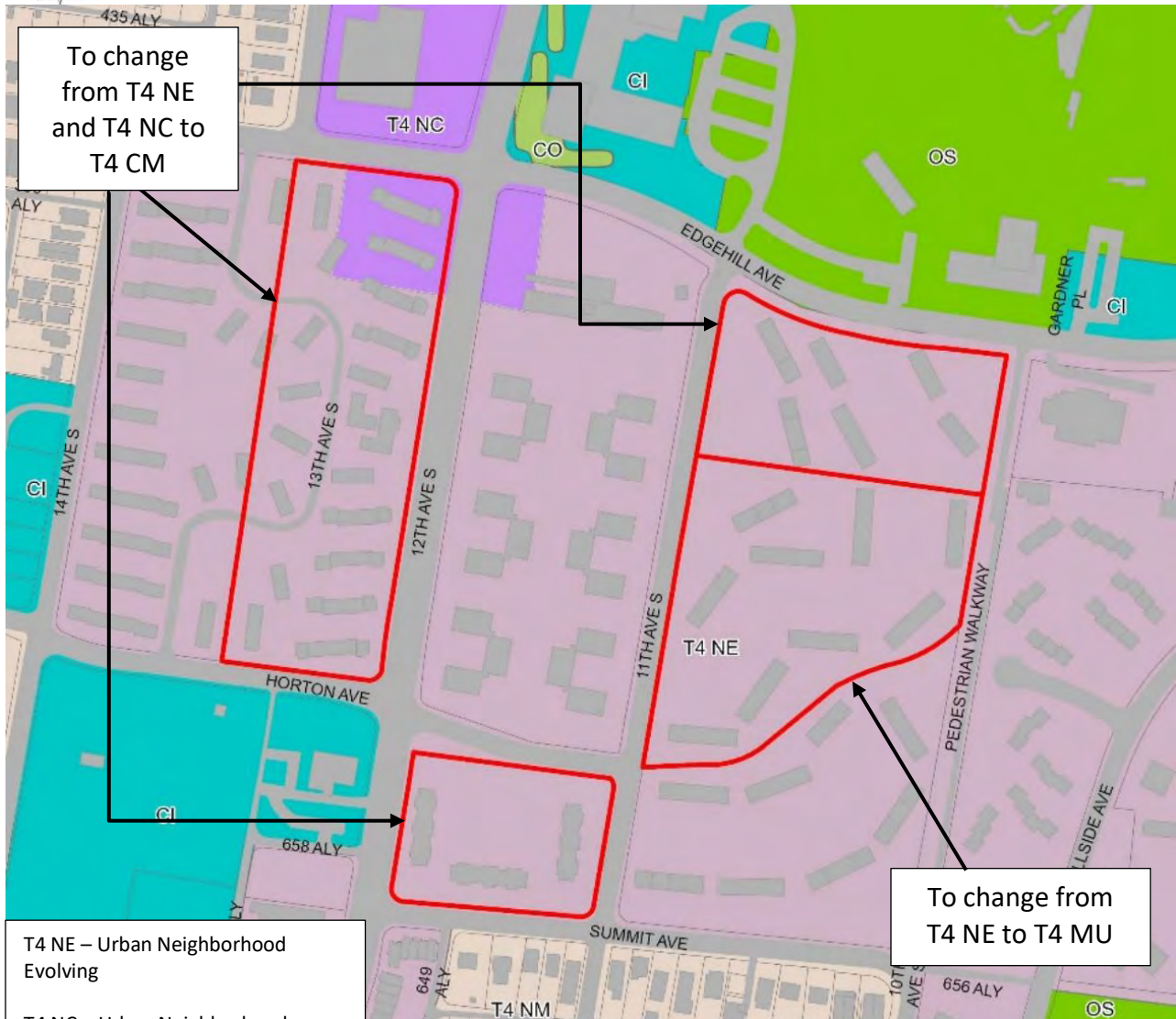
Mission Statement: The Planning Commission is to guide the future growth and development for Nashville and Davidson County to evolve into a more socially, economically and environmentally sustainable community with a commitment to preservation of important assets, efficient use of public infrastructure,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



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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, June 25, 2020, and July 23, 2020 Planning Commission meetings. No public hearing was held.

Staff Reviewer McCullough
Staff Recommendation *Defer indefinitely.*

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 indefinite deferral at the request of the applicant.



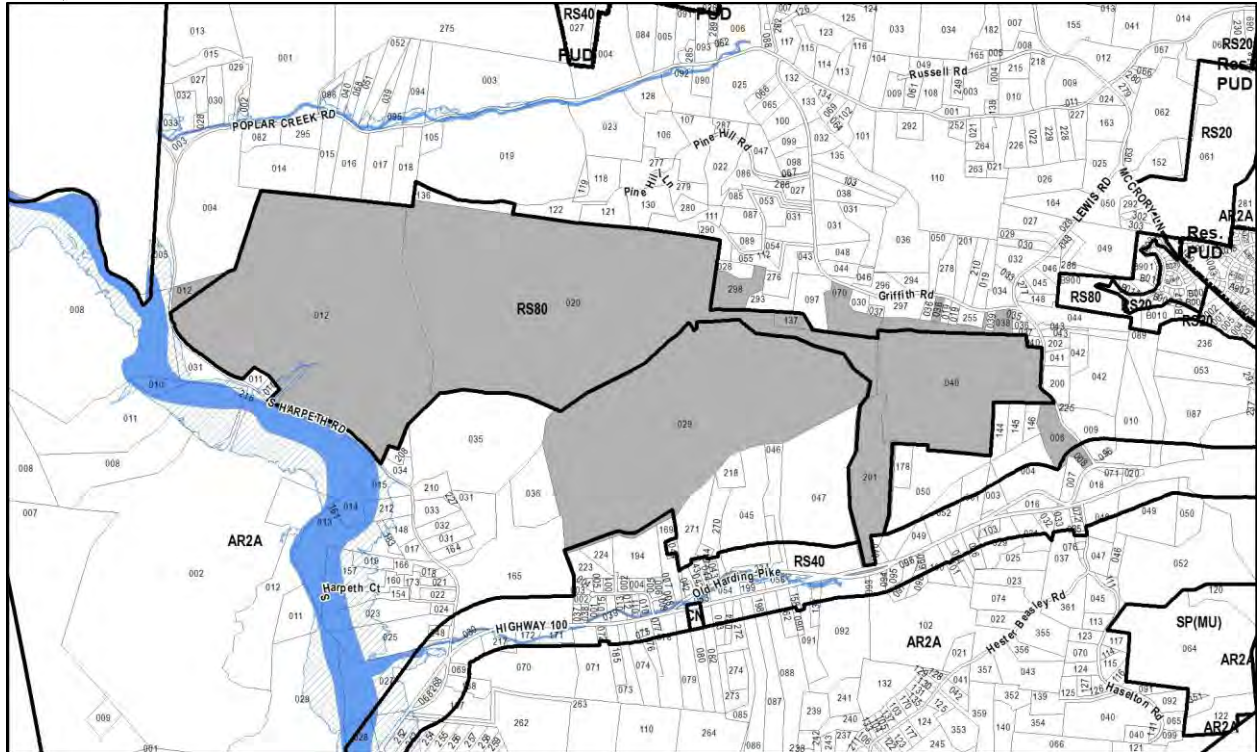
Metro Planning Commission Meeting of 8/27/20



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



Metro Planning Commission Meeting of 8/27/20



2020SP-034-001

SOUTH HARPETH FARMS SP

Map 153, Parcel(s) 012

Map 154, Parcel(s) 012, 020, 36.03, 029, 070, 137, 298

Map 155, Parcel(s) 038, 040

Map 168, Parcel(s) 058, 201

Map 169, Parcel(s) 006, 008

06, Bellevue

35 (Dave Rosenberg)



Project No.	Specific Plan 2020SP-034-001
Project Name	South Harpeth Farms SP
Council District	35 – Rosenberg
School District	9 - Frogge
Requested by	Ragan-Smith and Associates, applicant; South Harpeth Farms, LLC, and Metropolitan Equities LP, owners.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the September 10, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Preliminary SP to permit 506 single-family lots, religious institution, greenway, park, agricultural activity, cemetery, safety services, pond/lake, and associated accessory uses.

Zone Change

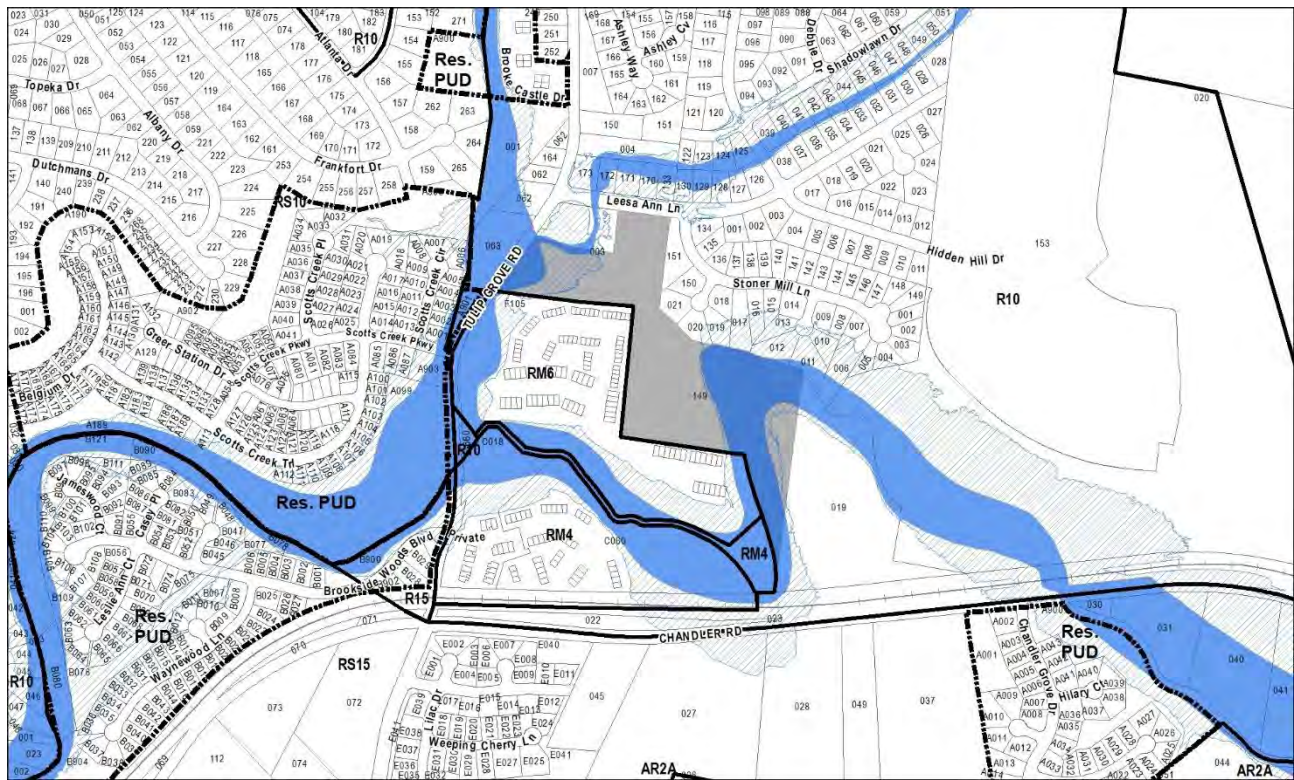
A request to rezone from Agricultural/Residential AR2a, Single-Family Residential RS40, and Single-Family Residential RS80 to SP-R zoning for various properties located at 9293 and 9401 S. Harpeth Road, Griffith Road (unnumbered), Lewis Road (unnumbered), S. Harpeth Road (unnumbered), Highway 100 (unnumbered), and Old Harding Pike (unnumbered), north of Highway 100, spanning from S. Harpeth Road to Lewis Road, northward to Griffith Road, zoned AR2a, RS40, and RS80 (approximately 1,119 acres) to permit a maximum of 506 single-family lots, religious institution, greenway, park, agricultural activity, cemetery, safety services, pond/lake, and associated accessory uses.

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2020, Planning Commission meeting.



Metro Planning Commission Meeting of 8/27/20



2020SP-035-001
TULIP GROVE TOWNHOMES
Map 076, Parcel(s) 003, 149
14, Donelson - Hermitage - Old Hickory
11 (Larry Hagar)



Project No.	Specific Plan 2020SP-035-001
Project Name	Tulip Grove Townhomes
Council District	11 – Hagar
School District	4 – Nabaa-McKinney
Requested by	Endfield Construction and Engineering, applicant; Cynthia Ludlow, Trustee and Odell Bradley Jr., owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the September 10, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from R10 to SP.

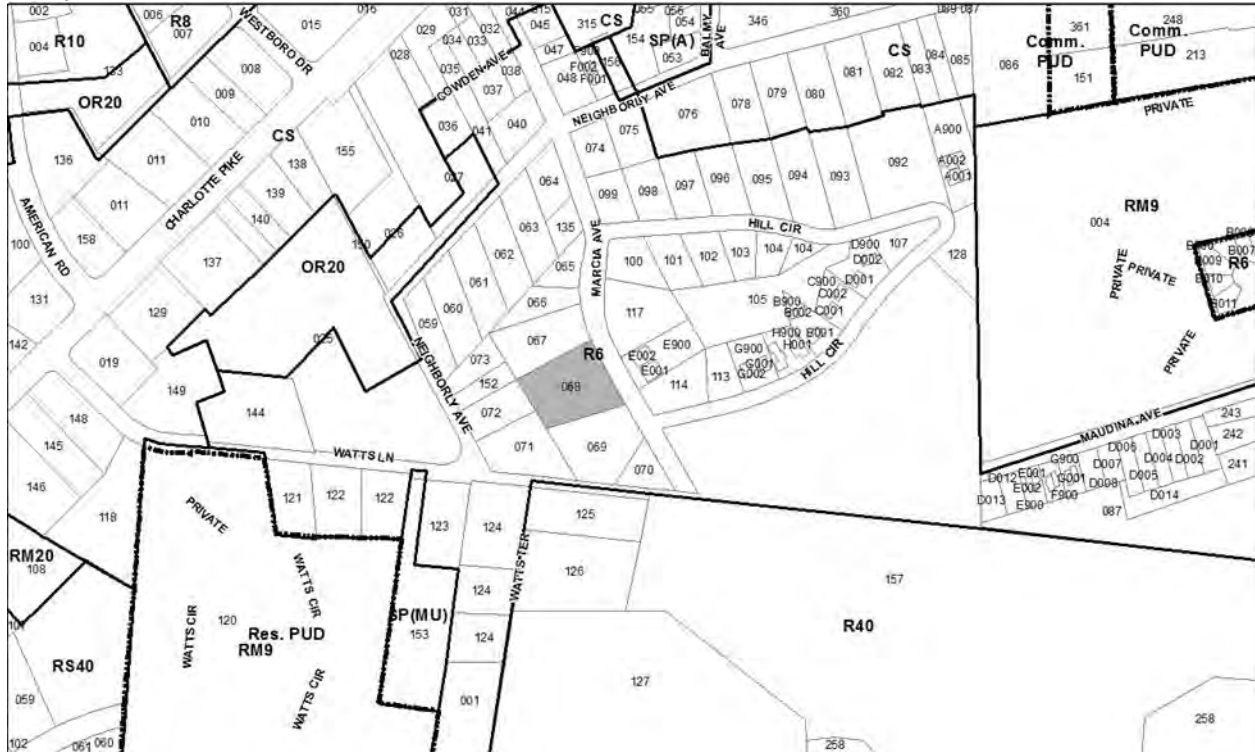
A request to rezone from One and Two-Family Residential (R10) to Specific Plan (SP) zoning for property located at 725 Tulip Grove Road and a portion of property located at 703 Tulip Grove Road, approximately 340 feet north of Scotts Creek Parkway (13.20 acres), to permit 58 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/27/20



2019S-086-001

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

Map 103-01, Parcel(s) 068

07, West Nashville

20 (Mary Carolyn Roberts)



Project No.	Final Plat 2019S-086-001
Project Name	Resubdivision of Lots 3 & 4 on the Plat Showing the Division of the John B Cowden Property
Council District	05- Roberts
School District	9 – Frogge
Requested by	Clint T. Elliott Surveying, applicant; Luke and Hom, Xenia Ryan, owners.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Defer to the September 10, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Final plat approval to create three lots.

Final Plat

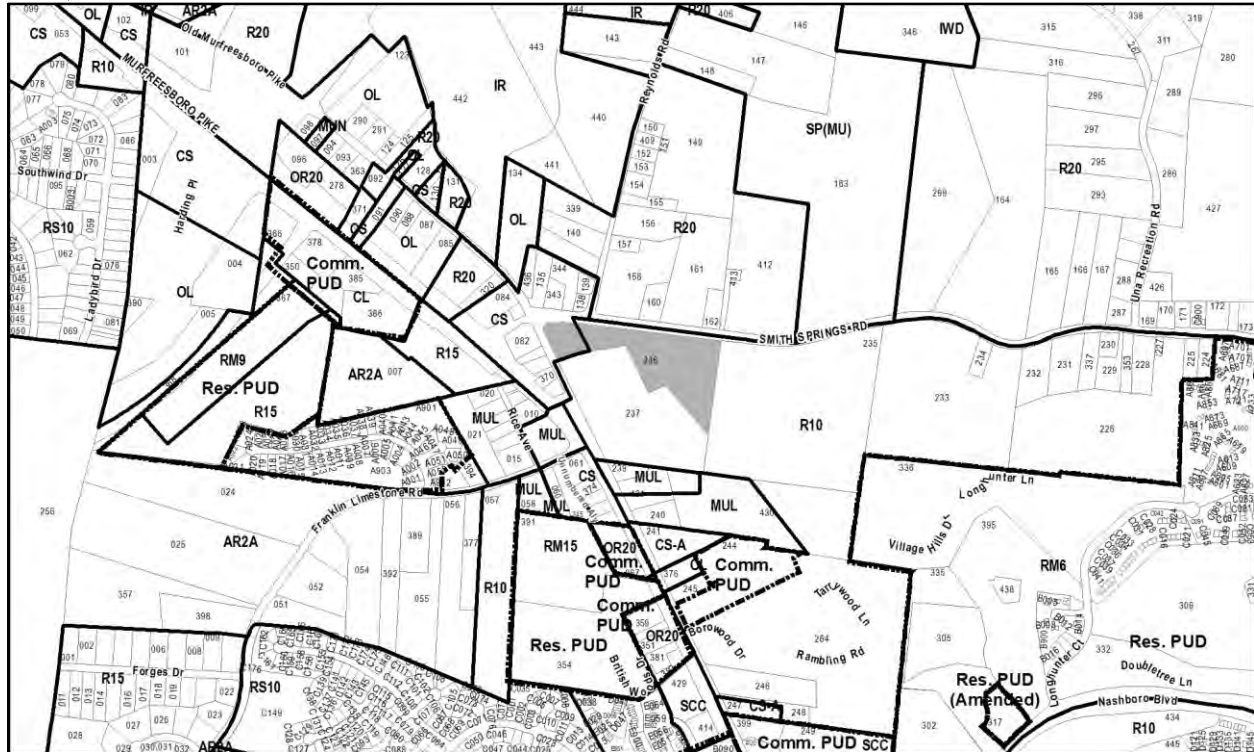
A request for final plat approval to create three lots on property located at 227 Marcia Avenue, approximately 545 feet south of Neighborly Avenue, zoned One and Two-Family Residential (R6) (0.91 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/27/20



2019S-234-001
DORROLL PROPERTY SUBDIVISION
Map 135, Parcel(s) 236
13, Antioch – Priest Lake
29 (Delishia Porterfield)



Project No. **Final Plat 2019S-234-001**
Project Name **Dorroll Property Subdivision**
Council District 29 –Porterfield
School District 7 – Player-Peters
Requested by James R. Cooley, applicant; Nice and Aimee Dorroll, owner.

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

Staff Reviewer Dunnavant
Staff Recommendation *Defer to the September 10, 2020, Planning Commission meeting.*

APPLICANT REQUEST

Final plat approval to create four lots.

Final Plat

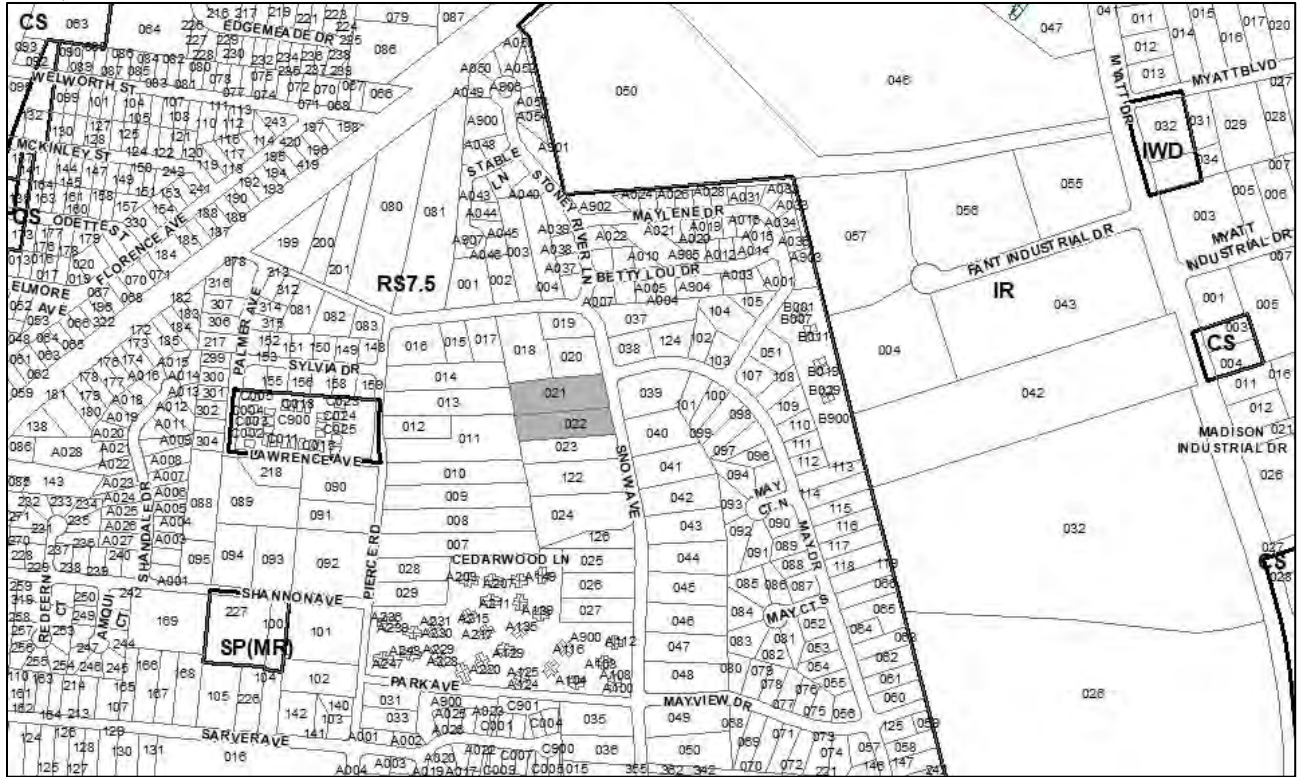
A request for final plat approval to create four lots on property located at 2000 Old Murfreesboro Pike, at the southeast corner of Smith Springs Road and Old Murfreesboro Pike, zoned Commercial Service (CS) and One and Two-Family Residential (R10) and within the Murfreesboro Pike Urban Design Overlay District (9.19 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/27/20



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)



Project No.	Final Plat 2020S-113-001
Project Name	Resub of Lots 8A and 8B on the Resub of Lot 8 on the Plan of Dixie Pure Food Company's Subdivision
Council District	09 - Hancock
School District	3 - Speering
Requested by	Clint Elliott Survey, applicant; Diane Rabago, owner.
Deferrals	This item was deferred at the July 23, 2020, Planning Commission hearing. No public hearing was held.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the September 10, 2020, Planning Commission meeting.</i>

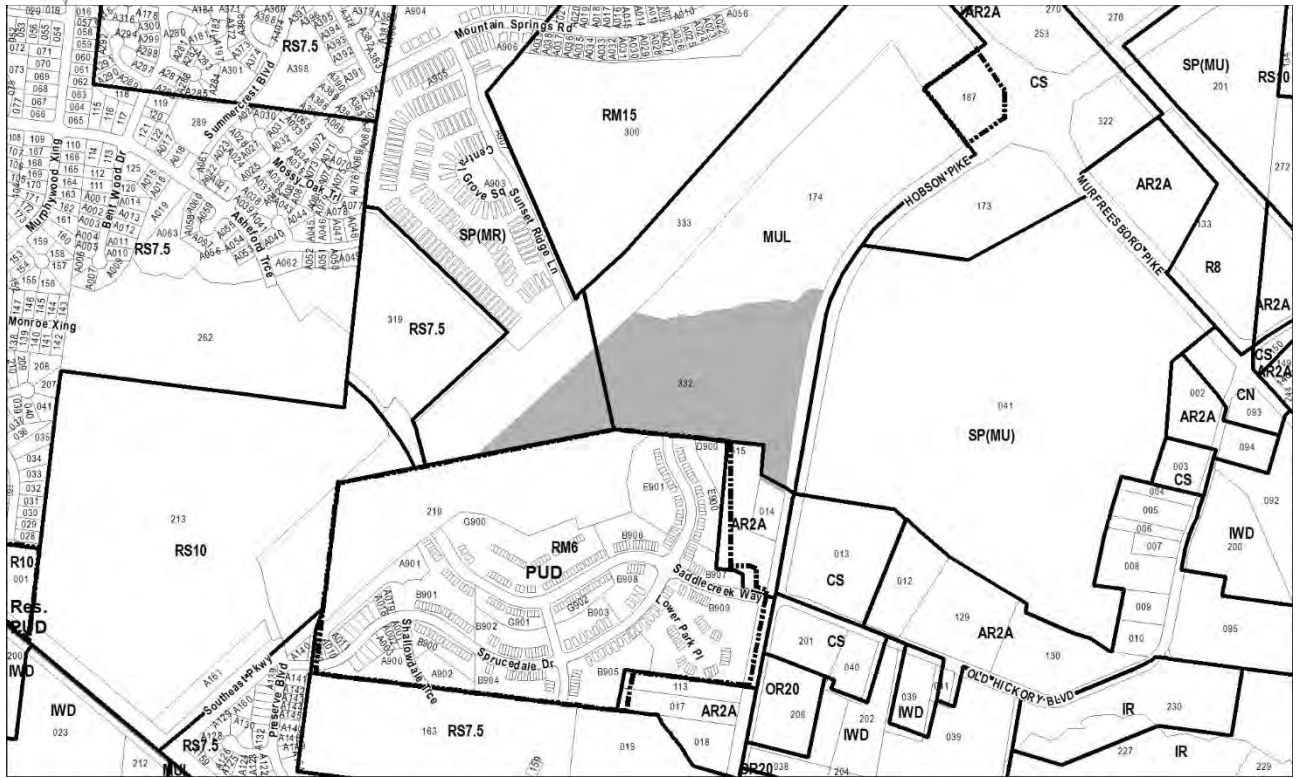
APPLICANT REQUEST
Final plat to create eight lots.

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 September 10, 2020, Planning Commission hearing.



Metro Planning Commission Meeting of 8/27/20



2020S-140-001
HOBSON PIKE TOWNHOMES
Map 164, Parcel(s) 332
13, Antioch - Priest Lake
32 (Joy Styles)



Project No.	Concept Plan 2020S-140-001
Project Name	Hobson Pike Townhomes
Council District	32 - Styles
School District	6 - Bush
Requested by	Kimley-Horn, applicant; Two Pikes LLC, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Defer to the September 10, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Create 2 lots.

Concept Plan

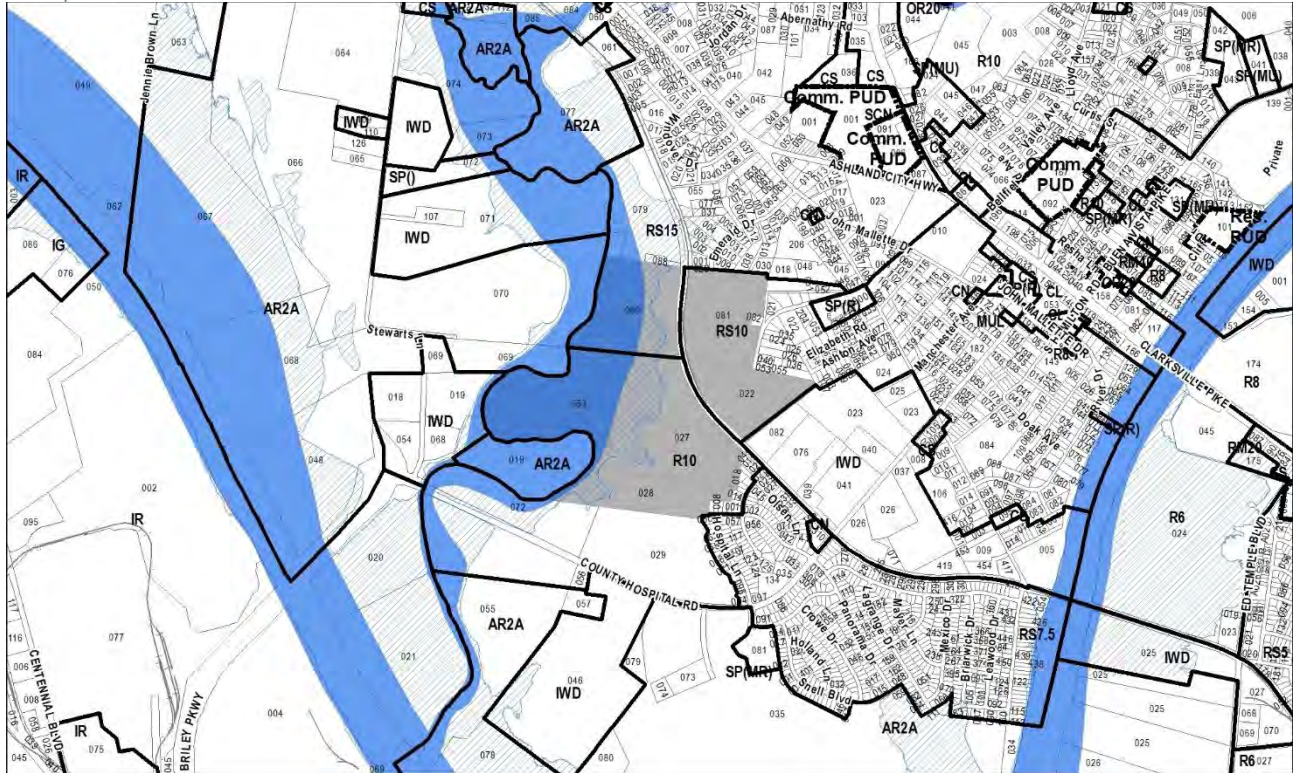
A request for concept plan approval to create 2 lots on property located at Hobson Pike (unnumbered), approximately 545 feet north of Old Hickory Boulevard, zoned Mixed Use Limited (MUL) and Specific Plan (SP) (19.85 acres).

RECOMMENDED ACTION

Staff recommends deferral to the September 10, 2020, Planning Commission meeting at the request of the applicant.



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2020S-145-001

BORDEAUX AGRIHOOD

Map 069, Parcel(s) 080-081

Map 080, Parcel(s) 022, 027, 028, 053

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Jonathan Hall); 02 (Kyontzé Toombs)



Project No. **Concept Plan 2020S-145-001**
Project Name **Bordeaux Agrihood**
Council District 01 - Hall; 02 - Toombs
School District 1 - Gentry
Requested by Dewey Engineering, applicant; Wildflower Partners LLC, owner.

Staff Reviewer Elliott
Staff Recommendation *Defer to the September 10, 2020, Planning Commission meeting.*

APPLICANT REQUEST

Concept plan approval to create 407 cluster lots.

Concept Plan

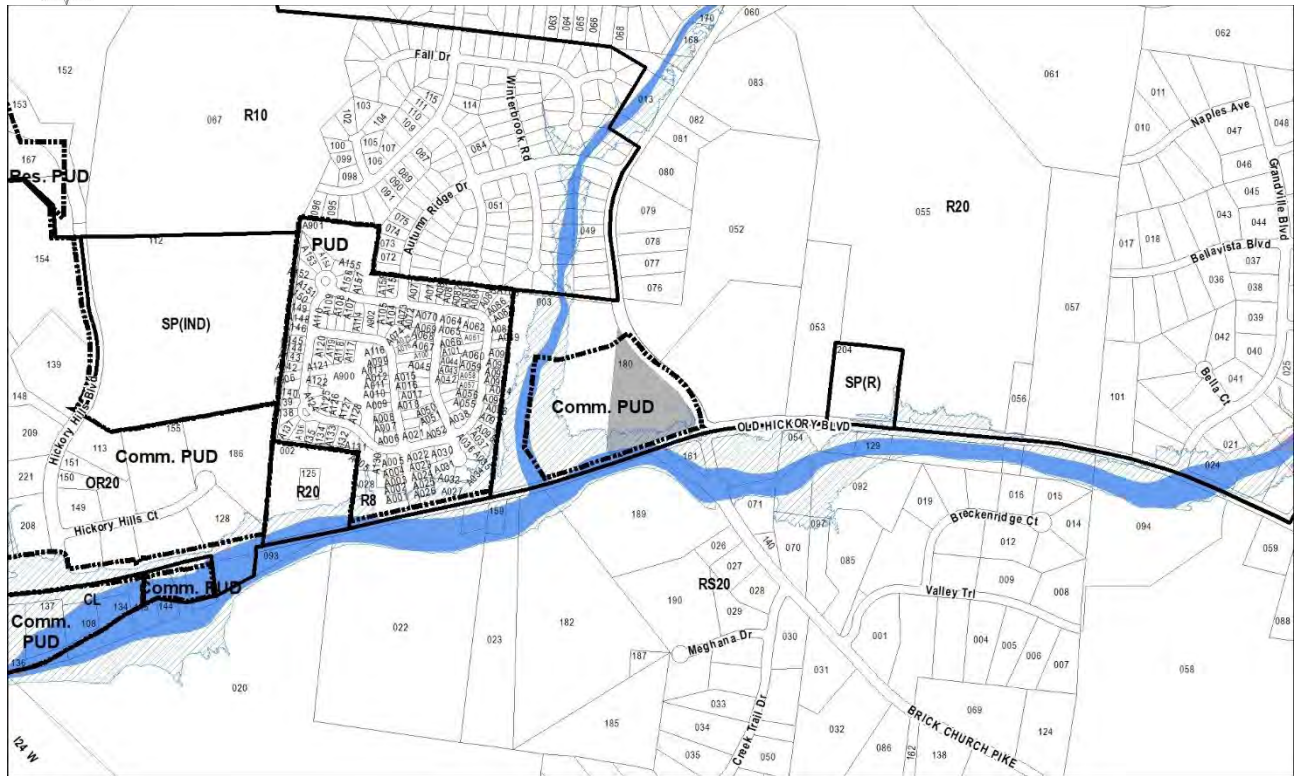
A request for concept plan approval to permit a maximum of 362 single-family lots and 45 two-family lots for a maximum of 452 residential units for properties located at 1501 E Stewarts Lane, E Stewarts Lane (unnumbered), and County Hospital Road (unnumbered), approximately 1,575 feet northwest of County Hospital Road, zoned One and Two-Family Residential (R10), Single-Family Residential (RS10) and Single-Family Residential (RS15) (185.8 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2020, Planning Commission meeting at the request of the applicant.



Metro Planning Commission Meeting of 8/27/20



65-76P-001
DOLLAR GENERAL (REVISION)
Map 032, Parcel 180
02, Parkwood – Union Hill
03 (Jennifer Gamble)



Project No.
Project Name
Council District
School District
Requested by

Planned Unit Development 65-76P-001
Dollar General (Revision)
03 - Gamble
1 – Gentry
Dale and Associates, applicant; Gordon F. McCammon and Robert C. Helson, owner.

Deferrals

This item was deferred from the June 25, 2020, and the July 23, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer
Staff Recommendation

Swaggart
Defer indefinitely.

APPLICANT REQUEST

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

Revise PUD

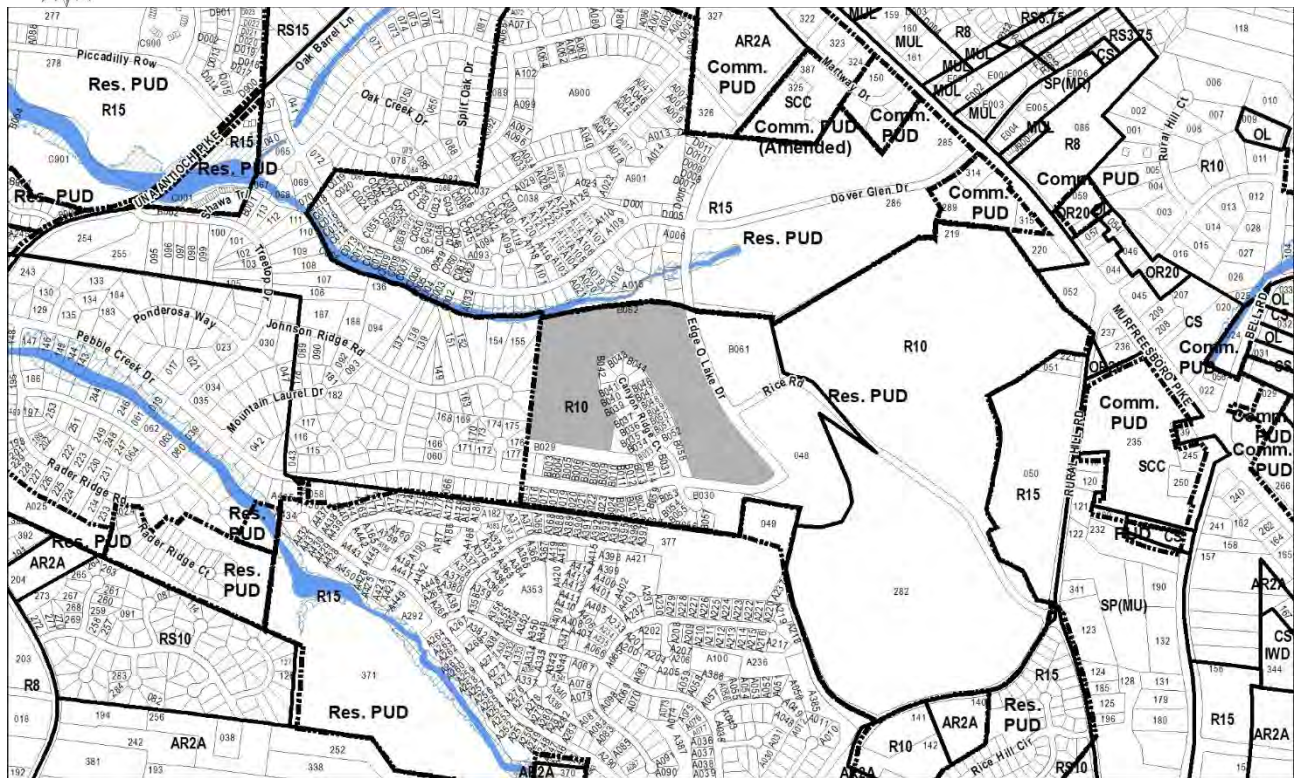
A request to revise a portion of the preliminary Planned Unit Development Overlay District (PUD) for property located at Brick Church Road (unnumbered), at the northwest corner of Old Hickory Boulevard and Brick Church Pike, zoned One and Two-Family Residential (R20), (3 acres), to permit 24,000 square feet of commercial space.

STAFF RECOMMENDATION

Staff recommends indefinite deferral.



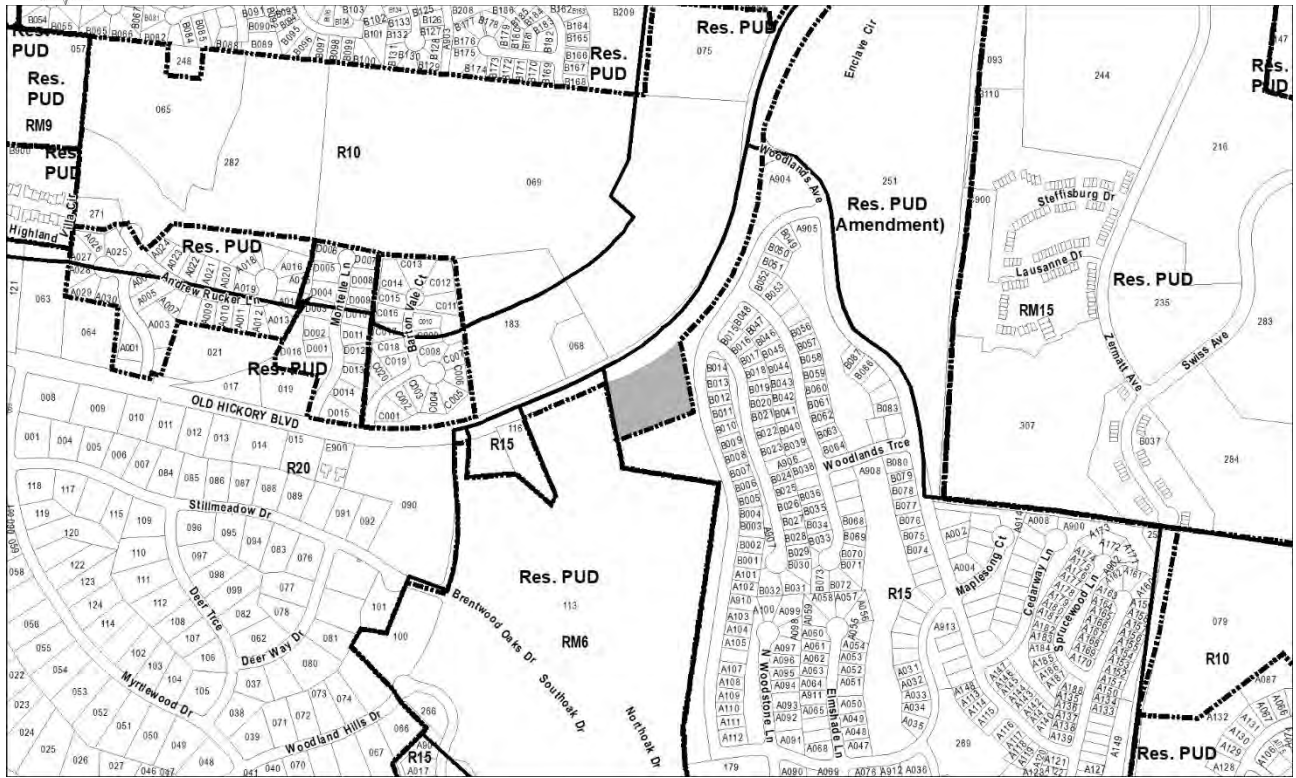
Metro Planning Commission Meeting of 8/27/20



123-83P-001
CANYON RIDGE, PHASE 3 (REVISION AND FINAL)
Map 149-06, Parcel 029
13, Antioch – Priest Lake
28 (Tanaka Vercher)



Metro Planning Commission Meeting of 8/27/20



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, June 11, 2020, and July 23, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Defer to the September 10, 2020, Planning Commission meeting.*

APPLICANT REQUEST
Zone change from R15 to RM6.

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

STAFF RECOMMENDATION
Staff recommends deferral to the September 10, 2020, Planning Commission meeting as requested by the applicant.



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2020Z-096PR-001
Map 051, Parcel 008
04, Madison
08 (Nancy VanReece)



Project No.	Zone Change 2020Z-096PR-001
Council District	08 - VanReece
School District	3 - Speering
Requested by	S + H Group, applicant; Matthew Nicholson, owner.
Staff Reviewer	Dunnavant
Staff Recommendation	<i>Defer to the September 10, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from R8 to MUL-A.

Zone Change

A request to rezone from Single-Family Residential (RS20) to Multi-Family (RM2) for property located at 1013 Chadwell Drive, approximately 425 feet west of S Graycroft Avenue (1.79 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2020, Planning Commission meeting at the request of the applicant.



NO SKETCH



Project No.	Substitute BL2020-197
Project Name	120-Day Multifamily Permit Moratorium in the Antioch Area
Council District	28 – Vercher 29 – Porterfield
School District	6 – Bush 7 – Player-Peters
Requested by	Councilmember Tanaka Vercher
Staff Reviewer	Claxton
Staff Recommendation	<i>Defer to the September 10, 2020 Planning Commission meeting.</i>

APPLICANT REQUEST

An ordinance declaring a 120-day moratorium upon the issuance of building and grading permits for multi-family developments on property within portions of the Antioch area.

BACKGROUND

On April 7, 2020, the Metro Council adopted a substitute BL2020-197 on first reading that directs the following:

That a 120-day moratorium is hereby declared upon the issuance of any building or grading permit by the Metropolitan Department of Codes Administration for any multi-family development for property within portions of the Antioch area, the geographic boundaries of which are set forth in the attached Exhibit 1 and as further depicted on the map attached hereto as Exhibit 2. The study to be conducted by the Metropolitan Planning Department should include an assessment of the capacity to deliver public services to the area, including but not limited to, public safety facilities, roadways, sidewalks, stormwater, and school capacity. Further, the study should make recommendations to the Council regarding modifications to the community plans and policies to address any deficiencies noted, as well as any necessary zoning changes.

The substitute ordinance identified the following as reasons for the moratorium, study, and plan and zoning changes:

- Unprecedented growth in the Antioch area, including substantial multifamily developments, has led to increasing pressure on existing infrastructure, public facilities, and services.
- The number of Antioch residents who participated in the NashvilleNext planning process was lower than other areas of Nashville, limiting their views on density in the plan.

The moratorium would function to:

- Prevent the Codes Department from issuing any building or grading permits for multifamily development for 120 days.



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- During the 120-day moratorium, have the Planning Department assess infrastructure and facility capacity in light of growth trends and determine if policy and zoning changes are necessary to align entitlements with infrastructure limitations.
- If changes are recommended, schedule any planning or rezoning processes to carry out the recommendations after the 120-day moratorium.

Both the moratorium study and implementing any recommendations would be in addition to the Planning Department's current work.

ANALYSIS

BL2020-197, as passed with a substitute on first reading on April 7, 2020, directs the Planning Commission to study growth and infrastructure within the Antioch area. An initial draft specified Council Districts 28, 29, and 31; one potential substitute removed District 31. References to the other two districts were removed in favor of a general reference to "the Antioch area." The substitute bill references two Exhibits that detail the geographic extent of the moratorium. At the date of publication of this report, Planning staff have not received those Exhibits.

Based on a preliminary assessment of zoning, current trends, and development activity, it is not immediately clear what specific factors distinguish the study area in such a manner as to support a moratorium, particularly based on growth trends or multifamily uses. Absent a more detailed problem scope defining these or other contributing factors, and how they are distinctive within the context of Countywide trends and needs, staff has been unable to establish a standard for recommending a moratorium or further investigation of a moratorium.

CONCLUSION

Therefore, staff recommends a one-meeting deferral to continue discussion with the Councilmember as to the specific area, issues, and problems that should be solved with a moratorium so that the Planning Department can better assess planning-related issues and outcomes.

RECOMMENDATION

Staff recommends that the Planning Commission defer the bill, as substituted on April 7, 2020, to September 10, 2020.



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2020DTC-018-001
226 3RD AVENUE NORTH
Map 093-02-3, Parcel 157
11, Downtown
19 (O'Connell)



Project No.	DTC Overall Height Modification
	2020DTC-018-001
Project Name	226 3rd Avenue North
Council District	19 – O’Connell
School District	5– Buggs
Requested by	Patrick Gilbert, Gresham Smith, applicant; The Fed LLC, owner;
Staff Reviewer	Hammer
Staff Recommendation	<i>Defer to the September 10, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Modification of overall height standards of the DTC, Core Historic Subdistrict, to allow seventeen stories of building height where six is permitted by right.

DTC Overall Height Modification

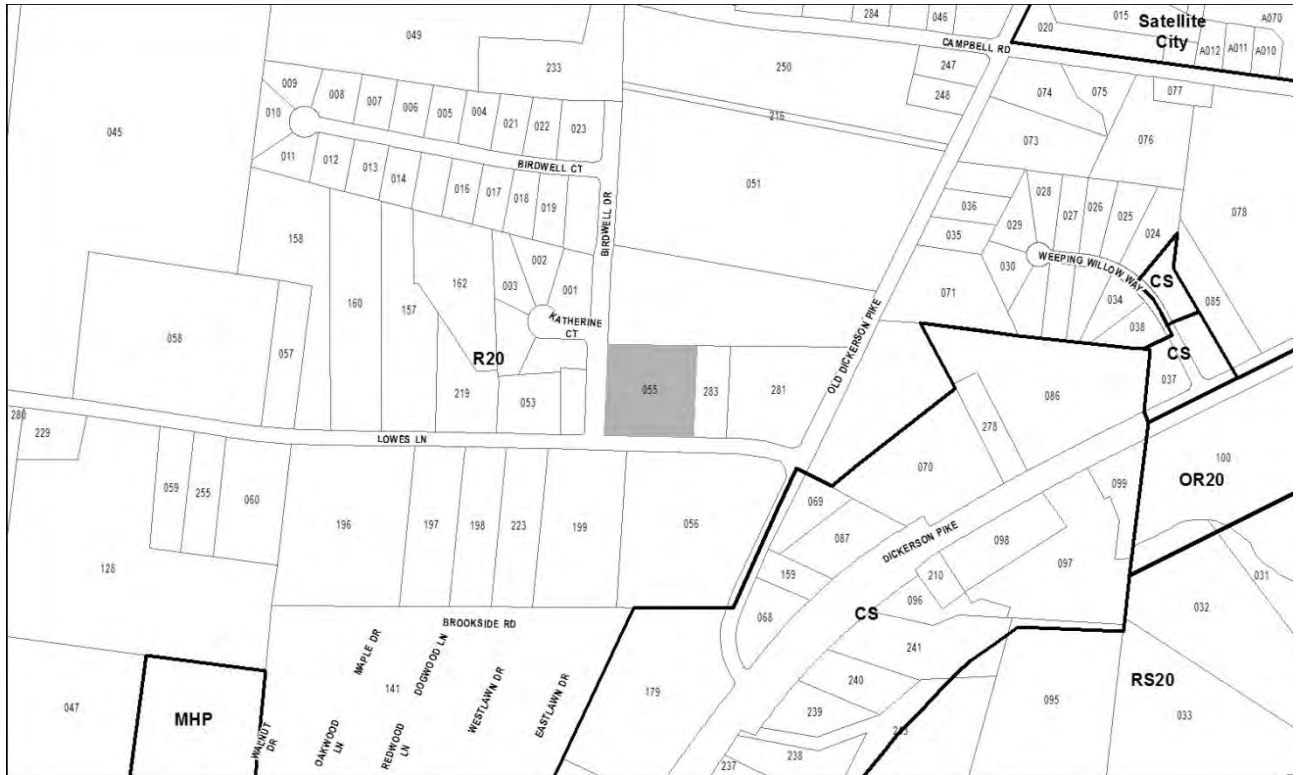
A request for a modification of overall building height on property located at 226 3rd Avenue North, within the Core Historic Subdistrict of the Downtown Code (DTC).

STAFF RECOMMENDATION

Staff recommends deferral to the September 10, 2020, Planning Commission meeting at the request of the applicant.



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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.

Staff Reviewer Birkeland
Staff Recommendation *Defer unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions.*

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).

SITE DATA AND CONTEXT

Location: Northeast corner of Lowes Lane and Birdwell Drive. Approximately 630 feet west of Old Dickerson Pike.

Street type: Lowes Lane and Birdwell Drive are both local streets with 50 feet of existing right-of-way.

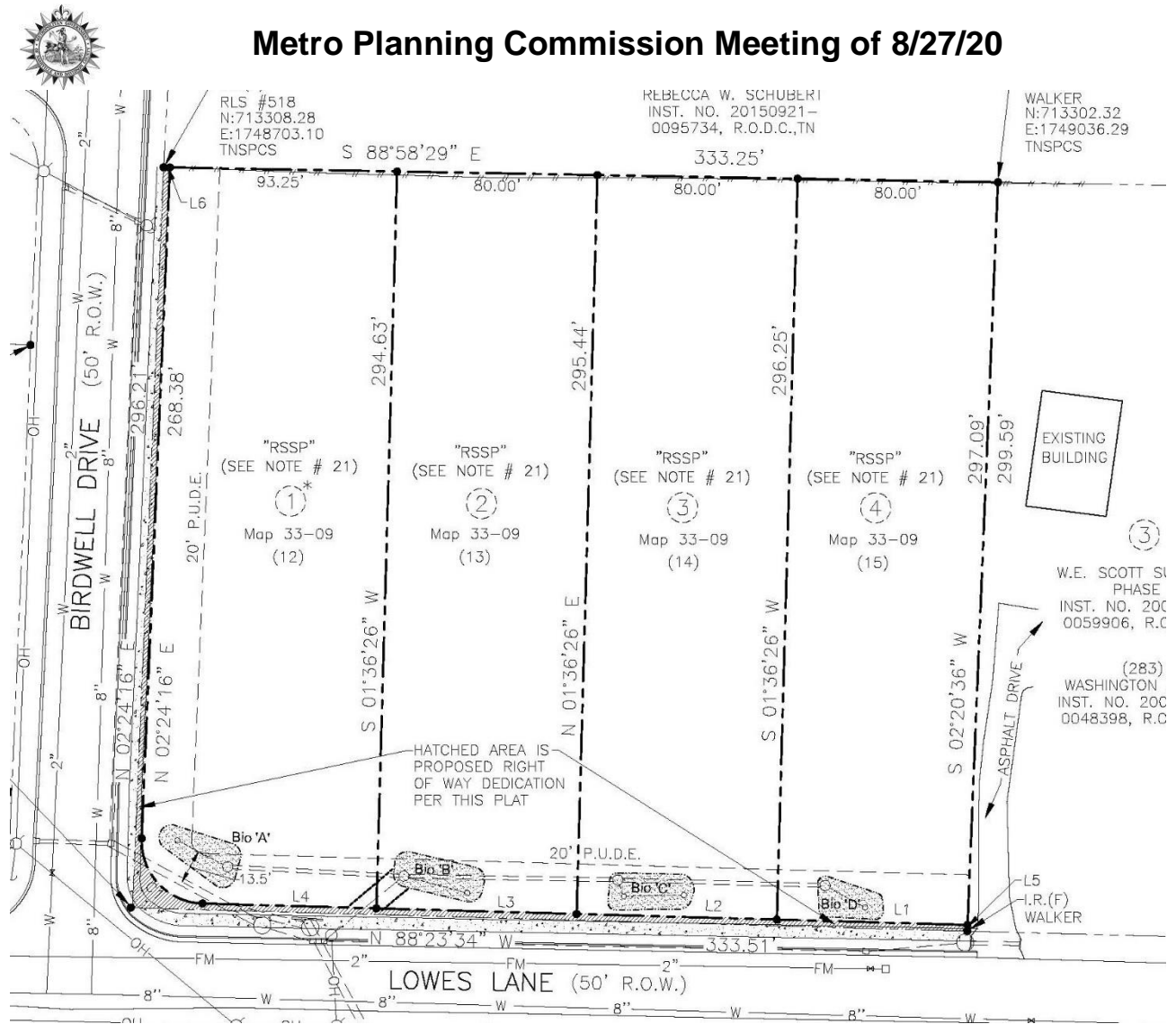
Approximate Acreage: 2.11 acres or 85,180 square feet

Parcel/Site History: This site is comprised of a single parcel. The parcel was originally created by deed in 1934. In 2000, parcels to the east were platted. This parcel was not platted at that time.

Zoning History: This site has been zoned R20 as far back as 1974.

Existing land use and configuration: Vacant

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Proposed Subdivision



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Surrounding land use and zoning:

North: single-family residential (R20)
South: single-family residential (R20)
East: single-family residential (R20)
West: single-family residential (R20)

Zoning:

One and Two Family Residential (R20)
Min. lot size: 20,000 square feet
Max. height: 3 stories
Min. street setback: contextual setback based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face. Estimated setback (to be confirmed by Zoning at the time of development) is approximately 63'.
Min. rear setback: 20'
Min side setback: 10'
Max. building Coverage: 0.35

PROPOSAL DETAILS

Number of lots: 4. One parcel is duplex eligible. Lot 1 has been identified as the only duplex eligible lot on the plat.

Lot sizes:

- Lot 1: 28,272 square feet, (0.649 ac) and 97.37 feet of frontage
- Lot 2: 23,801 square feet, (0.546 ac) and 80 feet of frontage
- Lot 3: 23,866 square feet, (0.548 ac) and 80 feet of frontage
- Lot 4: 23,355 square feet, (0.536 ac) and 76.15 feet of frontage

Access: Access is via Lowes Lane, an existing local street with a pavement width of 25' and a right-of-way width of 50'.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

This subdivision is required to meet on standards of Chapter 3. Staff finds that all standards are met.

3-2 Monument Requirements

Not applicable to this case. No new streets are proposed to be constructed.



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3-3 Suitability of the Land

Based on available data, this site does contain a stream and wetland buffer on a small portion of the property. Adopted Metro Stormwater Regulations ensure that stream and required buffer areas are protected and that development that does occur near these sensitive areas is constructed safely. Stormwater has approved a grading plan for this site that complies with all applicable regulations. Therefore, building on this site not harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R20 zoning at the time of building permit. All proposed lots have frontage on a public street, Lowes Lane.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists.

Not applicable to this case.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.

a. All minimum standards of the zoning code are met.

Complies. The lots meet the minimum size of the R20 zoning district. Compliance with the bulk standards including setbacks and height will be reviewed at the time of building permit by the Codes Department.

b. Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 for fronting onto an open space.

Complies. All four lots have frontage on Lowes Lane, a public street.

c. The current standards of all reviewing agencies are met.

Complies. All reviewing agencies have reviewed the plat and recommended approval or approval with conditions, except for Metro Water Services. If received prior to the meeting, staff recommends approval. See the Agency Comments section below for details.



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- d. *The proposed lots comply with any applicable special policy.*
Not applicable to this case. There are no special policies applicable to this site.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts.
Not applicable to this case.

3-5.5 Infill Subdivision Frontage
Infill lots with a street frontage of less than 50' and without access to an improved alley are required to be accessed via a shared drive.

3-5.6 Reasonable Conditions
N/A

3-6 Blocks

Not applicable to this case. This proposal is for an infill subdivision. No new blocks are being created.

3-7 Improvements

No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.

3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities

Not applicable to this case. Sidewalks are required only in association with new streets. The proposed subdivision is located on an existing street. Sidewalks may be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.

3-9 Requirements for Streets

Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

3-10 Requirements for Dedication, Reservations, or Improvements

Not applicable to this case. The subdivision does not adjoin or encompass either a greenway corridor shown on the Countywide Greenways Plan or Countywide Parks Master plan, it is not located on a substandard street, or on a route depicted on the Major and Collector Street Plan.

3-11 Inspections During Construction

This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.

3-12 Street Name, Regulatory and Warning Signs for Public Streets

Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.



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3-13 Street Names, Regulatory and Warning Signs for Private Streets

Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval with conditions.

3-15 Public Water Facilities

Metro Public Water is provided to this site.

3-16 Sewerage Facilities

Public sewer is available to this site from Metro Water Services.

3-17 Underground Utilities

Not applicable to this case. Utilities are required to be located underground whenever a new street is proposed. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the subdivision regulations including minimum lot size and street frontage. Future development will be required to meet the standards of the Metro Zoning Code in regards to setbacks, sidewalks, etc. Staff recommends deferral unless a recommendation of approval is received from all approving agencies. If a recommendation is received from all agencies, staff recommends approval with conditions as the proposed subdivision meets the requirements of the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve with conditions

- Once recorded, cite maintenance agreement number

WATER SERVICES RECOMMENDATION

Returned for corrections

- Public water (19WL0096) and sanitary sewer (19SL0203) construction plans must be approved prior to Final Plat approval. The approved construction plans must match the Final Plat. 30% Capacity Paid.

PUBLIC WORKS RECOMMENDATION

Approve



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TRAFFIC AND PARKING RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends deferral unless a recommendation of approval is received from all reviewing agencies. If a recommendation of approval is received from all agencies, staff recommends approval with conditions.

CONDITIONS (if approved)

1. Comply with all conditions and requirements of Metro agencies.

RECOMMENDED ACTION IF ALL AGENCIES APPROVE

Motion to approve proposed subdivision Case No. 2018S-209-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2020CP-004-002

MADISON COMMUNITY PLAN AMENDMENT

Map 051, Parcel(s) 023-024, 026, 028, 166

4, Madison

8 (Nancy VanReece)



Project No.	Major Plan Amendment 2020CP-004-002
Project Name	Madison Community Plan Amendment
Associated Cases	2020Z-085PR-001
Council District	08 – VanReece
School District	3 – Speering
Requested by	Goodpasture Christian School, applicant; Goodpasture Christian School and Metro Government, owners.
Staff Reviewer	McCaig
Staff Recommendation	<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 Evolving (T3 NE) policy to District Employment Center (D EC) policy for properties located at West Due West Avenue (unnumbered) and for a portion of properties located at 619 West Due West Avenue and Creative Way (unnumbered), approximately 70 feet south of West Due West Avenue and along the east side of Interstate 65, zoned One and Two-Family Residential (R10) (14.03 acres).

MADISON COMMUNITY PLAN

Current Policy

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. 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. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

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

Proposed Policy (Note: CO policy will remain.)

District Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.



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BACKGROUND

The study area, consisting of a portion of the Goodpasture Christian School Campus, is located south of W. Due West Avenue and east of Interstate 65 in Madison. It is part of a large area of Suburban Neighborhood Evolving (T3 NE) policy; however, it is adjacent to a large area of District Employment Center (D EC) policy with numerous office and institutional uses. A portion of the campus is in T3 NE policy, and the other portion is in D EC policy. The T3 NE area includes a large portion of the Goodpasture School Campus that is zoned residential single- and two-family on minimum 10,000 sq. ft. lots (R10).

The study area is approximately 14 acres and runs along the east side of Interstate 65. The applicant requested this plan amendment in conjunction with Case #2020Z-085PR-001, a request to rezone from residential single- and two-family on minimum 10,000 sq. ft. lots (R10) to commercial services (CS). Adjacent to the east are other portions of the Goodpasture Campus; to the south the study area abuts small pieces of vacant residential land. To the east, the Goodpasture School Campus has an area currently zoned office and residential at up to 20 dwelling units per acre (OR20). Adjacent to the west is a wide portion of Interstate 65 with up to 15 travel lanes (ranging from approximately 345 to 450 feet wide).

Across Interstate 65 to the west of the study area is the 30-acre Metro Solar Farm that faces much of the length of the study area. To the north of the solar farm is a smaller area of attached housing. The study area ranges in elevation from 600 feet to 750 feet. Across Interstate 65, the smaller area of attached housing sits approximately 20 to 30 feet higher in elevation and faces away from the Interstate.

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 9th meeting, Planning staff provided an overview of the long-range planning process and the proposed amendments, and the applicants discuss their ideas. Approximately 13 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.



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ANALYSIS OF DISTRICT EMPLOYMENT CENTER POLICY

The extension of D EC 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 extend the D EC policy to the study area.

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.

Much of this part of Madison is in the T3 Suburban Transect category, which 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.

In this location, the T3 Suburban Transect abuts the District Transect, which is what the applicant is requesting. District Transect areas generally serve a special purpose and limited function. Each District area has its own built character as well as its own operational and land use needs. District Transect areas interact differently with the surrounding neighborhoods, centers, and corridors. Some Districts are designed to minimize negative impacts on adjacent development, while others, including D EC areas, complement surrounding development patterns and adjacent Transect areas.



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The extension of D EC policy is consistent with the intent of the application of this policy category. D EC areas are concentrations of employment that are often in a campus-like setting. Complementary uses are also present and are encouraged as secondary and supportive to the primary function as places of intense economic activity. D EC areas are buffered from surrounding residential properties with native vegetation or landscaping and use transitions in building and site design, including the use of smaller buildings on the perimeter of areas.

In this location, the study area is between the busy Interstate 65 corridor and another portion of the Goodpasture School Campus. The narrow southern end of the study area abuts two vacant residential parcels that contain large areas of steep slopes that would prove challenging to develop.

Key Findings

- Extension of D EC policy is appropriate in this location between Interstate 65 and another portion of the school campus.
- Extension of D EC policy meets the intent of serving a special purpose and limited function.
- It is appropriate to extend D EC policy to allow the school to use this portion of their campus for other purposes.

Transportation and Connectivity

D EC areas are served by vehicular access from surrounding areas from arterials and freeways. Such larger thoroughfares provide access to the perimeter of the district, while collectors, local streets, and private streets provide access to buildings internal to the district. The proposed extension of D EC policy is appropriate, given the high level of existing street connectivity with the interstate interchange along with access to W. Due West Avenue, a mixed-use arterial. Some portions of the campus access Lentz Drive and Shields Lane, both local streets.

Key Finding

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

Relationship to Surrounding Policy

The study area is currently in T3 NE policy, a residential policy, and adjacent to D EC policy, an intense mixed-use policy area. D EC policy calls for buffering and transitions to adjacent residential areas; however, no residential uses abut the study area.

Across the wide Interstate 65 corridor, the policy is largely T3 Suburban Community Center (T3 CC) with a mix of uses, including the solar farm. To the north of the T3 CC policy along the interstate is a small area of T3 NE policy.

Key Finding

- Extension of D EC policy to the study area does not negatively impact surrounding policy areas.



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Analysis Summary

Amending the Community Character Policy to extend D EC 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 extend the D EC policy to the study area.
- Extension of D EC policy is appropriate in this location between Interstate 65 and another portion of the school campus.
- Extension of D EC policy meets the intent of serving a special purpose and limited function.
- It is appropriate to extend D EC policy to allow the school to use this portion of their campus for other purposes.
- The existing street network is adequate to support intensity/density envisioned by D EC for this location.
- Extension of D EC policy to the study area does not negatively impact surrounding policy areas.

STAFF RECOMMENDATION

Staff recommends approval.



Project No. **Zone Change 2020Z-085PR-001**
Associated Case 2020CP-004-002
Council District 08 - VanReece
School District 3 - Speering
Requested by Good Pasture Christian School, applicant and owner.

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

APPLICANT REQUEST
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 a portion of properties located at 619 W Due West Avenue and Creative Way (unnumbered), approximately 70 feet south of W Due West Avenue and along the east side of Interstate 65 (10.44 acres).

Existing Zoning
One and Two-Family Residential (R10) requires a minimum of 10,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 38 lots with 9 duplex lots for a total of 48 units, based upon acreage alone; application of the subdivision regulations may result in fewer units.*

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

MADISON COMMUNITY PLAN

Existing Policy
District Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

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



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

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

In this instance the conservation policy identifies the presence of a stream which spans the north western portion of parcel of 028 in an east and west orientation and some steep slopes. The conservation policy will remain if the plan amendment is approved.

Proposed Policy (note: CO policy intended to remain)

District Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

ANALYSIS

The site comprises three parcels on 110.44 total acres, located at 619 W Due West Avenue and Creative Way, approximately 70 feet south of W Due West Avenue and along the east side of Interstate 65. These parcels are located to the west of Good Pasture School Campus, are currently owned by the school. The site is predominantly vacant with a portion of a sports facility located within the northern portion of parcel 028. Surrounding parcels to the south and east contain institutional uses and comprise the remaining portion of the Goodpasture School facilities. The parcels to the north of the site contain multi-family residential use and vacant land. Each parcel contains frontage along Interstate 65 to the west.

The requested zoning, CS, is not listed as a supported zone district within the proposed D EC policy; however, the policy provides guidance which indicates other zoning districts may be appropriate given site location and context. The D-EC policy states, “A site’s location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor



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that will be considered is whether there is potential to redevelop sites that are not consistent with D EC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.”

The parcels are located adjacent to Interstate 65. The existing topography and natural vegetation on surrounding parcels will provide an appropriate buffer for the allowed uses of the CS zone district. Additionally, the surrounding D EC policy to the east and north of the site would likely support considerably more intensity than the requested CS zone district. In the event the policy amendment is not approved staff recommends disapproval as the portion of parcel 028 is wholly located within T3-NE policy. A disapproval of the requested land use policy amendment would leave the T3-NE policy in place and therefore the requested CS zone district would be inconsistent with 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.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

Maximum Uses in Existing Zoning District: CS

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	10.44	4.356 D	56 U	610	45	59

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)	10.44	0.6 F	272,859 SF	17319	868	1867

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+16709	+823	+1808

STAFF RECOMMENDATION

Approve if the associated plan amendment is approved. If the associated plan amendment is not approved, staff recommends disapproval.



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2020CP-014-002

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

Various Maps; Various Parcels

14, Donelson-Hermitage-Old Hickory

14 (Kevin Rhoten)



Project No.	Major Plan Amendment 2020CP-014-002
Project Name	Donelson-Hermitage-Old Hickory
	Community Plan Amendment
Associated Cases	2020Z-060PR-001, 2020Z-084PR-001
Council District	14 – Rhoten
School District	4 – Nabaa-McKinney
Requested by	Dale & Associates, applicant; various owners.
Staff Reviewer	McCaig
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

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

Major Plan Amendment

A request to amend the Donelson-Hermitage-Old Hickory Community Plan by changing from T3 Suburban Neighborhood Evolving (T3 NE) policy, District Office Concentration (D OC) policy, and T2 Rural Maintenance (T2 RM) policy to T3 Suburban Neighborhood Evolving (T3 NE) policy and T3 Suburban Neighborhood Center (T3 NC) policy for various properties located along Central Pike, Dodson Chapel Road, and Brandau Road, zoned RS10, RS15, R8 and SP, and partially located within a Planned Unit Development Overlay District (75.02 acres).

DONELSON-HERMITAGE-OLD HICKORY COMMUNITY PLAN

Current Policies

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. 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. 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.

District Office Concentration (D OC) is intended to maintain, enhance, and create districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such districts occurs in a manner that is complementary of the varying character of surrounding communities.

Rural Maintenance (T2 RM) areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded.

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. These centers are



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pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial, residential, and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining policies. T3 CC areas are served by highly connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

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

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

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. 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. 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.

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

BACKGROUND

The study area consists of four components:

- Area 1 along east side of Dodson Chapel Road near intersection with Central Pike.
- Area 2 along south side of Central Pike west of Dodson Chapel Road.
- Area 3 south of Central Pike, portion along Brandau Road.
- Area 4 along Dodson Chapel Road near Old Hickory Boulevard damaged by March tornado. Area 4 remains under review and will not be discussed in this staff report.

Today, these areas contain mainly residential uses with some institutional uses and vacant land. There are two associated zone change requests. One rezoning is in Area 1 and the other is in Areas 2 and 3. Both rezonings are requesting mixed use limited alternative (MUL-A) zoning. The study areas are in a desirable suburban location adjacent to a park, library, community center, police precinct and a commuter rail line. The larger area has experienced hundreds of new homes being built in recent years.



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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. Staff led a virtual community meeting on Monday, August 17 to discuss the plan amendment requests. Notices were mailed to 569 property owners in a 1,300 foot buffer of the study areas. Prior to filing the rezoning applications, both applicants have been working with the district councilmember on their development plans.

During the August 17th meeting, Planning staff provided an overview of the long-range planning process and the proposed amendments, and the applicants discuss their ideas. Approximately 25 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. The recording was subsequently uploaded to Metro Planning's YouTube channel to be viewed by those who were unable to attend the live meeting. At the meeting, attendees expressed concerns regarding:

- Traffic in the area, including noise and air pollution from vehicles, trucks from the nearby quarry, and need for road improvements.
- Need for infrastructure, including sidewalks, bikeways, and trails to connect neighborhoods and parks with the nearby greenway system and to access the nearby amenities, including the library and community center.
- Blasting from the nearby quarry, including the noise and damage it may cause to area homes, including new homes built in Areas 2 and 3.
- Enhancement of the area through well designed new developments that contribute to infrastructure improvements and connect areas.
- Preservation of existing tree canopy and planting additional trees.

One property owner expressed concern about potentially being between mixed use and commercial properties; however, their property is zoned commercial services (CS) and can be developed with a wide range of commercial uses at any time. Another meeting attendee suggested that a roundabout at the intersection of Dodson Chapel Road and Central Pike would be beneficial in slowing traffic through the area. The Councilmember mentioned that soon sidewalks will be built along the southern portion of Dodson Chapel Road from Riverwood up to the park.

AREAS 1, 2, and 3

ANALYSIS OF SUBURBAN NEIGHBORHOOD CENTER POLICY AND NEIGHBORHOOD EVOLVING POLICY

The application of T3 NC policy and T3 NE policy to these areas meets the policies' intent.

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 Area 1 as "Neighborhood," adjacent to a "Transition or Infill" area and the "Center" along Old Hickory Boulevard. Areas 2 and 3 are designated as "Neighborhood" and "Special Uses." "Green Network" areas run throughout.



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Neighborhood areas are primarily residential, offering a mixture of housing types and character, with smaller civic and employment areas and small neighborhood centers. Transition and Infill areas provide opportunities for higher density housing that is appropriate along and around corridors and centers to provide harmonious connections to surrounding neighborhoods. Centers are pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities. Special Uses are impact and district areas that include intense industrial areas, airports, landfills, and quarries that should be kept separate from homes, and district areas that provide jobs and services that should be more integrated with residential areas. Green Network areas follow sensitive environmental features and rural areas that provide natural resources, ecological services (like cleaning air and water), and passive and active recreation opportunities. The NashvilleNext planning process applied the Concept Map designations generally rather than at the parcel-specific level.

Area 2 is also adjacent to the Music City Star commuter train line. The Concept Map shows this as a high capacity transit corridor in the future. The Councilmember envisions a commuter rail station in this area.

Key Finding

- Concept Map's vision for this area and location near a Center to the east and a future high capacity transit corridor as well as adjacent civic uses make it appropriate to change the policies for Areas 1 and 2 to T3 NC and the majority of Area 3 to T3 NE.

Community Character Policy Application

Concept Map areas 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 Donelson-Hermitage-Old Hickory 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 Donelson-Hermitage-Old Hickory Plan area also has numerous natural features, including rivers and two lakes along with 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.



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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 T3 NC policy proposed for Areas 1 and 2 is consistent with the policy's intent to create areas suitable for pedestrian- and bicycle-oriented services to meet some of the daily needs of the surrounding neighborhoods. Buildings use land efficiently and contribute to the vitality and function of the center by providing opportunities to live, work, and shop. They also support both consumer business viability and the feasibility of public investments such as sidewalks and existing or planned transit.

Area 1's location is adjacent to existing T3 NC policy to the south, across the street from the park, library, community center, and police precinct, and nearby to a larger community center area, including a large hospital and the Old Hickory Boulevard corridor. Area 2's location is adjacent to a commuter rail line and is also across the street from civic uses mentioned above.

Regarding Area 3, the proposed T3 NE policy is consistent with the policy's intent. T3 NE policy is applied to areas to promote a mixture of housing types, greater connectivity, and the use of more environmentally sensitive development techniques. T3 NE areas have an integrated mixture of residential building types that are designed to be cohesive throughout the development and in relation to adjacent developments, providing a thorough mix of housing types versus groupings of single-family types of housing.

In Area 3, a large area of steep slopes separates the areas of T2 RM policy. It is appropriate that a portion of the T2 RM policy that is adjacent to T3 NM and D OC policy change to T3 NE. However, the southwestern corner of Area 3 is separated from the remainder of the area by the concentration of steep slopes and is oriented towards the adjacent T2 RM policy. Staff recommends that this small area remain in T2 RM policy at this time. It is envisioned that new housing in the portion recommended to change to T3 NE would connect to Central Pike, like adjacent developments, or perhaps connect to the eastern end of Brandau Road near Central Pike.

Regarding Areas 2 and 3, the existing District Office Concentration (D OC) policy was applied years ago with the department's older policies and is no longer the most appropriate policy for this location. Instead of a focus on office buildings, applying T3 NC and T3 NE policy provides opportunities for a mix of uses and additional housing to take advantage of a great location near community civic uses, a commuter rail line, and a greenway system.

Key Findings

- Applying the T3 Suburban transect, with its emphasis on moderately dense development with nature strategically incorporated into site design, is appropriate in this location.



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- Applying T3 NC and T3 NE policy provides opportunities for a mix of uses and additional housing to take advantage of a desirable location near community civic uses, a commuter rail line, and a greenway system.
- T3 NC's intent of providing neighborhood-scale services and T3 NE's intent of providing additional housing choice make them appropriate policies for this location to bolster existing civic uses, retail, services, and transit.
- It is appropriate that a small area, separated from the remainder of Area 3 by steep slopes, remain T2 RM policy.

Transportation and Connectivity

T3 NC areas are pedestrian-friendly areas, generally located at intersections of suburban streets. The areas are served by moderate to high levels of connectivity with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. The proposed change to T3 NC policy is appropriate, given the moderate level of existing street connectivity along these sections of Dodson Chapel Road and Central Pike, both designated as arterial boulevards in the Major & Collector Street Plan. The section of Central Pike is envisioned to be five lanes, and the section of Dodson Chapel Road is envisioned to be three lanes.

In recent years Central Pike was widened from the railroad north to the intersection with Lebanon Pike. Currently, a project is planned to widen Central Pike from Old Hickory Boulevard east to the Wilson County line. It is envisioned that this section of Central Pike would also be widened in future years since it would be the only 3-lane section of Central Pike remaining in the county.

In T3 NE areas, the mix of building types thoughtfully places taller buildings abutting or adjacent to major corridors and uses these more intense building types as land use transitions. More intensity can also occur near existing or planned transit, such as a rail station. Sidewalks, bikeways, and greenways connect adjacent subdivisions, civic uses, transit, and neighborhood centers.

Some sidewalks are present in the larger area, but overall the area lacks transportation options other than driving. Adding sidewalks and bikeways in these areas will encourage additional pedestrian and cycling activity. The Stones River Greenway system, which connects Percy Priest Lake to the Cumberland River, is to the west of these areas and, over time, there is potential to connect these areas to the greenway system. In the nearby Hermitage Park, there is an internal trail system.

Key Findings

- The existing street network is adequate to support intensity/density envisioned by T3 NC and T3 NE for this location, especially with future build out of infrastructure.
- New businesses and residences would support the adjacent commuter rail system.
- New sidewalks and bikeways, which will encourage additional pedestrian and cycling activity, will be constructed as part of new developments.



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Relationship to Surrounding Policies

Area 1 is adjacent to T3 NC policy to the south, T3 NE policy to the east and north, and Open Space (OS) policy to the west (the park, library, community center, and policy precinct). Further to the east is Suburban Community Center (T3 CC) that contains a large hospital, medical offices, a large grocery store, and numerous retail uses.

Areas 2 and 3 are adjacent to District Impact (D I), the quarry, to the east, T3 NE to the southeast, T3 NM to the south, T2 RM to the southwest, and District Industrial (D IN) across the rail line to the north. Area 2 is also adjacent to a small area of T3 NC policy.

Key Findings

- T3 NC allows for additional creation of neighborhood-scale services, retail, and residential to provide options for adjoining residential areas and to support the adjacent civic uses.
- T3 NE policy allows for an appropriate transition between surrounding residential areas and the mix of uses provided in neighborhood center areas.

Analysis Summary

Amending the Community Character Policy to T3 NC and T3 NE at these locations is appropriate. Below is a map with the recommended policy changes.



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In summary, the change in policy for the study area is appropriate due to the following:

- The study areas are in a desirable suburban location adjacent to a park, library, community center, police precinct and a commuter rail line. The larger area has experienced hundreds of new homes being built in recent years.
- Concept Map's vision for this area and location near a Center to the east and a future high capacity transit corridor as well as adjacent civic uses make it appropriate to change the policies for Areas 1 and 2 to T3 NC and the majority of Area 3 to T3 NE.
- Applying the T3 Suburban transect, with its emphasis on moderately dense development with nature strategically incorporated into site design, is appropriate in this location.
- Applying T3 NC and T3 NE policy provides opportunities for a mix of uses and additional housing to take advantage of a desirable location near community civic uses, a commuter rail line, and a greenway system.
- T3 NC's intent of providing neighborhood-scale services and T3 NE's intent of providing additional housing choice make them appropriate policies for this location to bolster existing civic uses, retail, services, and transit.
- It is appropriate that a small area, separated from the remainder of Area 3 by steep slopes, remain T2 RM policy.



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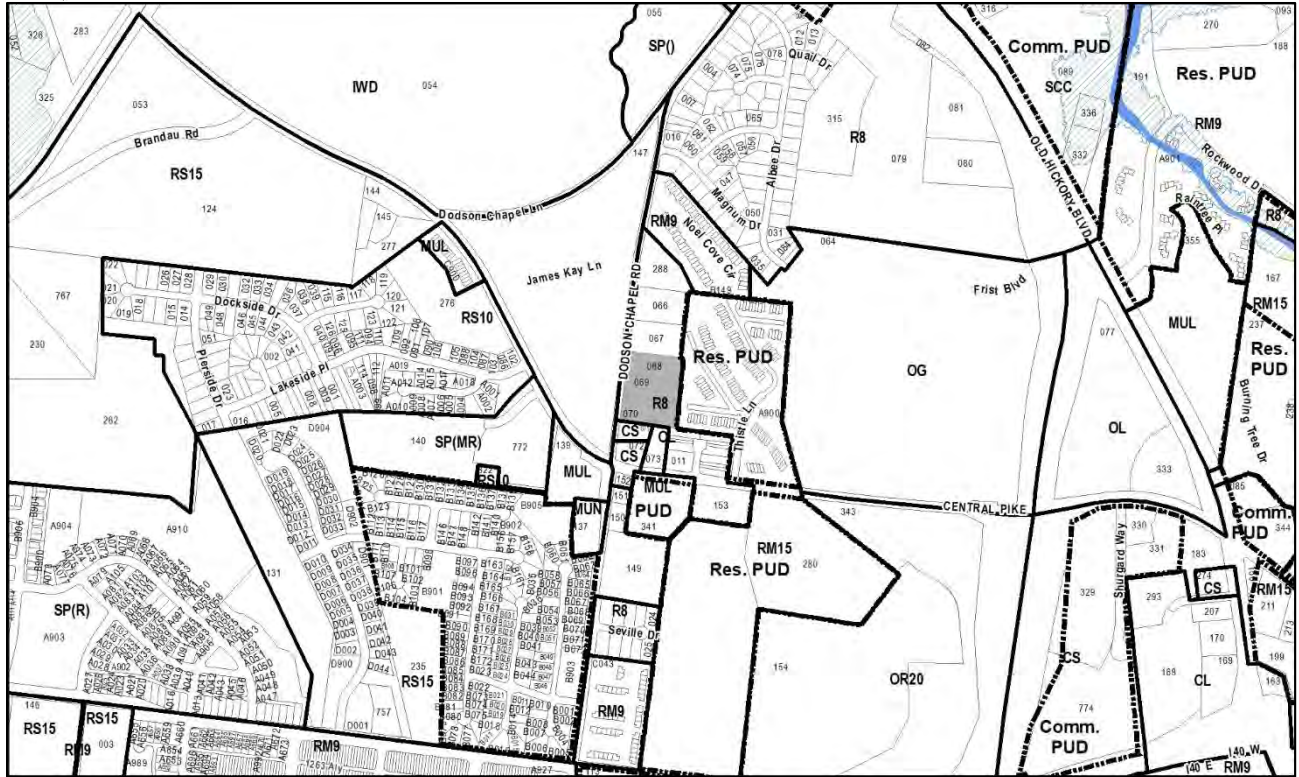
- The existing street network is adequate to support intensity/density envisioned by T3 NC and T3 NE for this location, especially with the future build out of infrastructure.
- New businesses and residences would support the adjacent commuter rail system.
- New sidewalks and bikeways, which will encourage additional pedestrian and cycling activity, will be constructed as part of new developments.
- T3 NE policy allows for an appropriate transition between surrounding residential areas and the mix of uses provided in neighborhood center areas.

STAFF RECOMMENDATION

Staff recommends approval.



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2020Z-060R-001

Map 086, Parcels 068-070

14, Donelson – Hermitage – Old Hickory

14 (Kevin Rhoten)



Project No. **Zone Change 2020Z-060PR-001**
Associated Case 2020CP-014-002
Council District 14 - Rhoten
School District 4 - Nabaa-McKinney
Requested by Dale and Associates, applicant; DSCT Dodson Chapel, owner.

Staff Reviewer Dunnavant
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 R8 to MUL-A.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Mixed Use Limited – Alternative (MUL-A) zoning for properties located at 4011, 4017 and 4023 Dodson Chapel Road, approximately 240 feet north of Central Pike (3.04 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 17 lots with 4 duplex lots for a total of 21.*

Proposed Zoning

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

DONELSON – HERMITAGE – OLD HICKORY COMMUNITY PLAN

Existing Policy

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



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Proposed Policy

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

ANALYSIS

The site is in Hermitage, just north of Central Pike. The site currently has one single-family residence. The surrounding land use is park space, one and two-family residential, commercial, office, and multi-family PUD. The site is located along an arterial road. There is a multi-family residential PUD directly adjacent to the east, and park space to the east, with commercial and office to the south and one and two-family residential to the north.

The proposed MUL-A zoning district permits nonresidential uses and is not consistent with the existing T3 NE land use policy as it only supports residential uses. The proposed T3 NC policy aims to create neighborhoods with a mixture of uses which supports the proposed MUL-A.

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

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	3.04	5.445 D	20 U	237	19	22

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	1.52	1.0 F	66 U	484	31	37



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Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.76	1.0 F	33,105 SF	2102	106	227

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.76	1.0 F	33,105 SF	2776	25	259

Traffic changes between maximum: R8 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+5125	+143	+501

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 2 Elementary 1 Middle 1 High

Projected student generation proposed MUL-A district: 5 Elementary 4 Middle 3 High

The proposed MUL-A zoning is anticipated to generate 8 more students than the existing R8 zoning district. Students would attend Tulip Grove Elementary School, Dupont Tyler Middle School, and McGavock High School.

STAFF RECOMMENDATION

Staff recommends approval subject to the approval of the associated plan amendment. If the associated plan amendment is disapproved, then staff recommends disapproval.



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2020Z-084PR-001

Map 086, Parcels 144-146, 277

14, Donelson – Hermitage – Old Hickory

14 (Kevin Rhoten)



Project No.	Zone Change 2020Z-084PR-001
Associated Case	2020CP-014-002
Council District	14 - Rhoten
School District	4 - Nabaa-McKinney
Requested by	Smith Gee Studio, applicant; Wood-Swancey-Hardison LLC, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve if the associated plan amendment is approved and disapprove if the associated plan amendment is not approved.</i>

APPLICANT REQUEST

Zone change from RS15 to MUL-A.

Zone Change

A request to rezone from Single-Family Residential (RS15) to Mixed Use Limited – Alternative (MUL-A) zoning for properties located at 3728 Central Pike and Central Pike (unnumbered), at the western terminus of Dodson Chapel Lane (3.57 acres).

Existing Zoning

Single-Family Residential (RS15) requires a minimum 15,000 square foot lot and is intended for single-family dwellings at a density of 2.47 dwelling units per acre. *RS15 would permit a maximum of ten residential units.*

Proposed Zoning

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

DONELSON – HERMITAGE- OLD HICKORY COMMUNITY PLAN

Existing Policy

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



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Proposed Policy

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

ANALYSIS

The proposed MUL-A zoning district permits nonresidential uses and is not consistent with the existing T3 NE land use policy as it only supports residential uses. The proposed MUL-A is consistent with the proposed T3 NC policy area. The T3 NC policy permits a mixture of residential and nonresidential uses which are permitted by MUL-A.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A TIS may be required at development.

Maximum Uses in Existing Zoning District: RS15

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	3.57	2.904 D	10 U	126	12	12

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	1.79	1.0 F	77 U	542	38	47

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.89	1.0 F	38,768 SF	2461	124	266

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.89	1.0 F	38,768 SF	3251	29	303



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Traffic changes between maximum: RS15 and MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+6128	+179	+604

METRO SCHOOL BOARD REPORT

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

Projected student generation proposed MUL-A district: 5 Elementary 5 Middle 3 High

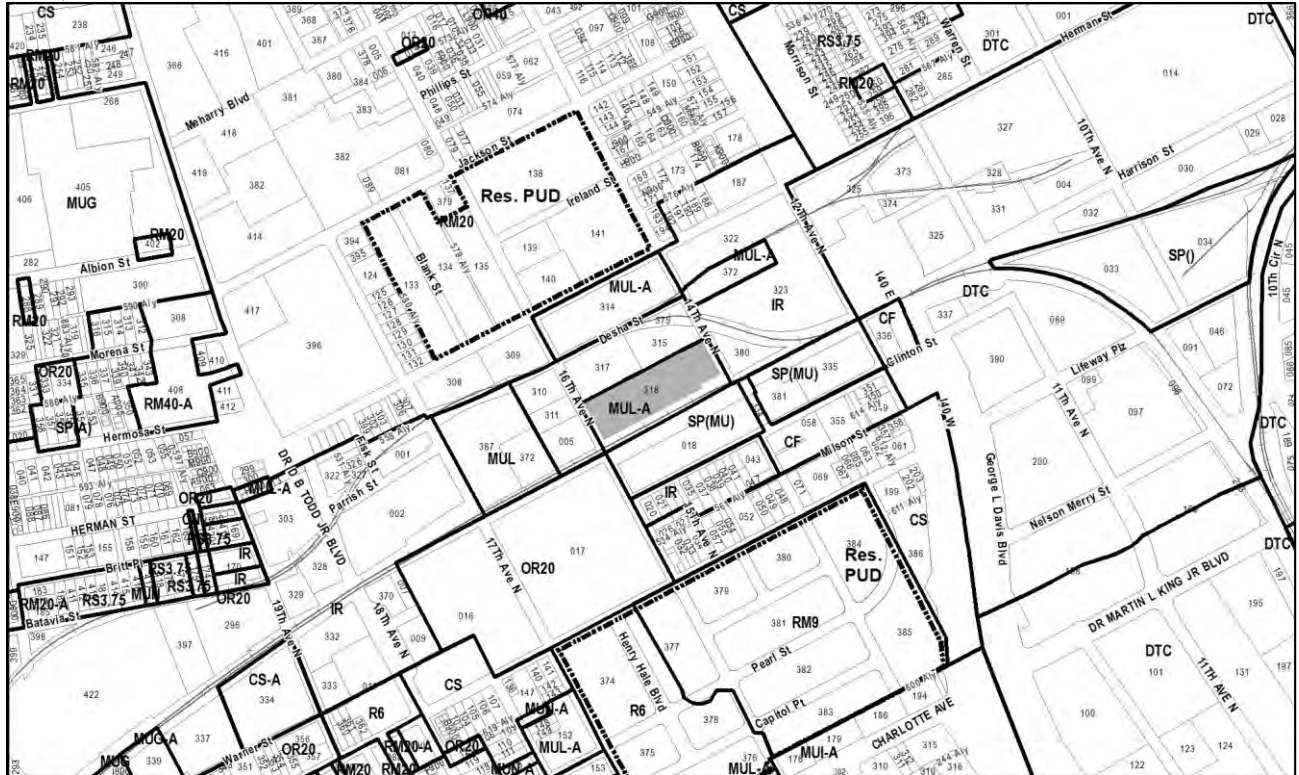
The proposed MUL-A district would generate ten more student than the existing RS15 zoning district. Students would attend Tulip Grove Elementary School, Dupont Tyler Middle School, and McGavock High School.

STAFF RECOMMENDATION

Staff recommends approval subject to the approval of the associated plan amendment. If the associated plan amendment is disapproved, then staff recommends disapproval.



Metro Planning Commission Meeting of 8/27/20



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



Project No.	Specific Plan 2020SP-030-001
Project Name	Lofts at Marathon SP
Council District	19 – O’Connell
School District	5 - Buggs
Requested by	Catalyst Design Group, applicant; 14 th Avenue North, LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit 449 multi-family residential units.

Zone Change

A request to rezone from MUL-A to SP-R 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.

Existing Zoning

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

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.

SITE CONTEXT AND PLAN DETAILS

The 2.6-acre site is located south of Herman Street, west of interstate 40. The parcel contains industrial storage uses and is located between 16th Ave. North (west) and 14th Ave. North (east). A CSX rail line forms the southern boundary and is located between the site and the Marathon Music Works building, located opposite of the rail line to the south. The surrounding development pattern includes previously developed industrial uses and multi-family developments. In 2019, the site was rezoned from IR, Industrial Restrictive, to MUL-A, Mixed Use Limited-Alternative, zoning. Other nearby properties have recently been rezoned to allow mixed-use development, including multiple properties along 14th Ave. North that were rezoned to MUL-A, and the Union Brick Multifamily SP, located opposite the site on the east side of 14th Ave. North, which was approved for multi-family residential and retail uses by Metro Council in June, 2020. Interstate 40, which is located directly east of the Union Brick Multifamily SP, forms the perimeter of the DTC (Downtown Code) zoning boundary where some of the County’s most intense development is located.



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Proposed site plan



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Site Plan

The plan proposes a multi-family development with 449 units. The building comprises most of the site, with a 20-foot wide vehicular access provided parallel to the northern property boundary extending from 16th Ave. North to 14th Ave. North. A parking structure is located on the western half of the site, with access provided near the northwestern corner. The parking structure is wrapped with units on the west, south, and east sides, fronting the public streets, rail line, and the vehicular access. Pedestrian entries are provided along 16th Ave. North and 14th Ave. North, connecting to the proposed public sidewalk along both streets.

The plan proposes a maximum building height of 6 stories in 85 feet. The plan also includes architectural standards requiring raised foundations, minimum glazing requirements, exterior façade requirements, , and prohibited materials. The applicant also included a conceptual exhibit demonstrating the general building character. The final SP will include architectural elevations that demonstrate compliance with the proposed architectural standards and general consistency with the conceptual building character imagery.

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The SP is consistent with the proposed T4 MU policy at this location, which is intended to provide moderate density residential and non-residential development in urban areas with high levels of connectivity. Pedestrian improvements will be installed along the project frontage at 16th Ave. North and 14th Ave. North, filling in gaps where sidewalks do not exist or are in substandard condition, and enhancing pedestrian connectivity to the surrounding area, including to the non-residential uses located at Marathon Village.

The T4 MU policy recommends that heights ranging from 3 to 5 stories are typically appropriate, but that additional height may be allowed in certain instances. The proposed height exceeds the range stated in the policy; however, the additional height is appropriate at this location given its adjacency to the Union Brick Multi-family SP, which includes maximum heights ranging from 3 stories to up to 7 stories along 12th Ave. North, and given the site's adjacency to the railroad, the DTC, and the interstate. Staff finds that the plan contributes to the area's urban development pattern and is consistent with the surrounding context.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Conditions as noted on revised plans. Limited building details provided or reviewed. Project is subject to full and complete plans review prior to permit for construction. Building and site is required to comply with adopted building and fire codes.



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STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public 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 unit counts in the latest availability study does not match the total proposed in this SP, Please update the availability study, so these unit counts match. (See Capacity Fee Permit No's: T2020009974 & T2020009988).

PUBLIC WORKS RECOMMENDATION

Approve with conditions

- For Final SP approval, MPW will not allow future parking along the public alley, in the event the proposed 10 ft. temporary easement is abandoned. Therefore, edit the site plan call out to reflect this.
- 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

Approved with conditions

The following off-site transportation improvements are proposed with this application:

- Construct approximately 200 feet of sidewalk and curb and gutter along the east side of 16th Avenue North within the existing ROW between the project site and the railroad ROW north of the proposed development.
- Construct approximately 140 feet of sidewalk and curb and gutter along the east side of 16th Avenue North within the existing ROW between the project site and Clinton Street south of the proposed development.
- Construct bus stop improvements for the outbound #19 Herman WeGo route at the intersection of 16th Avenue North at Herman Street. The bus stop improvements will include a curb extension / bulb-out along Herman Street on the northeast corner to accommodate an ADA landing and a bus bench per WeGo's Transit Design Guidelines.
- Install crosswalks and tactile warning mats for all quadrants at the intersection of 16th Avenue North at Herman Street.

Maximum Uses in Existing Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	1.3	1.0 F	56 U	410	26	32

Maximum Uses in Existing Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.65	1.0 F	28,314 SF	1798	91	194



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Maximum Uses in Existed Zoning District: **MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.65	1.0 F	28,314 SF	2374	21	221

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	2.6	-	449 U	3354	199	225

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		-1228	-61	-222

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to a maximum of 449 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. The northern façade of the parking garage shall include architectural treatments and/or cladding that integrate with the rest of the building.
3. On the corrected copy, update Architectural Note #5: A minimum of 15% glazing shall be provided on all exterior facing building facades.
4. The 10' wide public alley and 10' wide public access easement are to be constructed and dedicated to Metro prior to use and occupancy of the building. The 10' wide public access easement is to remain in place until the 10' wide public alley is constructed to meet Metro Public Works alley standards.
5. Parking shall comply with requirements of the Metro Zoning Code.
6. The project proposes certain off-site sidewalk and pedestrian improvements within existing right-of-way. Prior to approve of the final site plan, the applicant shall coordinate with Public Works and Planning to determine the final design of improvements.
7. Comply with all conditions and requirements of Metro reviewing agencies.
8. 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.
9. Comply with all conditions and requirements of Metro reviewing agencies.
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. 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



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of the RM60-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.

12. 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.
13. 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.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/27/20



2020SP-036-001

1108, 1110, and 1114 4TH AVENUE SOUTH SP

Map 105-03, Parcel(s) 020-022

11, South Nashville

17 (Colby Sledge)



Project No.	Specific Plan 2020SP-036-001
Project Name	1108, 1110, and 1114 4th Avenue South SP
Council District	17 – Sledge
School District	5 – Buggs
Requested by	Openworks, LLC, applicant; Red Clay QOZB LLC, owner.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit nonresidential uses.

Preliminary SP

A request to rezone from Commercial Services (CS) to Specific Plan (SP) zoning for properties located at 1108, 1110 and 1114 4th Avenue South, approximately 90 feet south of Mildred Shute Avenue (0.41 acres), to permit nonresidential uses.

Existing Zoning

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

Proposed Zoning

Specific Plan-Mixed Industrial (SP-MI) 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 industrial uses and a mix of office and/or commercial uses.

SITE CONTEXT AND PLAN DETAILS

The site includes three parcels on the east side of 4th Ave. S, located opposite the Nashville City Cemetery, south of Mildred Shute Avenue. The central parcel is the largest of the three parcels and contains an auto repair shop. One of the smaller parcels contains a surface parking area and the remaining parcel is vacant. Rear alley #147 forms the eastern property line, extending south to Chestnut Street. The area includes a mixture of existing small-scale light industrial and commercial uses, open spaces including the City Cemetery and Dudley Park, and recently approved mixed use and multi-family developments.

The plan proposes to permit all uses of the IWD zoning district, except for those uses prohibited on the plan, as identified on the previous page. b. The plan also proposes a maximum FAR of 1.00. Sidewalks will be required with future development per the Major and Collector Street Plan requirements.



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DEVELOPMENT STANDARDS

Case Number: **2020SP-036-001**

Parcels for Rezoning: **1108, 1110, 1114 4th Avenue South**

Parcel ID: **10503002000, 10503002100, 10503002200**

Existing Zoning: **CS**

Proposed Zoning: **Regulatory SP (based on IWD)**

Proposed Development Standards: **Standards within this SP shall be limited to those conforming with IWD zoning, except the following:**

1 Floor Area Ratio ("FAR") will be 1.0 FAR instead of 0.8 FAR

Proposed Land Uses: **Land uses within this SP shall be limited to those conforming with IWD zoning, except the following will be removed:**

- 1 Alternative financial services
- 2 Nonresidential drug treatment facility
- 3 Automobile convenience
- 4 Automobile repair
- 5 Automobile sales, new
- 6 Automobile sales, used
- 7 Automobile service
- 8 Beer and cigarette market
- 9 Boat storage
- 10 Carpet cleaning
- 11 Laundry plants
- 12 Major appliance repair
- 13 Fuel storage
- 14 Heavy equipment, sales and service
- 15 Tank farm
- 16 Boat dock (commercial)
- 17 Water taxi station
- 18 Wastewater treatment
- 19 Water/sewer pump station
- 20 Water treatment plant
- 21 Construction/demolition landfill
- 22 Construction/demolition waste processing (project specific)
- 23 Medical waste
- 24 Sanitary landfill
- 25 Waste transfer
- 26 Racetrack
- 27 Sex club

Other Proposed Development Standards: **Standards within this SP shall also include the following:**

- 1 The final site plan and building permit review will be combined into one submittal.
- 2 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.

Proposed regulatory plan



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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.

Wedgewood-Houston Chestnut Hill Supplemental Policy

The Wedgewood-Houston Chestnut Hill (WHCH) Planning Study is a supplement to and part of the South Nashville Community Plan of NashvilleNext. WHCH includes different Character Areas with 15 smaller subdistricts that address land use, transportation, and community design at the neighborhood scale. Each district is unique in terms of the recommended land use mix, intensity, and appropriate building types intended to guide future development of the neighborhoods.

The site is located in Character Area 4, Subdistrict 4B, which currently contains a variety of one-story industrial and small-scale commercial uses. In the near term, it is intended to retain its low slung character and industrial uses, adding maker and artisan manufacturing over time.

ANALYSIS

The SP is consistent with the T4 MU policy and WHCH supplemental policy at this site. Guidance from the supplemental policy recommends that the area comprising Subdistrict 4B, which has seen very little development activity in recent years, retain its existing industrial character in the near term, due to the current form which includes one story buildings built to the property line on narrow lots. Longer term, once the area transitions to a denser development pattern, the intent is to evolve into a mixed use district that supports transit and walkable access to downtown.

The proposed SP zoning district which is based upon the standards and uses of IWD zoning is consistent with WHCH zoning guidance for Subdistrict 4B, bringing the site closer to the goals of the policy. The existing CS zoning district is not supported by the policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

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. Final construction plans and road grades shall comply with the design regulations established by the Department of Public Works.



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WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Regulatory SP Only. MWS recommends approval, on the following 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.
- A minimum of 30% of capacity fees must be paid before issuance of building permits.

STORMWATER RECOMMENDATION

Approve with conditions

- Must comply with regulations set at the time of final submittal.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TIS may be required at time of development.

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.41	0.6 F	10,715 SF	681	35	74

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
Warehousing (150)	0.41	1.0 F	17,859 SF	32	4	4

Traffic changes between maximum: CS and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+7,144 SF	-649	-31	-70

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses within this SP shall be limited to all uses of the IWD zoning district, except for those uses prohibited on the plan.
2. The final SP can be waived and combined with building permit review.
3. 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



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sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.

4. Comply with all conditions and requirements of Metro reviewing agencies.
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 IWD zoning district as of the date of the applicable request or application.
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.



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2020S-119-001

J.B. DAVIS SUBDIVISION

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

08, North Nashville

21 (Brandon Taylor)



Project No.	Final Plat 2020S-119-001
Project Name	J.B. Davis Subdivision
Council District	21 - Taylor
School District	5 – Buggs
Requested by	Clint T. Elliott Surveying, applicant; E3 Construction Services, LLC, owner.
Staff Reviewer	Dunnavant
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Final plat approval to create three lots.

Final Plat

A request for final plat approval to create three lots on properties located at 2318 and 2320 Batavia Street, approximately 105 feet east of 24th Ave N, zoned Single-Family Residential (RS5) (0.38 acres).

SITE DATA AND CONTEXT

Location: North side of Batavia Street, in North Nashville. Approximately 105 feet east of 24th Ave N.

Street type: Batavia Street is a local street with 50 feet of existing right-of-way.

Approximate Acreage: 0.38 acres or 16,552 square feet

Parcel/Site History: This site is comprised of two lots. The lots were created by a plat approved by the Planning Commission and recorded in 2007. The configuration of the lots has not changed since the plat was recorded. The plat limits each of the existing lots to single-family residential only.

Zoning History: This site has been zoned RS5 since 2006, when a large area north of Felicia Street and south of Interstate 40 was rezoned. Prior to that, the site was zoned R6.

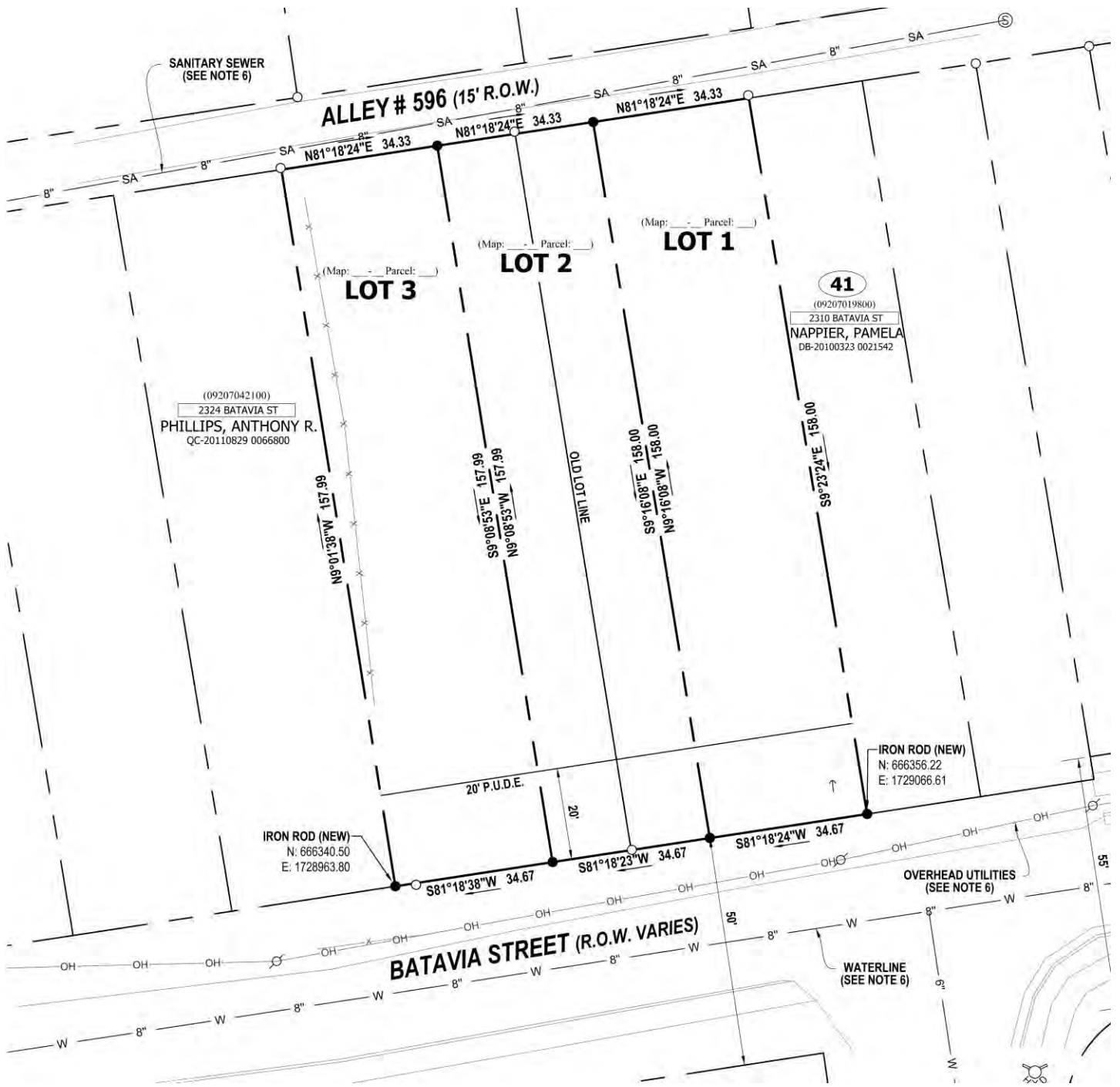
Existing land use and configuration: Both lots are currently vacant.

Surrounding land use and zoning:

- North: single-family residential (RS5)
- South: single-family residential (RS5) and some one and two-family residential (R6-A)
- East: single-family residential (RS5) and some one and two-family residential (R6-A)
- West: single-family residential (RS5)



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Proposed Subdivision



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Zoning: Single-Family Residential (RS5)

- Min. lot size: 5,000 square feet
- Max. height: 3 stories
- Min. street setback: 20'
- Min. rear setback: 20'
- Min. side setback: 5'
- Max. building coverage: 0.5

PROPOSAL DETAILS

Number of lots: 3

Lot sizes: All lots are approximately 5,451 square feet in size.

Access: Access is via Alley #596 located to the rear of the site, an existing alley with a pavement and right-of-way width of approximately 20'.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

This subdivision is required to meet the standards of Chapter 3. Staff finds that all standards are met.

3-2 Monument Requirements

Not applicable to this case. No new streets are proposed to be constructed.

3-3 Suitability of the Land

Not applicable to this case. Based on available data, this site does not contain FEMA floodway or floodplain, steep slopes as identified on Metro's topographical maps, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS5 zoning at the time of building permit. All proposed lots have frontage on a public street, Batavia Street.



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3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists. Not applicable to this case. The site is located within a Neighborhood Evolving (NE) policy area.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.

- a. *All minimum standards of the zoning code are met.* Complies. Each lot is at least 5,000 square feet and will be required to meet all applicable standards of the RS5 zoning district at the time of development.
- b. *Each lot has street frontage or meets the requirements of Section 3-4.2. b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 for fronting onto an open space.* Complies. All four lots have frontage on Batavia Street, a public street.
- c. *The current standards of all reviewing agencies are met.* Complies. All reviewing agencies have approved this subdivision.
- d. *The proposed lots comply with any applicable special policy. If the property is also within Neighborhood Maintenance policy and the special policy was adopted to preserve community character, not to create infill opportunities, then the standards of Section 3-5.2 also apply.* Complies. All lots comply with the 08-T4-NE-01 Special Policy Area.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts. Not applicable to this case.

3-5.5 Infill Subdivision Frontage. Infill lots with a street frontage of less than 50' and without access to an improved alley are required to be accessed via a shared drive. All vehicular access will be limited to the alley.

3-5.6 Reasonable Conditions
N/A

3-6 Blocks

Not applicable to this case. This proposal is for an infill subdivision. No new blocks are being created.



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- 3-7 Improvements**
No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.
- 3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities**
Not applicable to this case. Sidewalks as related to subdivisions are required only in association with new streets. The proposed subdivision is located on an existing street. Sidewalks may be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.
- 3-9 Requirements for Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-10 Requirements for Dedication, Reservations, or Improvements**
Not applicable to this case. The subdivision does not adjoin or encompass either a greenway corridor shown on the Countywide Greenways Plan or Countywide Parks Master plan, it is not located on a substandard street, or on a route depicted on the Major and Collector Street Plan.
- 3-11 Inspections During Construction**
This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.
- 3-12 Street Name, Regulatory and Warning Signs for Public Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-13 Street Names, Regulatory and Warning Signs for Private Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-14 Drainage and Storm Sewers**
Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.
- 3-15 Public Water Facilities**
Metro Water Services has reviewed this proposed subdivision plan for water and has recommended approval with conditions.



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3-16 Sewerage Facilities

Public sewer is available to this site from Metro Water Services. Water Services has reviewed the plat and found it to be in compliance with all requirements of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-17 Underground Utilities

Not applicable to this case. Utilities are required to be located underground whenever a new street is proposed. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the subdivision regulations. Future development will be required to meet the standards of the Metro Zoning Code in regard to setbacks, sidewalks, etc. Staff recommends approval with conditions as the proposed subdivision meets the requirements of the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Capacity must be reserved before issuance of building permits.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Vehicular access shall be limited to the alley.
2. Comply with conditions of all reviewing agencies.



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RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2020S-119-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2020S-125-001

SHARBERT'S HARDING PLACE SUBDIVISION

Map 103-07, Parcel(s) 126

10, Green Hills - Midtown

34, (Angie Henderson)



Project No.	Final Plat 2020S-125-001
Project Name	Sharbert’s Harding Place Subdivision
Council District	34 – Henderson
School District	8 – Pupo-Walker
Requested by	Smith Land Surveying, LLC, applicant; Aubrey B. Jr. Harwell, Trustee, owner.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions including an exception to Section 3-5.2.d.1.</i>

APPLICANT REQUEST

Final plat to create two single-family residential lots.

Final Plat

A request for final plat approval to create two lots on property located at 3820 Harding Place, approximately 520 feet east of Beacon Drive, zoned One and Two-Family Residential (R20), (1.21 acres).

SITE DATA AND CONTEXT

Location: On the north side of Harding Place between Estes Road and Lynnwood Boulevard.

Street type: Harding Place is classified on the Major and Collector Street Plan (MCSP) as a Suburban Residential Arterial (T3 R AB2).

Approximate Acreage: 1.21 acres or 52,707 square feet.

Parcel/Site History: The parcel was created in 1948. The parcel boundaries have not changed since that time.

Zoning History: The parcel has been zoned R20 since 1998, when the entirety of Davidson County was rezoned concurrent with the adoption of the current Zoning Code. Prior to that, this site was zoned R20 as far back as 1974.

Existing land use and configuration: The parcel contains one single family dwelling on a single lot.

Surrounding land use and zoning:

- North: Single-family residential (RS20)
- South: Residential (City of Forest Hills)
- East: One and Two-family residential (R20)
- West: One and Two-family residential (R20)



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Proposed Plat



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Zoning: One and Two-Family Residential (R20) is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of two duplex lots for a total of four residential units.*

- Min. lot size: 20,000 square feet
- Max. height: 3 stories
- Min. street setback: contextual setback based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face. Estimated setback to be confirmed by Zoning at the time of development.
- Min. rear setback: 20'
- Min. side setback: 10'
- Max. building coverage: 0.35

PROPOSAL DETAILS

Number of lots: 2

Lot sizes/Frontage width:

- Lot 1: 26,221 sq. ft./74.9'
- Lot 2: 26,202 sq. ft./74.9'

Access: Access is via Harding Place, an existing arterial with approximately 27 feet of pavement width and 65 feet of right-of-way width.

Subdivision Variances or Exceptions Requested: An exception to Section 3-5.2.d.1, specifying the minimum frontage width requirement is necessary for approval.

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

This subdivision is required to meet the standards of Chapter 3. Staff finds that all standards are met.

3-2 Monument Requirements

Not applicable to this case. No new streets are proposed to be constructed.

3-3 Suitability of the Land

Based on available data, this site does not contain FEMA floodway or floodplain, steep slopes as identified on Metro's topographical maps, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.



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3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R20 zoning at the time of building permit. All proposed lots have frontage on Harding Place.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists. The following criteria shall be met to determine compatibility of proposed infill lots to surrounding parcels.

- a. *All minimum standards of the zoning code are met.* Complies. Both lots meet the minimum standards of the zoning code.
- b. *Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 fronting onto an open space.* Complies. Both lots front Harding Place.
- c. *The resulting density of lots does not exceed the prescribed densities of the policies for the area. To calculate density, the lot(s) proposed to be subdivided and the surrounding parcels shall be used. For a corner lot, both block faces shall be used.* The T3 NM policy that applies to this site does not specifically identify an appropriate density; however, the policy supports the underlying R20 zoning district and its prescribed density.
- d. *The proposed lots are consistent with the community character of surrounding parcels as determined below:*
 1. *Lot frontage is either equal to or greater than 70% of the average frontage of surrounding parcels or equal to or greater than the surrounding lot with the least amount of frontage, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and Neither lot meets the minimum lot frontage requirement. The minimum frontage width requirement per this section is 75 feet. The frontage width for both lots is 74.9 feet.*
 2. *Lot size is either equal to or greater than 70% of the lot size of the average size of surrounding parcels or equal to or larger than smallest surrounding lot, whichever is greater. For a corner lot, only the block face to which the proposed lots are to be oriented shall be used; and Both lots meet the minimum lot size requirement. The minimum lot size requirement per this section is 26,202 square feet. Lot one is 26,221 square feet and Lot 2 is 26,202 square feet.*
 3. *Where the minimum required street setback is less than the average of the street setback of the two parcels abutting either side of the lot proposed to be subdivided, a minimum building setback line shall be included on the proposed*



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lots at the average setback. When one of the abutting parcels is vacant, the next developed parcel shall be used. For a corner lot, both block faces shall be used; New homes will be required to meet the contextual setback standards per the Metro Zoning Code.

- 4. Orientation of proposed lots shall be consistent with the surrounding parcels. For a corner lot, both block faces shall be evaluated. Both lots are oriented to Harding Place consistent with surrounding lots. Neither lot is located at a corner.*
- e. The current standards of all reviewing agencies are met. All agencies have recommended approval or approval with conditions.*
- f. If the proposed subdivision meets subsections a, b, c and e of this section but fails to meet subsection d, the Planning Commission, following a public hearing in accordance with the Planning Commission Rules and Procedures, may consider whether the subdivision can provide for the harmonious development of the community by otherwise meeting the provisions of TCA 13-4-303(a). In considering whether the proposed subdivision meets this threshold, the Commission shall specifically consider the development pattern of the area, any unique geographic, topographic and environmental factors, and other relevant information. The Commission may place reasonable conditions, as outlined in Section 3-5.6, necessary to ensure that the development of the subdivision addresses any particular issues present in an infill subdivision and necessary to achieve the objectives as stated in TCA 13-4-303(a). Although the lots do not meet the frontage requirement, they are off by less than half a foot each. The subdivision can still provide for harmonious development as the difference is negligible.*

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts. This section does not apply as the proposed subdivision is not within a Neighborhood Evolving policy area or special policy area.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts. This section does not apply as the proposed subdivision is not within an area designated as Historic.

3-5.5 Infill Subdivision Frontage. Infill lots with a street frontage of less than 50' and without access to an improved alley are required to be accessed via a shared drive. Both lots are approximately 75 feet in width.

3-5.6 Reasonable Conditions

Since the lots do not meet the minimum lot frontage width requirement per section 3-5.2.d.1, staff is recommending approval with the condition that both lots be limited to single-family. Under the current R20 zoning the existing lot would permit two homes. Limiting each lot to only single-family will result in no increase in density. A majority of the lots in the surrounding area consist of one home and limiting each lot to one maintains this pattern. It is also important to note that both lots are off by only one tenth of a foot for lot frontage width, which is negligible.



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- 3-6 Blocks**
Not applicable to this case. This proposal is for an infill subdivision. No new blocks are being created.
- 3-7 Improvements**
Not applicable to this case. No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.
- 3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities**
Not applicable to this case. Sidewalks are required only in association with new streets. The proposed subdivision is located on an existing street. Sidewalks may be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.
- 3-9 Requirements for Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-10 Requirements for Dedication, Reservations, or Improvements**
Not applicable to this case. The subdivision does not adjoin or encompass either a greenway corridor shown on the Countywide Greenways Plan or Countywide Parks Master plan, it is not located on a substandard street, or on a route depicted on the Major and Collector Street Plan.
- 3-11 Inspections During Construction**
This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.
- 3-12 Street Name, Regulatory and Warning Signs for Public Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-13 Street Names, Regulatory and Warning Signs for Private Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-14 Drainage and Storm Sewers**
Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.



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3-15 Public Water Facilities

Public water is available to this site from Metro Water Services. Water Services has reviewed the plat and found it to be in compliance with all requirements of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-16 Sewerage Facilities

Public sewer is available to this site from Metro Water Services. Water Services has reviewed the plat and found it to be in compliance with all requirements of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-17 Underground Utilities

Not applicable to this case. Utilities are required to be located underground whenever a new street is proposed. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the Zoning Code and does not meet the compatibility requirements of Section 3-5 of the Subdivision Regulations. The current R20 zoning district would allow for two homes to be constructed on the current property. By limiting each new lot to only single-family there is no increase in the number of residential units permitted under the current configuration.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Capacity must be reserved before issuance of building permits for new lots.



Metro Planning Commission Meeting of 8/27/20

STAFF RECOMMENDATION

Staff recommends approval with conditions including an exception to Section 3-5.2.d.1.

CONDITIONS

1. Each new lot shall be limited to one single-family home.
2. Comply with all conditions and requirements of Metro agencies.
3. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.

RECOMMENDED ACTION

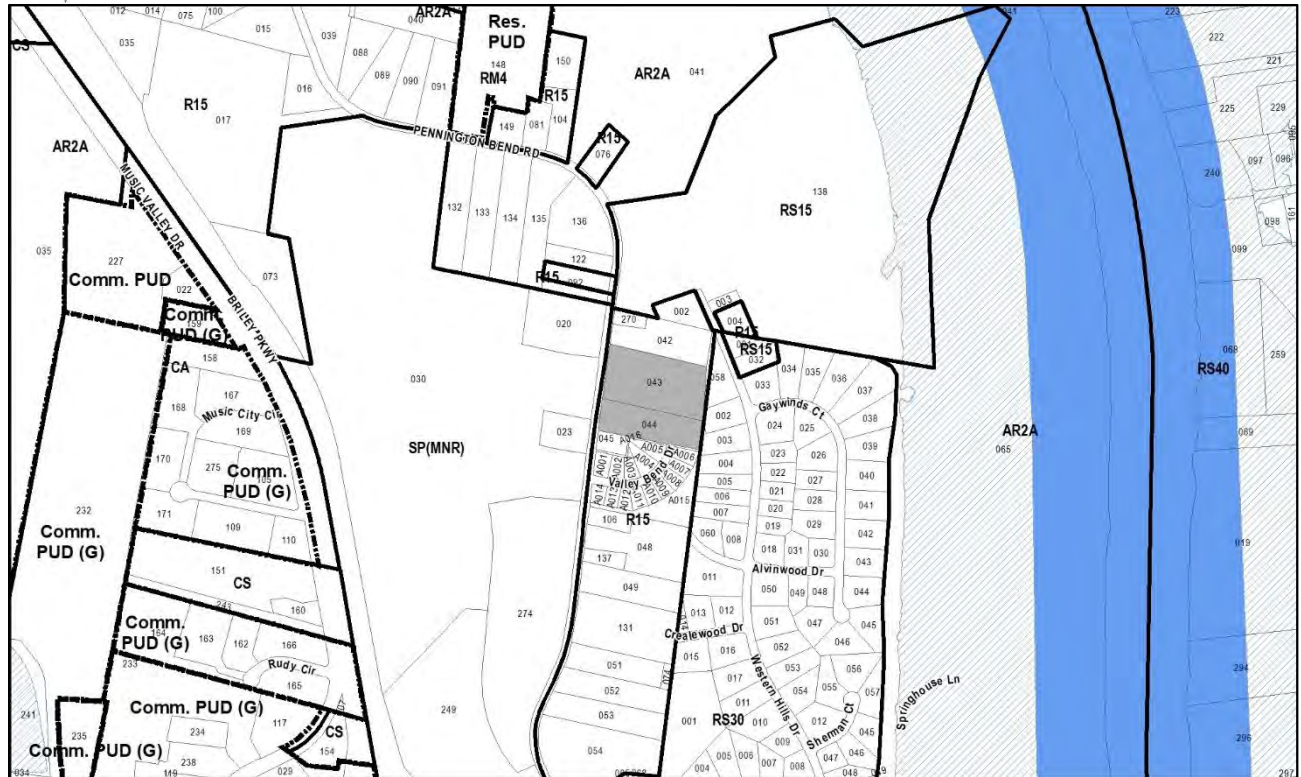
Motion to approve with conditions including an exception to Section 3-5.2.d.1 for proposed subdivision Case No. 2020S-125-001.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/27/20



2020S-133-001

BATSON HOMES – PENNINGTON BEND DEVELOPMENT

Map 062, Parcel 043-044

14, Donelson – Hermitage- Old Hickory

15 (Jeff Syracuse)



Project No.	Concept Plan 2020S-133-001
Project Name	Batson Homes – Pennington Bend Development
Council District	15 - Syracuse
School District	4 – Nabaa-McKinney
Requested by	Crunk Engineering, applicant; Frank Batson Homes, Inc., owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Concept plan approval to create 16 lots.

Concept Plan

A request for concept plan approval to create 16 lots on properties located at 2705 and 2707 Pennington Bend Road, at the current terminus of Valley Bend Drive, zoned One and Two-Family Residential (R15) (6.85 acres).

SITE DATA AND CONTEXT

Location: The site is located along the east side of Pennington Bend Road, 0.58 miles north of McGavock Pike and Pennington Bend Road.

Street Type: The site has frontage along Pennington Bend Drive and the plan proposes an extension of Valley Bend Drive. Pennington Bend Drive is a Collector Avenue with 50 feet of existing right-of-way. Valley Bend Drive is a local street with 46 feet of existing right-of-way.

Approximate Acreage: 6.85 acres or 298,386 square feet

Parcel/Site History: This site is comprised of two parcels: 06200004400 (southern) and 06200004300 (northern). The southern parcel in its existing form dates back to a deed from 1962. The existence of the northern parcel dates back to 1958; there has been a minor reduction to the square footage since the date of the original deed.

Zoning History: Both parcels have been zoned R15 since 1974.

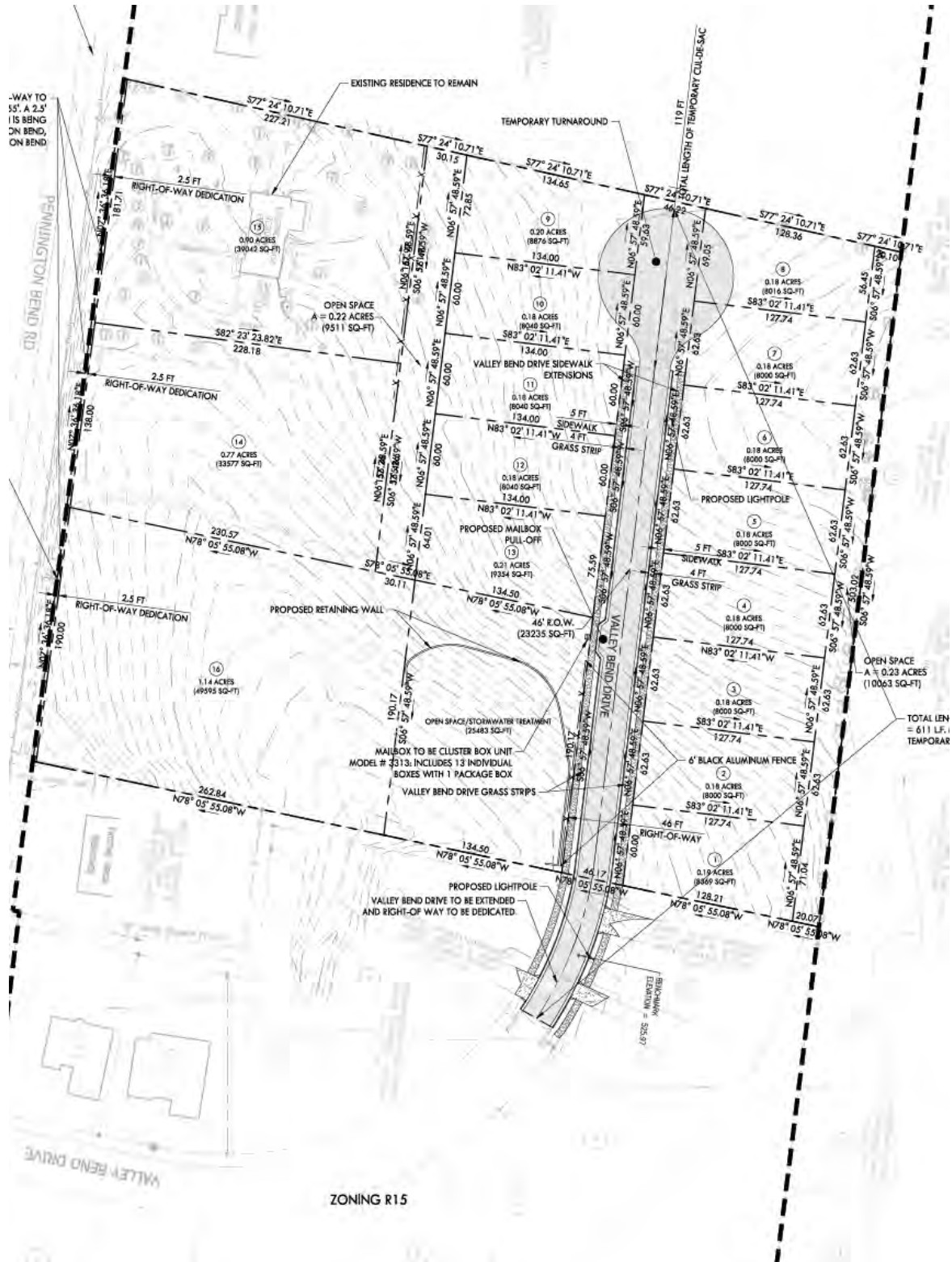
Existing land use and configuration: Two parcels. The northern parcel contains one single-family structure which is proposed to remain.

Surrounding land use and zoning:

- North: One and wo-family residential (R15)
- South: One and two-family residential (R15)
- East: Single-family residential (RS30)
- West: Specific Plan Mixed Non-Residential (SP-MNR)



Metro Planning Commission Meeting of 8/27/20



Proposed Plat



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Zoning: One and Two-Family Residential (R15)

Min. lot size: 15,000 square feet

Max. height: 3 stories

Min. street setback for properties on Pennington Bend: contextual setback based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face. Estimated setback (based on existing parcel configuration and to be confirmed by Zoning at the time of development) is approximately: 50.56' This is based on the two properties to the north of this site, and one property to the south.

Min. street setback for properties on Valley Bend Drive: 20'

Min. rear setback for all properties: 20'

Min. side setback for all properties: 5'

Maximum Building Coverage: 0.35

PROPOSAL DETAILS

This proposal is for subdivision development under existing zoning entitlements. No rezoning is proposed with this application. This proposal utilizes the by-right Cluster Lot Option standards of Section 17.12.090 of the Metro Zoning Code (see analysis below).

Number of lots: 16

Lot sizes: range from approximately 8,000 square feet – 50,075 square feet (1.15 acres)

Access: Three lots have access from Pennington Bend Road, an existing collector street with a pavement width of 20' and a right-of-way width of 50'. A 2.5' right-of-way dedication is required along Pennington Bend to meet the standards of the Major and Collector Street Plan (MCSP). Thirteen lots are accessed via a proposed extension of Valley Bend Drive, an existing local street with a pavement width of 24' and a total right-of-way of 46'. The extension of Valley Bend Drive results in a temporary stub street, to provide for future connectivity to the north. The stub street will include a fire code compliant turnaround.

Open space: Approximately 45,057 square feet (15% of the total site area) of the site is proposed as open space, including one stormwater detention area and two landscape buffer areas.

Subdivision Variances or Exceptions Requested: None.

APPLICABLE ZONING REGULATIONS FOR THE CLUSTER LOT OPTION

The proposal utilizes the by-right Cluster Lot Option provisions of Section 17.12.090 of the Metro Zoning Code.

Plan Requirements (Section 17.12.090.A)

The concept plan (preliminary plat) establishes that clustering is proposed and displays the layout of all lots and common areas. This cluster lot proposal includes only single-family lots. The concept plan delineates the alternative lot sizes to be employed and describes the land areas required to satisfy open space requirements.



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Minimum Area Required to be Eligible (Section 17.12.090.B)

The minimum area within the cluster lot subdivision shall be no less than ten times the minimum lot area for the base zoning district. The site is zoned R15, which has a minimum lot area of 15,000 square feet. The minimum area within a cluster lot subdivision in the R15 district is 150,000 square feet (10 x 15,000 sf). The site contains approximately 298,517 square feet and exceeds the minimum area requirement to be eligible to utilize the cluster lot option.

Maximum Lot Yield (Section 17.12.090.E)

The Cluster Lot Option includes specific standards for calculation of maximum lot yield within a cluster lot subdivision that ensure that the maximum number of lots does not exceed what is permitted by the existing base zoning. The Zoning Code specifies that the lot yield shall be based on the gross acreage of the site, minus 15 percent of area which is reserved for streets, and then division of the remaining 85 percent of the gross area by the minimum lot size of the base zoning district.

The gross area of this site is approximately 6.85 acres or 298,517 square feet. The minimum lot size of the existing zoning district, R15, is 15,000 square feet.

$$298,517 \text{ sq. ft.} \times 0.15 = 44,778 \text{ square feet (15\% of the gross site area reserved for streets)}$$

$$298,517 \text{ sq. ft.} - 44,778 \text{ sq. ft.} = 253,739 \text{ (85\% of the gross area remaining to yield lots)}$$

$$253,739 \text{ sq. ft.} / 15,000 \text{ sq. ft.} = 16.9 \text{ lots (rounds to a max. of 16 lots)}$$

The concept plan proposes 16 lots, which is consistent with the maximum number of lots that could be permitted based on the lot yield calculation established in the Zoning Code and the existing R15 base zoning. This lot yield is the same, or fewer, lots as could be achieved without the use of the Cluster Lot Option.

Open Space Requirements (Section 17.12.090.D)

A minimum of 15 percent of the gross land area of each phase is required to be provided as open space in a cluster lot subdivision. The proposed concept plan includes a single phase. Approximately 45,057 square feet (15%) of the site is proposed as open space, including two landscape buffers and the area for stormwater detention. The proposed open space meets the minimum requirements.

Alternative Lot Sizes (Section 17.12.090.C)

Lot within a cluster lot subdivision may be reduced in area the equivalent of two smaller base zone districts. The subject site is zoned R15. A reduction of two base zone districts would be down to the R8 district, which requires a minimum lot size of 8,000 square feet. The smallest lots proposed in this subdivision meet or exceed the 8,000 square foot minimum.

The bulk standards of the zoning district which most closely resembles the alternative lot sizes chosen for any given phase of the development shall be employed for that phase of the subdivision. Based on the proposed lot sizes, the bulk standards of R8 will apply. Those standards are:

Min. street setback for properties on Pennington Bend: 50.56' based on contextual setback standards

Min. street setback for properties on Valley Bend Drive: 20'



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Min. rear setback for all properties: 20'
Min. side setback for all properties: 5'
Maximum Building Coverage: 0.35

Perimeter lots oriented to an existing street are required to be at least ninety percent of the minimum lot size of the actual zoning of the property, R15, which results in a minimum size of 13,500 square feet. Lots 14-16 are oriented to an existing street, Pennington Bend Drive. Lots 14-16 exceed this minimum requirement. Lots 1-13 are oriented to a new extension of an existing street, Valley Bend Drive, and are not required to meet this standard.

There are no perimeter double-frontage lots proposed in this concept plan.

Lots 1-8 abut conventional subdivisions of R or RS zoned property to the north and south of the site. These lots may be reduced in size the equivalent of one zoning district (R15 to R10) with the installation of a standard B landscape buffer yard located within common open space, or reduced the equivalent of two zoning districts (R15 to R8) with the installation of a standard C landscape buffer yard located within common open space. A standard C landscape buffer yard is indicated along the eastern boundary of the site, between Lots 1-8 and the adjacent conventional subdivisions.

Hillside and Floodplain Areas (Section 17.12.090.F)

Not applicable. This site does not contain any hillside and floodplain areas as set out in Chapter 17.28 of the Zoning Code.

Recreational Facilities (Section 17.12.090.G)

This section establishes the requirements for recreational facilities in subdivisions utilizing the cluster lot option. Per Subsection 17.12.90.G.3.a, residential developments containing fewer than 25 units are exempt from the requirement to install recreation facilities. This concept plan proposes 16 lots and is exempt from the recreational facility requirement.

APPLICABLE SUBDIVISION REGULATIONS

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.

3-1 General Requirements

This subdivision is required to meet on standards of Chapter 3. Staff finds that all standards are met.

3-2 Monument Requirements

Permanent monuments, in accordance with this section of the regulations, shall be placed in all subdivisions when new streets are to be constructed.



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3-3 Suitability of the Land

Not applicable to this case. Based on available data, this site does not contain FEMA floodway or floodplain, steep slopes as identified on Metro's topographical maps, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code pursuant to the Cluster Lot Option in Section 17.12.090. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R8 zoning at the time of building permit.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan. An exception to the compatibility criteria may be granted by the Planning Commission for a SP, UDO or cluster lot subdivision by approval of the rezoning or concept plan.

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists. Lots 1-13 are oriented to a proposed new public road and are not subject to the compatibility criteria, which are only applicable to lots on existing streets. The compatibility requirements are applied to the proposed lots 14-16.

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.

Based on the surrounding parcels, the minimum required lot frontage along Pennington Bend Drive is 91 feet and the minimum required lot area is approximately 33,541 square feet (0.77 acres) per lot. The proposed lot 14 has 136 feet of frontage and an area of 0.77 acres. The proposed lot 15 has 183 feet of frontage and an area of 0.92 acres. The proposed lot 16 has a frontage of 190 feet and lot size of 1.15 acres. All three proposed lots oriented to Pennington Bend Drive meet the compatibility requirements.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.

Not applicable to this case.



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3-5.4 Criteria for Determining Compatibility for Designated Historic Districts.
Not applicable to this case.

3-5.5 Infill Subdivision Frontage
Not applicable to this case.

3-5.6 Reasonable Conditions
Staff has no additional conditions as the proposal meets the compatibility requirements applicable to Lots 14-16.

3-6 Blocks

The proposed street pattern improves the existing block structure. With the extension of Valley Bend Drive and proposed temporary turn around, the proposal sets up for future road extension to the north. Section 3-6.2 limits block lengths in residential areas to no more than 1,200 feet and no less than 200 feet, or four lot widths, whichever is greater. As proposed, from the northern edge of this property to the entrance for Valley Bend Drive, at the southern end of the property, there is a distance of approximately 770 feet. Given the larger lot pattern along Pennington Bend Drive, and higher road classification, a longer block length is likely appropriate to reduce the number of curb cuts and be compatible with the surrounding character. The proposed extension of Valley Bend Drive to the east sets up an east-west block structure of approximately 370 feet, which is more appropriate to the smaller lot sizes and local road classification. has identified these sites along Pennington Bend as requiring sidewalks with development as the site is located in the Urban Services District (USD) and shown on the Major and Collector Street Plan (MCSP). Along Pennington Bend, the Major and Collector Street Plan (MCSP) calls for an 8 foot wide sidewalk and 6 foot wide planting strip.

3-9 Requirements for Streets

The concept plan proposes to construct an extension of an existing public road and the construction of a temporary terminus for Valley Bend Drive. If the properties to the north develop, Valley Bend Drive could be extended. Public street requirements are reviewed by Metro Public Works. Public Works has reviewed the concept plan and found it to be in compliance with the standards of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-10 Requirements for Dedication, Reservations, or Improvements

Pennington Bend Road is classified as a Collector Avenue with 55 feet of right-of-way. The current right-of-way is 50 feet. A 2.5 foot right-of-way dedication is required along Pennington Bend Road with the Final Plat.

3-11 Inspections During Construction

This section is applicable at the time of construction, which for this proposed subdivision, will occur only after approval of a final site plan by all reviewing agencies. Required public infrastructure must be inspected and accepted for dedication prior to recording of a final plan, or the applicant may choose to post a bond securing the required public improvements.



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3-12 Street Name, Regulatory and Warning Signs for Public Streets

No new street names are proposed with this plan. Public Works reviews street names and signage requirements for public roads, and has recommended approval of this concept plan. See comments in the recommendations from all agencies section below.

3-13 Street Names, Regulatory and Warning Signs for Private Streets

Not applicable to this case. The proposal does not include private streets.

3-14 Drainage and Storm Sewers

Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.

3-15 Public Water Facilities

Public Water is provided to this site by Metro Water. Water has reviewed this plan and has recommended approval with conditions. These conditions are listed in the recommendations from all agencies section below.

3-16 Sewerage Facilities

Public sewer is available to this site from Metro Water Services. Water Services has reviewed the plan and found it to be in compliance with all requirements of this section subject to conditions. Those conditions are listed in the recommendations from all agencies section below.

3-17 Underground Utilities

Utilities are required to be located underground whenever a new street is proposed. The concept plan identifies utilities to be buried along the proposed street extension. Utilities will not be required to be located underground for Lots 14-16 as those lots are along an existing street.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the Metro Subdivision Regulations and the standards of the Metro Zoning Code for the by-right Cluster Lot Option as described above. Staff recommends approval with conditions.

COMMENTS FROM OTHER REVIEWING AGENCIES

STORMWATER RECOMMENDATION

Approve

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code. Provide fire hydrants within 500' of all dwellings.



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PUBLIC WORKS RECOMMENDATION

Approve with conditions

- With final construction plans, provide edge protection between the sidewalk and detention pond.
- Proposed retaining wall shall be a distance from the right-of-way equal to the height.

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept plan only. Public Water (20WL0079) and Sewer (20SL0153) construction plans must be approved prior to final site plan approval. These approved construction plans must match the final site plans. The required capacity fees must be paid prior to building permits approval. (See capacity fee Permit #'s T2020026082 and T2020026130).

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

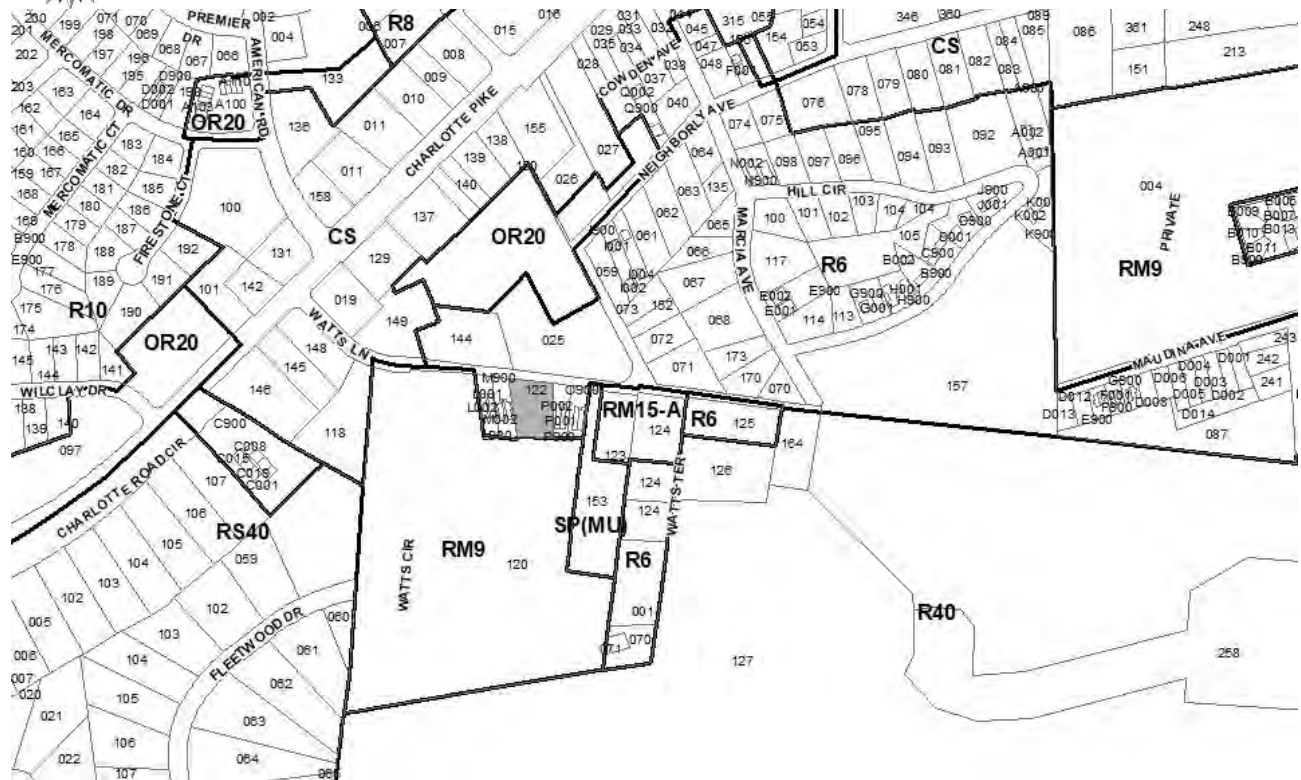
1. The right-of-way consistent with the Major and Collector Street Plan shall be dedicated with the final plat.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. 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.
5. Pursuant to 2-3.5.e of the Metro Subdivision Regulations, because this application has received conditional approval from the Planning Commission, that approval shall expire unless revised plans showing the conditions on the face of the plans are submitted prior to or with any application for a final site plan or final plat.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2020S-133-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2020S-135-001

RESUB PARTS OF TRACT #4 ON THE MAP SHOWING THE DIVISION OF JACKSON PLACE ON CHARLOTTE PIKE

Map 103-01, Parcel(s) 122

07, West Nashville

20, (Mary Carolyn Roberts)



Project No.
Project Name

Final Plat 2020S-135-001
Resub Parts of Tract #4 on the Map Showing the Division of Jackson Place on Charlotte Pike

Council District
School District
Requested by

20 – Roberts
9 – Frogge
Clint Elliott Survey, applicant; Robert L. & Gertrude Abott, owners.

Staff Reviewer
Staff Recommendation

Swaggart
Approve with conditions.

APPLICANT REQUEST

Final plat to create three residential lots.

Final Plat

A request for final plat approval to create three lots on property located at 819 Watts Lane, approximately 275 feet west of Neighborly Avenue, zoned One and Two-Family Residential (R6) (0.55 acres).

SITE DATA AND CONTEXT

Location: On the south side of Watts Lane between Charlotte Pike and Neighborly Avenue and within the White Bridge Hillwood residential area.

Street type: Watts Lane is a local street with approximately varying width of existing right-of-way.

Approximate Acreage: 0.55 acres or 24,321 square feet.

Parcel/Site History: The parcel is comprised of a single parcel. The parcel was created in 1964, and has not changed since that time.

Zoning History: The parcel has been zoned R6 since 1998, when the entirety of Davidson County was rezoned concurrent with the adoption of the current Zoning Code. Prior to that, this site was zoned R6 as far back as 1974.

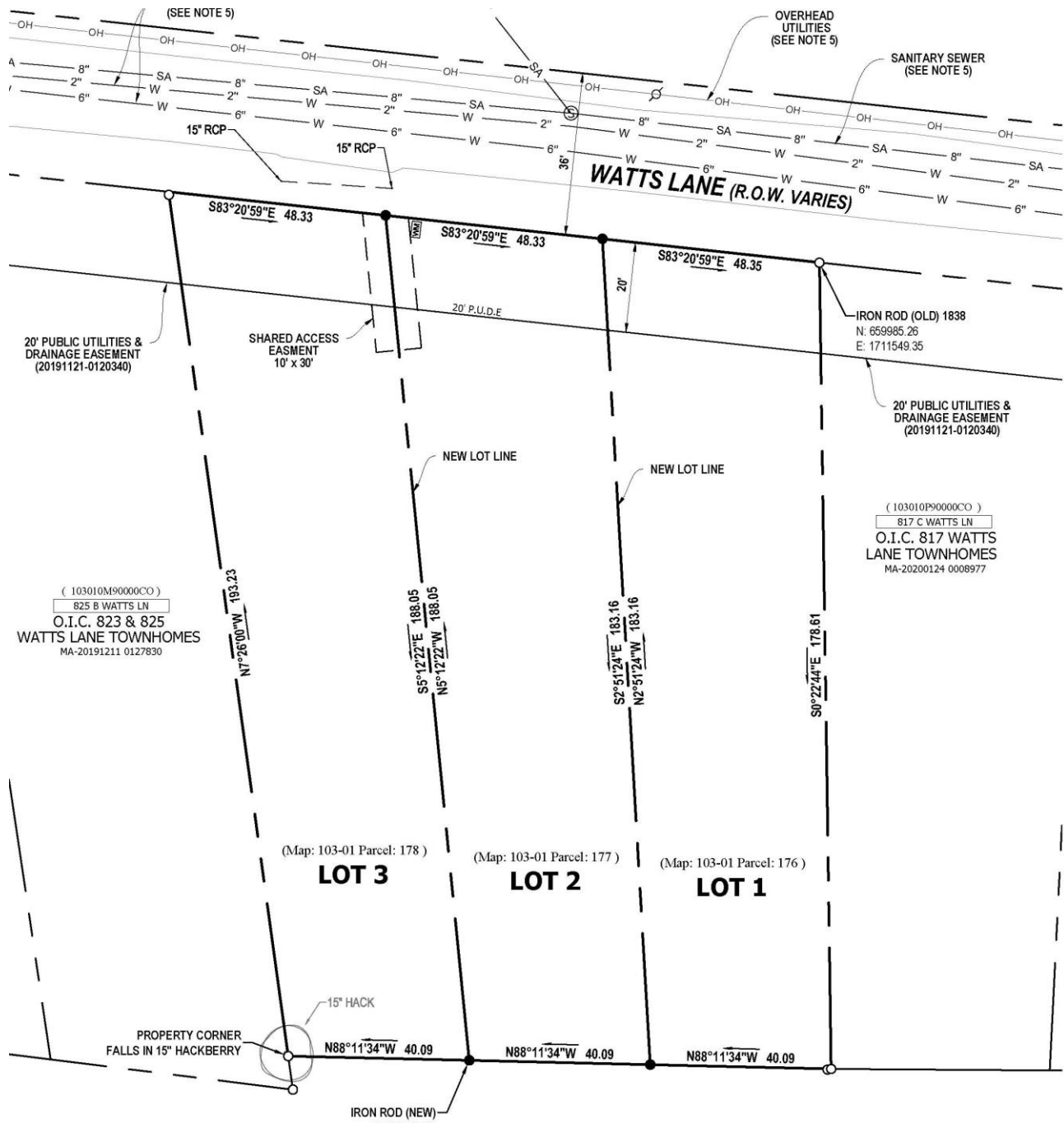
Existing land use and configuration: The property contains one single family dwelling. The parcel has never been platted and was created by deed in 1964.

Surrounding land use and zoning:

- North: One and Two-family residential (R6)
- South: Multi-Family Residential (RM9)/Planned Unit Development Overlay (PUD)
- East: One and Two-family residential (R6)
- West: One and Two-family residential (R6)



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Proposed Plat



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Zoning: One and Two-Family Residential (R6) 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 four lots with one duplex lot for a total of five residential units.*

- Min. lot size: 6,000 square feet
- Max. height: 3 stories
- Min. street setback: contextual setback based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face. Estimated setback to be confirmed by Zoning at the time of development.
- Min. rear setback: 20'
- Min. side setback: 5'
- Max. building coverage: 0.5

PROPOSAL DETAILS

Number of lots: 3

Lot sizes:

- Lot 1: 7,945 sq. ft.
- Lot 2: 8,106 sq. ft.
- Lot 3: 8,270 sq. ft.

Access: Access is via Watts Lane, an existing local street with a varying pavement and right-of-way width.

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

This subdivision is required to meet the standards of Chapter 3. Staff finds that all standards are met.

3-2 Monument Requirements

Not applicable to this case. No new streets are proposed to be constructed.

3-3 Suitability of the Land

Not applicable to this case. Based on available data, this site does not contain FEMA floodway or floodplain, steep slopes as identified on Metro's topographical maps, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.



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3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R6 zoning at the time of building permit. All proposed lots have frontage on Watts Lane.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists. The following criteria shall be met to determine compatibility of proposed infill lots to surrounding parcels. This site is within a Neighborhood Evolving policy area; therefore, this section does not apply and is subject to Section -5.3.3.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts. This site is within a Neighborhood Evolving policy area and is subject to this section of the Subdivision Regulations.

- a. *All minimum standards of the zoning code are met.* As proposed, this final site plan meets all requirements of the Metro Zoning Code.
- b. *Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 for fronting onto an open space.* Both lots have frontage onto Watts Lane.
- c. *The current standards of all reviewing agencies are met.* All agencies reviewing this plat have recommended approval or approval with conditions
- d. *The proposed lots comply with any applicable special policy.* There are no special policies that apply to this site.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts. Not applicable. This site is not within an area designated as Historic.

3-5.5 Infill Subdivision Frontage. Infill lots with a street frontage of less than 50' and without access to an improved alley are required to be accessed via a shared drive. All three lots are less than 50' in width and are subject to this section. Since there is an odd number of lots, then one lot may have its own driveway. As proposed, Lot 1 will be accessed by its own driveway and Lot 2 and Lot 3 will share a driveway.

3-5.6 Reasonable Conditions

Staff is not recommending any additional conditions.



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- 3-6 Blocks**
Not applicable to this case. This proposal is for an infill subdivision. No new blocks are being created.
- 3-7 Improvements**
Not applicable to this case. No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.
- 3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities**
Not applicable to this case. Sidewalks as related to subdivisions are required only in association with new streets. The proposed subdivision is located on an existing street. Sidewalks may be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.
- 3-9 Requirements for Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-10 Requirements for Dedication, Reservations, or Improvements**
Not applicable to this case. The subdivision does not adjoin or encompass either a greenway corridor shown on the Countywide Greenways Plan or Countywide Parks Master plan, it is not located on a substandard street, or on a route depicted on the Major and Collector Street Plan.
- 3-11 Inspections During Construction**
This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.
- 3-12 Street Name, Regulatory and Warning Signs for Public Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-13 Street Names, Regulatory and Warning Signs for Private Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-14 Drainage and Storm Sewers**
Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.



Metro Planning Commission Meeting of 8/27/20

3-15 Public Water Facilities

Public water is available to this site from Metro Water Services. Water Services has reviewed the plat and found it to be in compliance with all requirements of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-16 Sewerage Facilities

Public sewer is available to this site from Metro Water Services. Water Services has reviewed the plat and found it to be in compliance with all requirements of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-17 Underground Utilities

Not applicable to this case. Utilities are required to be located underground whenever a new street is proposed. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the subdivision regulations. Future development will be required to meet the standards of the Metro Zoning Code in regard to setbacks, sidewalks, etc. Staff recommends approval with conditions as the proposed subdivision meets the requirements of the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Public sewer is available to this site from Metro Water Services. Water Services has reviewed the plat and found it to be in compliance with all requirements of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.



Metro Planning Commission Meeting of 8/27/20

WATER SERVICES RECOMMENDATION

Approve with conditions

- Capacity must be reserved before issuance of building permits for new lots.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

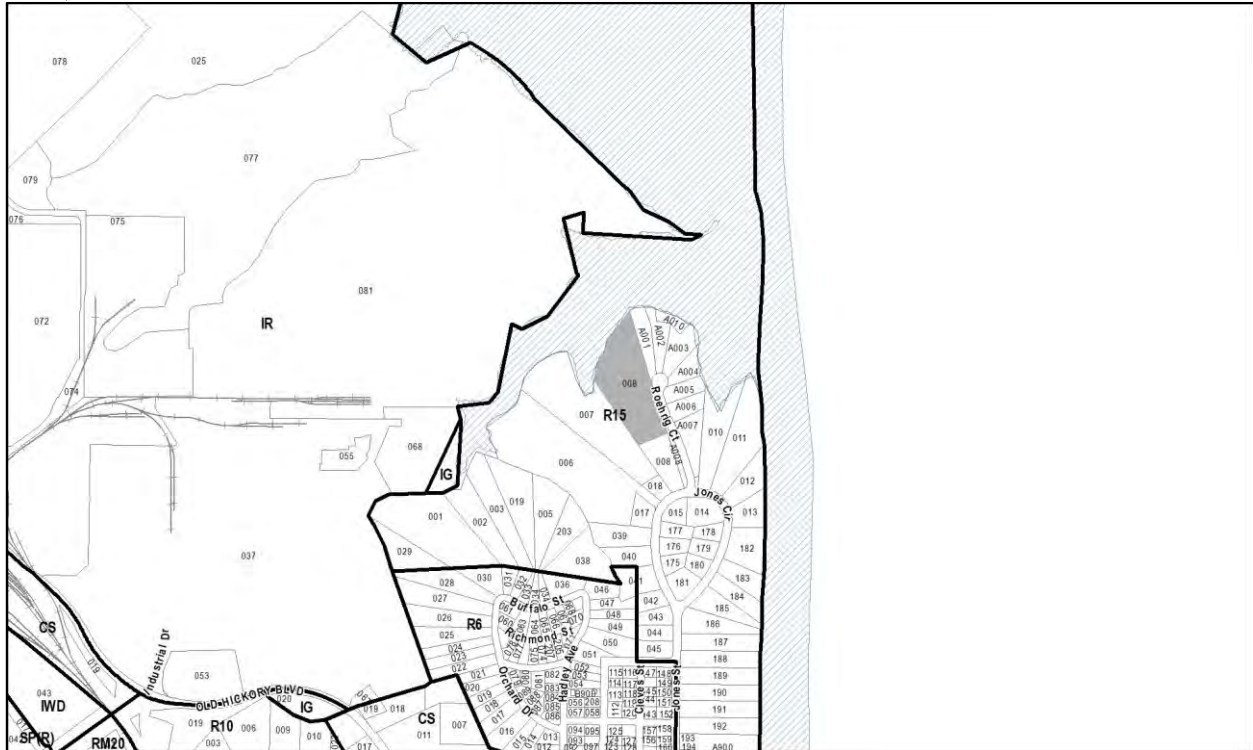
1. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
2. Comply with all conditions and requirements of Metro agencies.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2020S-135-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



Metro Planning Commission Meeting of 8/27/20



2020S-143-001

ROEHRIG SUBDIVISION

Map 044-07, Parcel(s) 008

14, Donelson – Hermitage – Old Hickory

11 (Larry Hagar)



Project No.	Final Plat 2020S-143-001
Project Name	Roehrig Subdivision
Council District	11 - Hagar
School District	4 – Nabaa-McKinney
Requested by	Dale and Associates, applicant; William Roehrig B III, owner.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Final plat approval to create six lots.

Final Plat

A request for final plat approval to create six lots on properties located at 43 B Jones Circle, at the northwest terminus of Roehrig Court, zoned One and Two-Family Residential (R15) (4.08 acres).

SITE DATA AND CONTEXT

Location: West side of Roehrig Court in Old Hickory. Roehrig Court is a dead-end and is accessed by Jones Circle to the south. The northern edge of the site is bordered by the Cumberland River.

Street Type: Jones Circle is a local street with approximately 30’ of right-of-way and approximately 20’ of pavement width.

Approximate Acreage: 7.39 acres or 177724.8 square feet.

Parcel/Site History: This site is comprised of one parcel. Parcel 008 was originally created by deed in 1969.

Zoning History: The site has been zoned R15 since 1974. The site is also within the Airport Impact Overlay (OV-AIR). The OV-AIR was adopted in 1974.

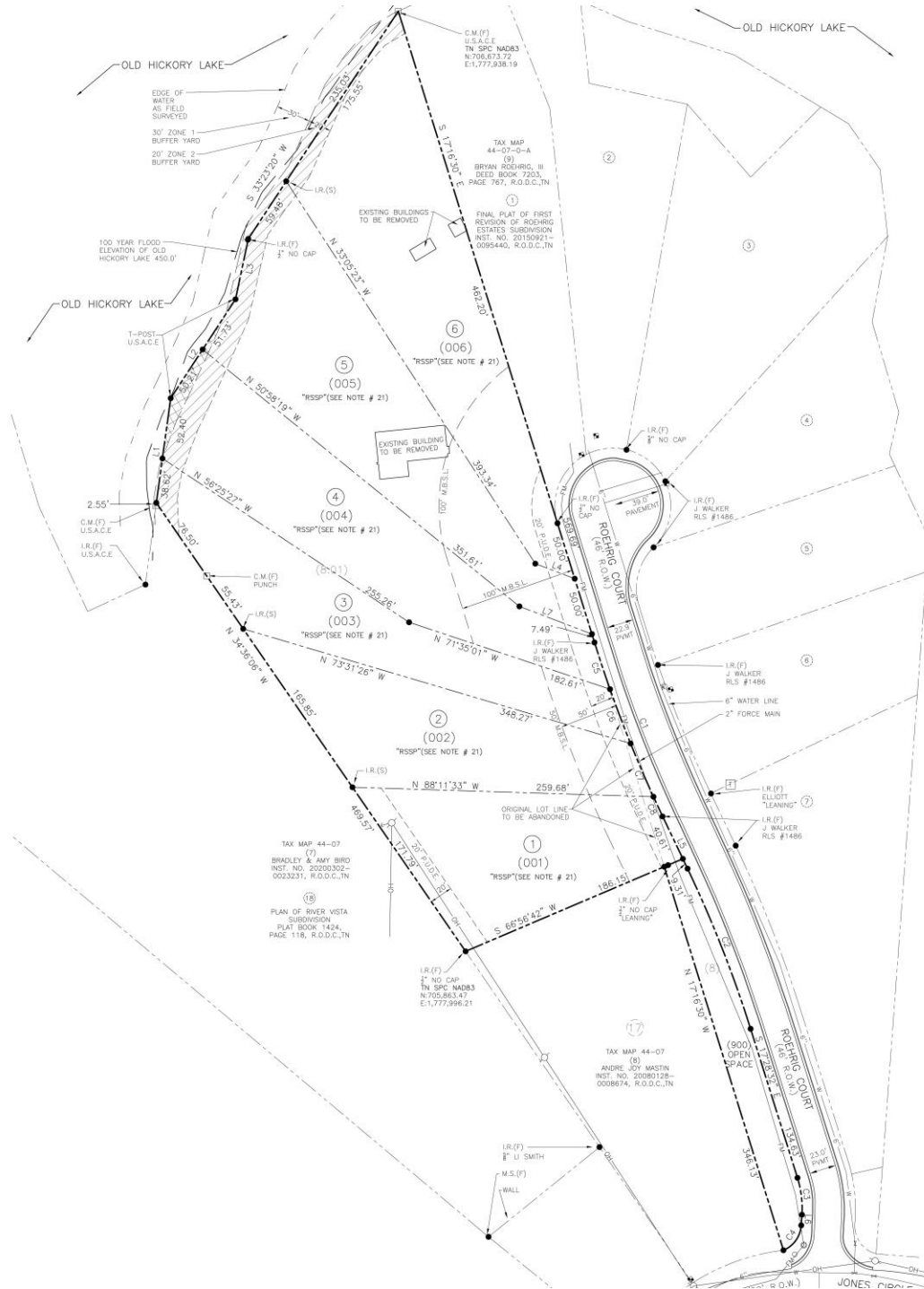
Existing land use and configuration: The site consists of one single-family residence and vacant residential land.

Surrounding land use and zoning:

- **North:** One and Two-Family Residential (R15)
- **South:** One and Two-Family Residential (R15)
- **East:** One and Two-Family Residential (R15)
- **West:** One and Two-Family Residential (R15)



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Proposed Subdivision



Metro Planning Commission Meeting of 8/27/20

Zoning: One and Two-Family Residential (R15)

- Min. lot size: 15,000 square feet
- Max. height: 3 stories
- Min. street setback: Lots 1, 2, 3 – 50 feet; Lots 4, 5, 6 – 100 feet. These are consistent with similar platted setbacks along this street.
- Min. rear setback: 20'
- Min. side setback: 10'
- Max. building coverage: 0.35

PROPOSAL DETAILS

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

Number of lots: 6

Lot sizes: Lots range in size between 23,961 sq. ft. to 38,977 sq. ft.

Access: Access is from Roehrig Court

Subdivision Variances or Exceptions Requested: None

APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Not applicable to this case. No new streets are proposed to be constructed.

3-3 Suitability of the Land

Not applicable to this case. Based on available data, this site does not contain FEMA floodway or floodplain, steep slopes as identified on Metro's topographical maps, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R15 zoning at the time of building permit. All proposed lots have frontage on a public street, Roehrig Court.



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3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists.

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 the north side of the parcel proposed for subdivision were used in this evaluation.

Based on the surrounding parcels, the minimum required lot frontage along Roehrig Court is determined to be 39 feet and the minimum required lot area is approximately 23,958 square feet (0.55 acres) per lot. All proposed lots meet these compatibility requirements.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.

Not applicable to this case.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts.

Not applicable to this case.

3-5.5 Infill Subdivision Frontage. Infill lots with a street frontage of less than 50’ and without access to an improved alley are required to be accessed via a shared drive. All lots have frontage over 50 feet.

3-5.6 Reasonable Conditions

Staff recommends no additional conditions as the proposal meets the compatibility requirements.

3-6 Blocks

Not applicable to this case. This proposal is for an infill subdivision. No new blocks are being created.



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- 3-7 Improvements**
Not applicable to this case. No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.
- 3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities**
Not applicable to this case. Sidewalks are required only in association with new streets. The proposed subdivision is located on an existing street. Sidewalks may be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.
- 3-9 Requirements for Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-10 Requirements for Dedication, Reservations, or Improvements**
Not applicable to this case. The subdivision does not adjoin or encompass either a greenway corridor shown on the Countywide Greenways Plan or Countywide Parks Master plan, it is not located on a substandard street, or on a route depicted on the Major and Collector Street Plan.
- 3-11 Inspections During Construction**
This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.
- 3-12 Street Name, Regulatory and Warning Signs for Public Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-13 Street Names, Regulatory and Warning Signs for Private Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-14 Drainage and Storm Sewers**
Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.
- 3-15 Public Water Facilities**
Metro Water Services has reviewed this proposed final plat for water and has recommended approval.
- 3-16 Sewerage Facilities**
Metro Water Services has reviewed this proposed final plat for sewer and has recommended approval with conditions.



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3-17 Underground Utilities

Not applicable to this case. Utilities are required to be located underground whenever a new street is proposed. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the subdivision regulations. Future development will be required to meet the standards of the Metro Zoning Code in regard to setbacks, sidewalks, etc. Staff recommends approval with conditions as the proposed subdivision meets the requirements of the Subdivision Regulations.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code.

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
2. Comply with all conditions and requirements of Metro agencies.

RECOMMENDED ACTION

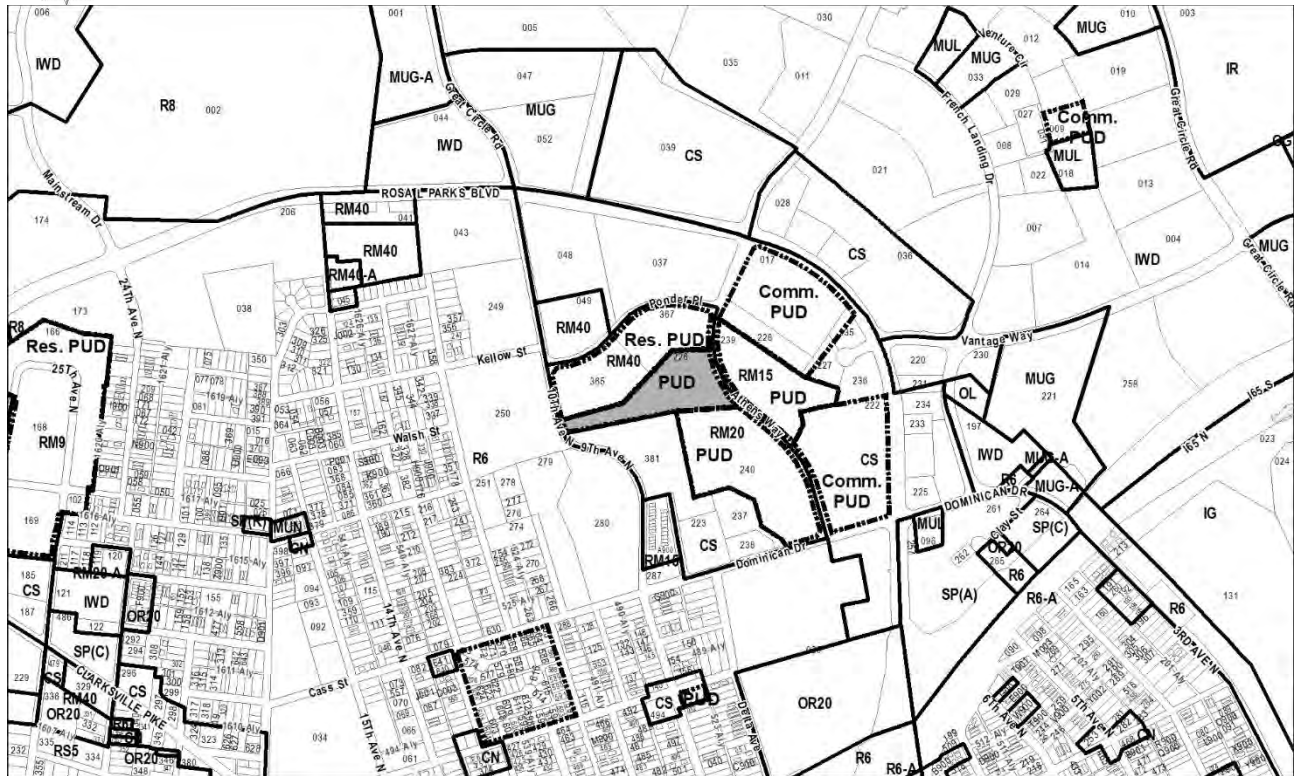
Motion to approve proposed subdivision Case No. 2020S-143-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2003P-009-001

PARC AT METRO CENTER PHASE 2

Map 081-04, Parcel(s) 226

08, North Nashville

02 (Kyonzté Toombs)



Project No.	Planned Unit Development 2003P-009-001
Project Name	Parc at Metro Center Phase 2
Council District	02 - Toombs
School District	1 – Gentry
Requested by	AH Nashville Development LLC, applicant and owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve with conditions.</i>

APPLICANT REQUEST

Revise a Planned Unit Development and final site plan to permit 118 multi-family units.

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and final site plan approval for a Planned Unit Development (PUD) on property located at 339 Athens Way, approximately 275 feet south on Ponder Place, zoned Multi-Family Residential (RM20) (6.27 acres), to permit 118 multi-family residential units.

Existing Zoning

Multi-Family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20 would permit a maximum of 125 units. The maximum number of units on this site is governed by the PUD.*

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

PLAN DETAILS

The site is located at 339 Athens Way on a single parcel totaling 6.27 acres. The preliminary plan for this portion of the Parc at Metro Center PUD was approved in 2003 for total of 118 multi-family units and 192 surface parking spaces. This PUD has not been revised or amended since it was approved. The approved preliminary PUD site plan indicated access would be provided through cross access with the adjacent parcel to the south of this site. The proposed revision will provide a single point of access to Athens Way.



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Site Plan

The plan proposes 118 multi-family units; 192 surface parking spaces, and a clubhouse amenity facility and a dog park. A total of 4 residential structures are proposed within the site. The heights will vary from 3 and 4 story split level structures to a structures with a maximum height of 5 stories. These heights are consistent with height stated on the approved preliminary PUD site plan. The site contains a single point of access from Athens Way. The parking will be located within the interior of the site, with the majority of the parking being secured by the proposed structures. The site will adhere to the setbacks of the underlying RM20 zone district.

ANALYSIS

Section 17.40.12.F permits the Planning Commission to establish the types of changes that require Metro Council concurrence. Staff finds that the request does not meet the threshold for Metro Council concurrence and may be approved by the Planning Commission as a revision to the PUD. Section 17.40.120.F is provided below for review.

F. Changes to a Planned Unit Development District.

1. Modification of Master Development Plan. Applications to modify a master development plan in whole or in part shall be filed with and considered by the planning commission according to the provisions of subsection A of this section. If approved by the commission, the following types of changes shall require concurrence by the metropolitan council in the manner described:
 - a. Land area being added or removed from the planned unit development district shall be approved by council according to the provisions of Article III of this chapter (Amendments);
 - b. Modification of special performance criteria, design standards, or other requirements specified by the enacting ordinances shall be authorized by council ordinance;
 - c. A change in land use or development type beyond that permitted by the specific underlying zoning district shall be authorized only by council ordinance; or
 - d. An increase in the total number of residential dwelling units above the number last authorized by council ordinance or, for a PUD district enacted by council ordinance after September 1, 2006, an increase in the total number of residential dwelling units above the number last authorized by council ordinance or above the number last authorized by the most recent modification or revision by the planning commission; or
 - e. When a change in the underlying zoning district is associated with a change in the master development plan, council shall concur with the modified master development plan by ordinance.
 - f. Any modification to a master development plan for a planned unit development or portion thereof that meets the criteria for inactivity of section 17.40.120.H.4.a.

The proposed plan is consistent with the overall concept of the Council approved plan and is consistent with zoning requirements. Staff recommends that the revision be approved with conditions.



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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

- Plans should match approved SWGR 2019033869

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 and private waste/recycle hauler will need to be submitted to MPW for Bldg. permit approval. Comply with MPW traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- If WE GO transit requests a bus shelter or stop at project please identify location of bus stop or shelter and associated sidewalk landing improvements on site plan.
- No vegetation shall block sight distance at drive access.
- Per July 10, 2020 Mike Hitzer email, signal plans were approved.
- Apply to T&P staff to approve installation of no parking, no standing and no loading signage along project frontage.

WATER SERVICES RECOMMENDATION

Approve with conditions

- MWS recommends approval, on the following condition: 1) Approval does not apply to private water and sewer line design.
- Plans for these must be submitted and approved through a separate review process with Metro Water Permits, before their construction may begin.
- Capacity fees must be paid before issuance of building permits.

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.

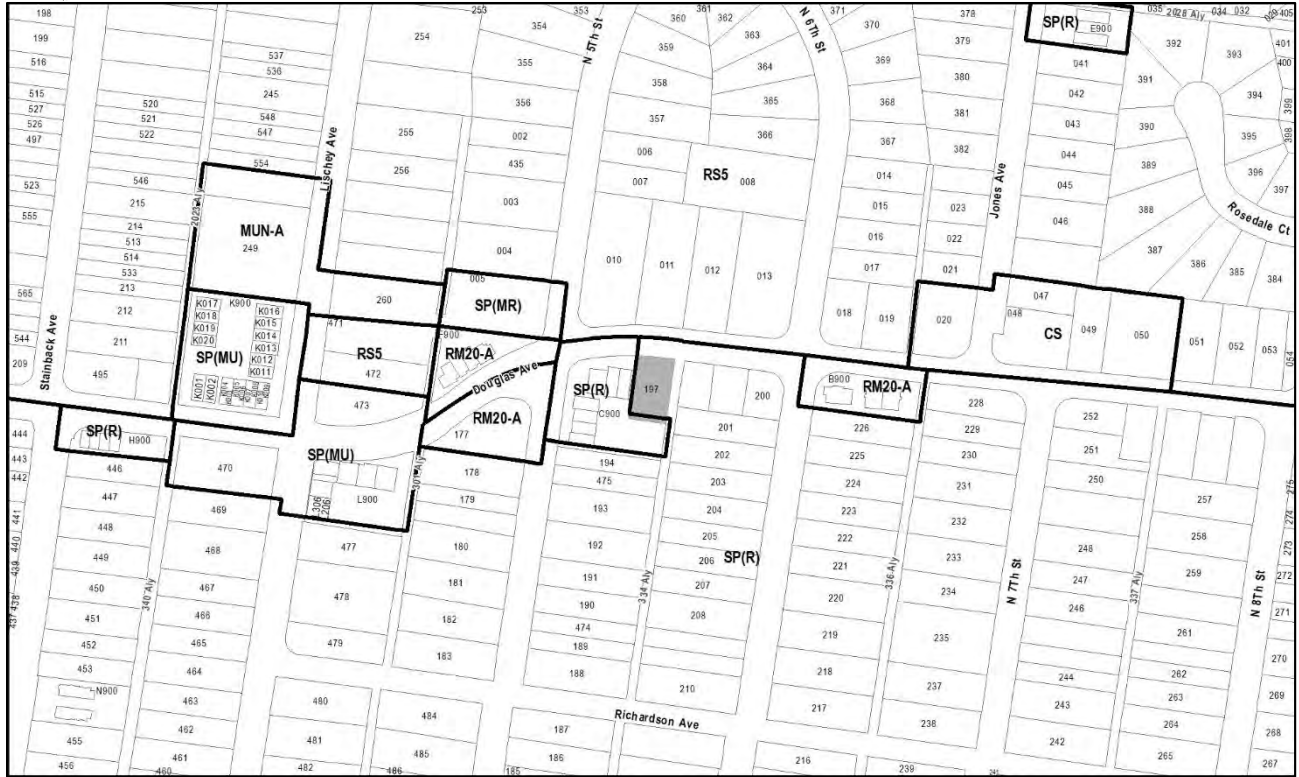


Metro Planning Commission Meeting of 8/27/20

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. Per the sidewalk waiver request, construct alternate sidewalk design along 10th Ave without curb and gutter behind the stream buffer per Metro Public Works final approval. Construct sidewalks along Athens Way per Local Street standard.



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2020Z-054R-001
Map 071-16, Parcel 197
05, East Nashville
05 (Sean Parker)



Project No.	Zone Change 2020Z-054PR-001
Council District	05 - Parker
School District	5 - Buggs
Requested by	Brian Kirby, applicant and owner.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from SP-R to R6.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to One and Two-Family Residential – Alternative (R6-A) zoning for property located at 500 Douglas Avenue, approximately 100 feet east of North 5th Street (0.14 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 includes only one residential building type.

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 2 units.*

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 need to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors

ANALYSIS

The site is in East Nashville, just south of Douglas Avenue and contains one single-family residence. The site is located along a collector road and is a corner lot. There is a multi-family residential SP directly adjacent to the west and north, and single-family residential to the east.



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The T4 NE policy aims to create neighborhoods that have higher densities and smaller lot sizes while creating diversity in communities. When considering additional intensity, this policy looks for features such as multiple access points, transition, and proximity to major streets. The proposed lot is on a corner along a collector, and will serve as a transition between multi-family and single-family residential development. The proposed alternative zoning district bulk standards will require future development to address the street with an urban building form, consistent with the T4 NE policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approved

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)	0.12	8.712 D	2 U	19	2	2

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.12	7.26 D	2 U	19	2	2

*Based on two-family lots

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

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

METRO SCHOOL BOARD REPORT

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

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

The proposed R6 zoning is not anticipated to generate any more students than the existing SP-R zoning district. Students would attend Shwab Elementary School, Jere Baxter Middle School, and Maplewood High School.

STAFF RECOMMENDATION

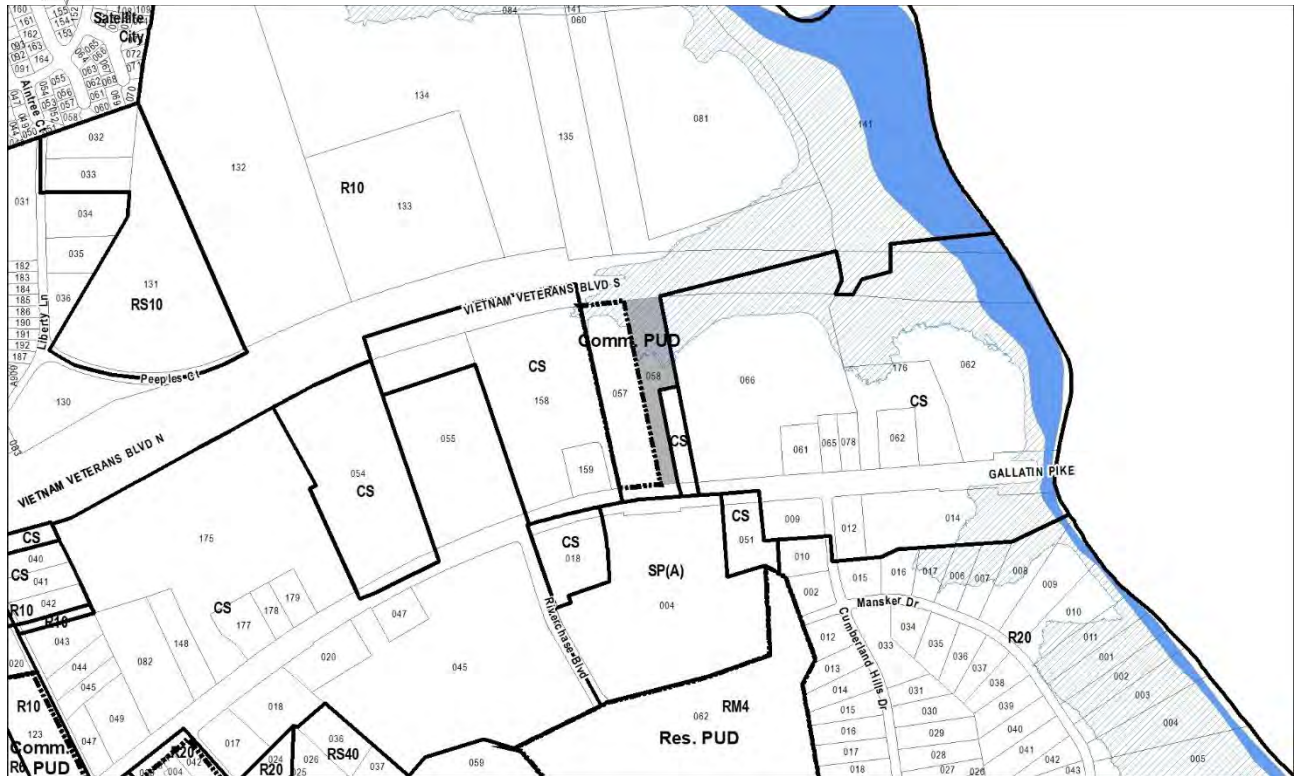
Staff recommends approval.



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Metro Planning Commission Meeting of 8/27/20



2020Z-082PR-001

Map 026, Parcel(s) 058

04, Madison

10 (Zach Young)



Project No. **Zone Change 2020Z-082PR-001**
Council District 10 – Young
School District 3 – Speering
Requested by Dale and Associates, applicant; Terry Flatt, owner.

Deferral This item was deferred at the July 23, 2020, Planning Commission hearing. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Approve.*

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).

Existing Zoning
One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of 12 lots with 3 duplex lots for a total of 15 units.*

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

MADISON COMMUNITY PLAN

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

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



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SITE AND CONTEXT

The 2.93 acre site is located on the North side of Gallatin Pike with the rear of the site abutting Vietnam Veterans Boulevard and is near the north-east limit of Davidson County. The property fronts onto Gallatin Pike, which is classified as an Arterial Boulevard in the Major and Collector Street Plan. The rear of the site has a bifurcated stream and most of the rear of the site is covered with floodplain and stream buffers, as identified by the presence of CO policy. The property currently has a single-family residence and is surrounded by commercial uses.

ANALYSIS

The subject site fronts onto an Arterial Boulevard and is within the Suburban Mixed Use Corridor policy (T3 CM), as well as the Conservation Policy. The intent of the T3 MU policy is to enhance the Gallatin Pike corridor with high-density mixed use developments. Staff finds the proposed Commercial Service zoning district to be consistent with the T3 MU land use policy as the Commercial Service zoning district will allow for a variety of commercial uses with a building form that is appropriate for this suburban area. The site also has Conservation policy towards the rear of the site and intends to preserve the natural features of the site. The proposed Commercial Service zoning district has bulk standards that will limit the potential impact of the development and maintain the existing natural features. Any proposed development will be required to comply with floodplain and stormwater regulations.

The requested zone change is also consistent with the surrounding land uses for the area. Staff recommends approval of the requested zone change to Commercial Service.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: R10

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	2.93	4.356 D	15 U	182	16	17

*Based on two-family lots

Maximum Uses in Proposed Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	2.93	0.6 F	76,578 SF	4861	244	524



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-		+4679	+228	+507

METRO SCHOOL BOARD REPORT

Projected student generation existing R10 district: 1 Elementary 1 Middle 1 High

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

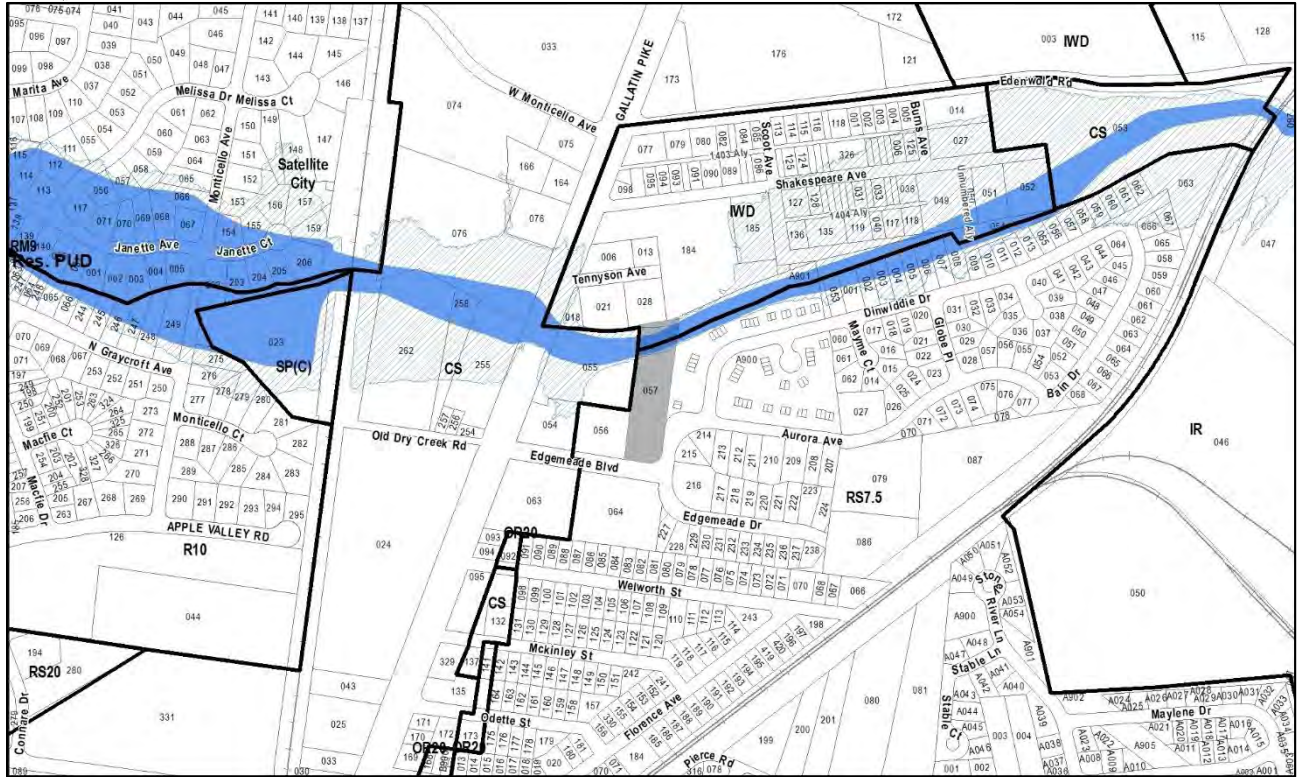
The proposed CS zoning district will generate 3 less students than what would be generated under the existing R10 zoning district. Students would attend Buena Vista Elementary, John Early Middle School, and Pearl-Cohn High School.

STAFF RECOMMENDATION

Staff recommends approval of rezoning the property to CS.



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2020Z-089R-001

Map 092-10, Parcel 117

04, Madison

10 (Zach Young)



Project No.	Zone Change 2020Z-089PR-001
Council District	10 - Young
School District	3 - Speering
Requested by	Civil Site Design Group, applicant; Shwan Ghafoor, owner.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS7.5 to RM4-NS.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to Multi-Family Residential – No Short Term Rental (RM4-NS) zoning for property located at Edgemeade Boulevard (unnumbered), approximately 440 feet east of Gallatin Pike (2.01 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 9 units.*

Proposed Zoning

Multi-Family Residential – No Short Term Rental (RM4-NS) is intended for single-family, duplex, and multi-family dwellings at a density of four dwelling units per acre. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property – Not-Owner Occupied uses from the district. *RM4 would permit a maximum of 8 units.*

MADISON COMMUNITY PLAN

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

ANALYSIS

The site is located in Madison, just east of Gallatin Pike. The site is currently vacant. The surrounding land use is single family residential, multi-family residential, industrial, and vacant. There is currently multi-family residential to the east, a car dealership directly to the north, and a single-family residence directly to the east.

The T4 NM policy identifies several factors as consideration for rezoning while placing an emphasis on retaining the existing character of the neighborhood. This proposed site is



Metro Planning Commission Meeting of 8/27/20

identified as transitional infill and needs to respect the exiting context. Because there is an intense industrial use to the north, and a higher density residential development to the east, the proposed RM4-NS will provide a transition between these uses and the adjacent residential lot to the west. Given these factors, the proposed zone change is consistent with the policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS7.5**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	2.01	5.808 D	11 U	137	13	13

Maximum Uses in Proposed Zoning District: **RM4-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)	2.01	4 D	8 U	59	4	5

Traffic changes between maximum: **RS7.5 and RM4-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-3 U	-78	-9	-8

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 2 Elementary 1 Middle 1 High

Projected student generation proposed RM4-NS district: 1 Elementary 1 Middle 1 High

The proposed RM4-NS zoning is not anticipated to generate any more students than the existing RS7.5 zoning district. Students would attend Gateway Elementary School, Goodlettsville Middle School, and Hunters Lane High School.

STAFF RECOMMENDATION

Staff recommends approval.



SEE NEXT PAGE



Metro Planning Commission Meeting of 8/27/20



2020Z-091PR-001

Map 071-01, Parcel(s) 152

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Project No.	Zone Change 2020Z-091PR-001
Council District	02 – Toombs
School District	1 – Gentry
Requested by	Dustin Cody Case, applicant and owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RS7.5 to R8.

Zone Change

A request to rezone from Single-Family Residential (RS7.5) to One and Two-Family Residential (R8) zoning for property located at 2220 Monticello Drive, approximately 400 feet north of W Trinity Lane (0.21 acres).

Existing Zoning

Single-Family Residential (RS7.5-A) 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 and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RS7.5-A would permit a maximum of xx units.*

Proposed Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 1 duplex lot for a total of 2 units.*

BORDEAUX - WHITES CREEK - HAYNES TRINITY 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.

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The policy calls for improvement of the existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development.



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SITE AND CONTEXT

The 0.21 acre site is located on the west side of Monticello Drive just a few hundred feet north of W Trinity Lane. Monticello Drive is designated as a Collector Street and W Trinity Lane is an Arterial Boulevard in the Major and Collector Street Plan. The property currently has a single-family residence and is surrounded by single-family residences, commercial uses, and vacant land. The surrounding area has had several rezonings approved by the Planning Commission in the last year with the property immediately to the south on Monticello Drive receiving approval to rezone to RM20-A-NS and the property at the eastern corner of Monticello Drive and W Trinity Lane receiving approval to rezone to MUG-A.

ANALYSIS

The subject site is located adjacent to property zoned RM20-A-NS and is located one parcel removed from the T4 Community Center policy to the south that encompasses this area of W Trinity Lane. The proximity of this site to an area that is planned to develop as a multi-modal, mixed-use district with high levels of infrastructure makes this site appropriate for a higher level of intensity than what currently exists. The proposed zoning district will provide for this level of intensity while still allowing for a context sensitive transition in building form and massing from the RM20-A-NS zoning district to the south to the single-family zoning (RS7.5) to the north on Monticello Drive that is within the T4 Neighborhood Maintenance policy. The fact that the property fronts onto a Collector Street and is within proximity to an Arterial Boulevard also lends the site to support a higher level of intensity for future development.

The request zoning district is also consistent with the goal of the Haynes-Trinity Small Area Plan to provide greater housing diversity.

FIRE MARSHAL RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **RS7.5**

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)	0.21	5.808 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.21	5.445 D	2 U	19	2	2

*Based on two-family lots



Metro Planning Commission Meeting of 8/27/20

Traffic changes between maximum: **RS7.5 and R8**

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

METRO SCHOOL BOARD REPORT

Projected student generation existing RS7.5 district: 0 Elementary 0 Middle 0 High

Projected student generation proposed R8 district: 0 Elementary 0 Middle 0 High

The proposed R8 zoning district will generate 0 additional students beyond what would be generated under the existing RS7.5 zoning district. Students would attend Alex Green Elementary, Brick Church College Preparatory Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends approval of rezoning the property to R8.



Project No.	Zone Change 2020Z-092PR-001
Council Bill No.	BL2020-396
Council District	20 – Roberts
School District	9 - Frogge
Requested by	Councilmember Mary Carolyn Roberts, applicant; various property owners.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve a substitute.</i>

APPLICANT REQUEST
Rezone from R10 to RS10.

Zone Change

A request to rezone from One and Two-Family Residential (R10) to Single-Family Residential (RS10) zoning for various properties located along Cabot Drive, Beacon Lane, Upton Lane, South Upton Court, and North Upton Court (49.24 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

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.

BELLEVUE 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.

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.



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ANALYSIS

The area for rezoning includes properties north of Upton Lane, along the east and west sides of Upton Lane, and properties along the north and south sides Cabot Drive. The proposed RS10 zoning district would limit development to single-family uses. According to land records the area requested to be rezoned consists of all single-family homes. The lots with existing two-family uses have been excluded from this request.

Staff recommends that seven lots be removed from the request. One lot was established with an HPR following the filing of the application. The other six lots are zoned R10. They are corner lots that exceed the size of the minimum lot requirement and are appropriate locations for two-family homes.

The T3 NM policy is intended to preserve and enhance the general character of residential areas. Since the existing development pattern consists primarily of single-family, the proposed zoning district 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 district is consistent with the T3 NM Policy, staff recommends approval with the condition that several lots be removed from the request and remain one and two-family zoning to allow for additional housing opportunity, while maintaining the existing character of the area.

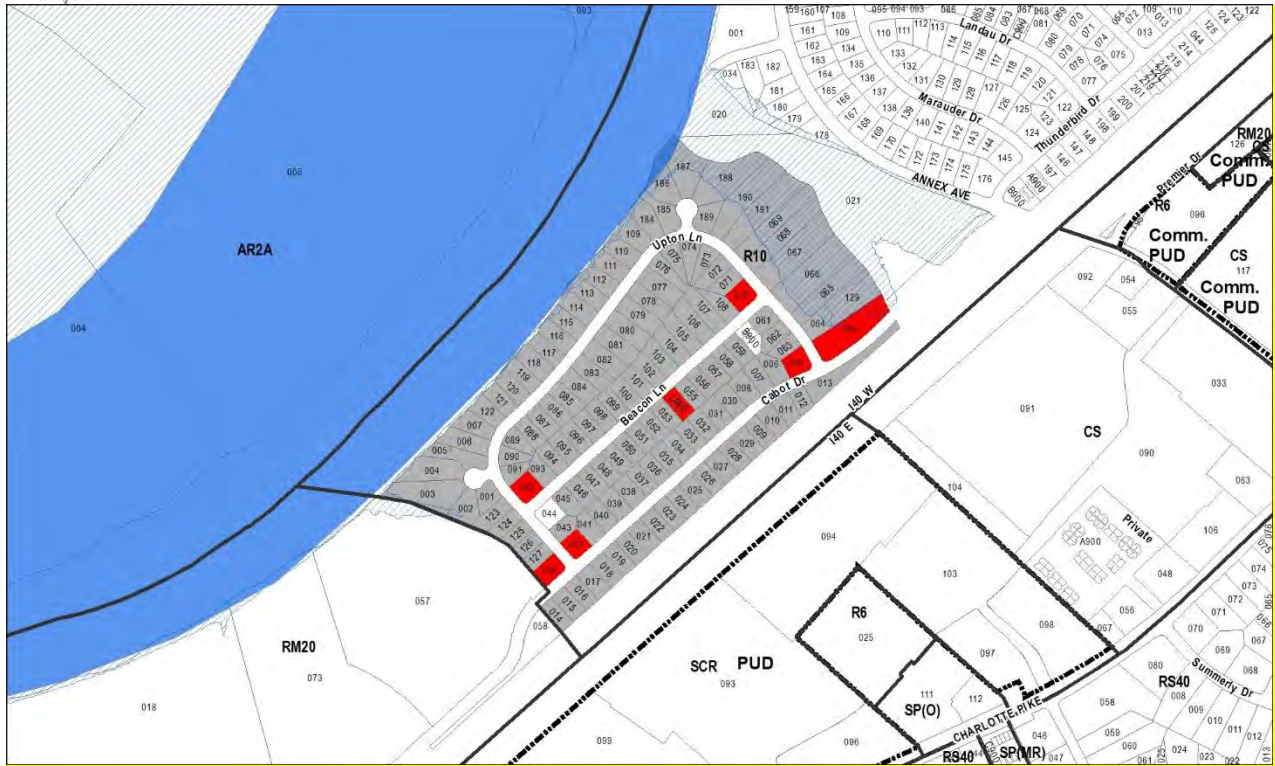
Substitute

Staff recommends approval with a substitute to remove the following parcels from the rezoning:

Parcels: 10207012800, 10207004200, 10207009200, 10207007000, 10207000500,
10207000400, 102070C90000CO, 102070C90000CO, 102070C90000CO



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*Red parcels indicate those staff recommends be removed from the zone change.

STAFF RECOMMENDATION

Staff recommends approval of a substitute ordinance.



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2020Z-093PR-001

Map 070-07, Parcel(s) 069-070

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



Project No.	Zone Change 2020Z-093PR-001
Council District	02 – Toombs
School District	1 – Gentry
Requested by	DY Properties II LLC, applicant and owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from R8 to RM20A-NS.

Zone Change

A request to rezone from One and Two-Family Residential (R8) to Multi-Family Residential – Alternative – No Short Term Rental (RM20-A-NS) zoning for properties located at 917 and 919 W Trinity Lane, approximately 720 feet east of Old Buena Vista Road (0.33 acres).

Existing Zoning

One and Two-Family Residential (R8) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8 would permit a maximum of 1 duplex lot for a total of 2 units.*

Proposed Zoning

Multi-family Residential – Alternative – No Short Term Rental (RM20-A-NS) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. The -NS designation prohibits Short Term Rental Property – Owner Occupied and Short Term Rental Property - Not-Owner Occupied uses from the district. *RM20-A-NS would permit a maximum of 6 units.*

BORDEAUX - WHITES CREEK - HAYNES TRINITY COMMUNITY PLAN

T4 Urban Residential Corridor (T4 RC) is intended to maintain, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

Supplemental Policy

This site is located within the Haynes Trinity Small Area Plan area of the Bordeaux-Whites Creek-Haynes Trinity Community Plan area. The intent of the supplemental policy is to create and enhance neighborhoods with greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. The policy calls for improvement of the existing street, sidewalk, bikeway, and stormwater infrastructure to T4 Urban Transect standards through new private-sector development.



Metro Planning Commission Meeting of 8/27/20

SITE AND CONTEXT

The 0.33-acre site is located on the North side of W Trinity Lane. The parcels included in this site are double-frontage parcels with the rear of the site abutting unimproved right-of-way for Day Street. Recently, an approximately 26-acre Specific Plan zoning district (2019SP-072-001) was approved by the Planning Commission and adopted by Metro Council (BL2020-212) on the property north of unimproved Day Street; the approved SP proposes abandonment of this portion of the Day Street right-of-way to the rear of this site. The site is currently vacant and is surrounded by other vacant land, single-family, and institutional land uses.

ANALYSIS

The subject site fronts onto an Arterial Boulevard and is within the Urban Residential Corridor policy (T4 RC). The intent of the T4 RC policy is to enhance the W Trinity Lane corridor with high-density residential developments that are served by a variety of transportation modes. Staff finds the proposed RM20-A-NS zoning district to be consistent with the T4 RC land use policy as the requested zoning district will allow for a level of intensity and building form that is appropriate for this urban area that intends to be multi-modal and have “complete streets”. The proposed alternative zoning district has bulk standards that will require future development to be urban in form and will create a walkable environment that addresses the W Trinity Lane corridor in an appropriate fashion.

The requested zone change is also consistent with the Haynes Trinity Small Area Plan as the requested zoning district will enhance the area’s housing choice with development that bolsters the pedestrian experience on W Trinity Lane.

FIRE MARSHAL RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: **R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.33	5.445 D	2 U	19	2	2

*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM20-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)	0.33	20 D	6 U	44	3	4



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Traffic changes between maximum: **R8 and RM20-NS**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+4 U	+25	+1	+2

METRO SCHOOL BOARD REPORT

Projected student generation existing R8 district: 0 Elementary 0 Middle 0 High

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

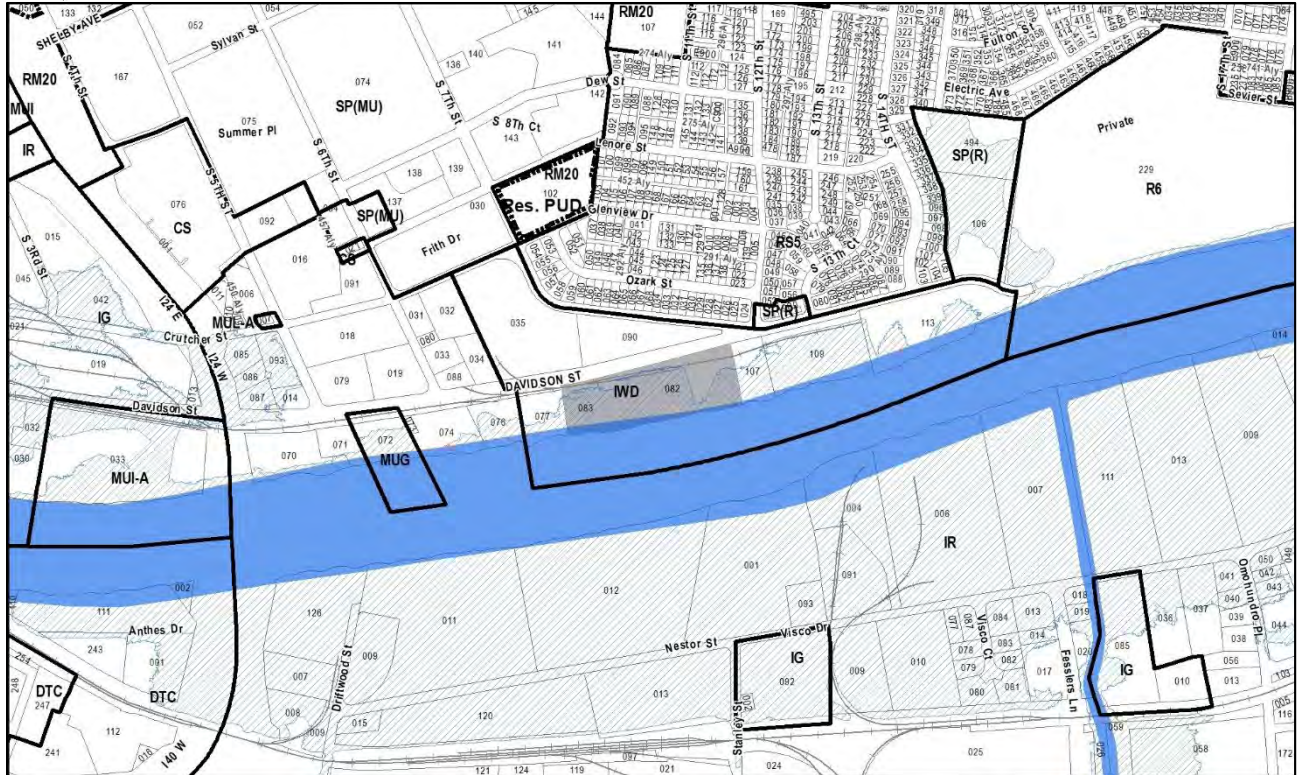
The proposed RM20-A-NS zoning district will generate 3 additional students beyond what would be generated under the existing R8 zoning district. Students would attend Lillard Elementary, Joelton Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends approval of rezoning the property to RM20-A-NS



Metro Planning Commission Meeting of 8/27/20



2020Z-094PR-001

Map 093-08, Parcel(s) 082-083

05, East Nashville

06 (Brett Withers)



Project No.	Zone Change 2020Z-094PR-001
Council District	06 - Withers
School District	5 - Buggs
Requested by	Cushman & Wakefield, applicant; GPT Murfreesboro Davidson Owner, LLC, owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IWD to MUG-A.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use General – Alternative (MUG-A) zoning for properties located at 1106 Davidson Street and 690 Davidson Street, approximately 715 feet east of S. 5th Street (7.97 acres).

Existing Zoning

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

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The 7.97 acre site is comprised of two existing parcels, located on the south side of Davidson Street, near the intersection of S. 12th Street and Davidson Street. The southern property line abuts the river. Both parcels have been developed with large, industrial structures.

The properties along Davidson Street are zoned IWD and Industrial Restrictive (IR) and have been developed with industrial structures. Properties north of Davidson Street, are zoned Single-Family Residential (RS5) and have been developed with single-family residential uses.



Metro Planning Commission Meeting of 8/27/20

The proposed zoning district is consistent with the existing policy to create and enhance mixed-use developments. The proposed zoning district, MUG-A, includes the Alternative zoning standards to create an urban design form as the site is located within the Urban Zoning Overlay (UZO). The T5 MU Policy states that the size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas should be considered when looking at zone changes. At nearly 8 acres and located along a collector street, the site is appropriate for a mixed-use development. Davidson Street supports more intense development than the existing area to north, with local streets and the existing residential pattern. There is a transition in policies from residential policy, Urban Neighborhood Evolving (T4 NE) Policy and single-family land uses to the north, transitioning to more intense mixed-use development, along a corridor, to the south where the site is located. A natural border to the south is created by the river.

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

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	7.97	0.8 F	277,738 SF	485	59	62

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	3.99	3.0 F	521 U	3898	229	257

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	1.99	3.0 F	260,053 SF	16506	827	1779

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	1.99	3.0 F	260,053 SF	21803	190	2029



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Traffic changes between maximum: IWD and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+41,722	+1,187	+4,003

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

Staff recommends approval.



Metro Planning Commission Meeting of 8/27/20



2020Z-097PR-001

Map 093-03, Parcel(s) 126, 132-133

05, East Nashville

06 (Brett Withers)



Project No.	Zone Change 2020Z-097PR-001
Council District	06 – Withers
School District	5 – Buggs
Requested by	Barge Cauthen and Associates, applicant; Samaritans Inc. and Samaritans Recovery Community, owners.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from RM20 to MUG-A.

Zone Change

A request to rezone from Multi-Family Residential (RM20) to Mixed Use General - Alternative (MUG-A) zoning for properties located at 407 S 4th Street and S 5th Street (unnumbered), at the northwest corner of S 5th Street and Shelby Avenue (2.38 acres).

Existing Zoning

Multi-family Residential (RM20) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre. *RM20 would permit a maximum of 47 units.*

Proposed Zoning

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

EAST NASHVILLE COMMUNITY PLAN

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

SITE AND CONTEXT

The 2.38 acre site is located at the north-east corner of 4th Street and Shelby Avenue. The site consists of three parcels with a partially improved alley and alley right-of-way separating the parcel closest to the corner of the intersection from the other two parcels. Shelby Avenue is designated as an Arterial Boulevard in the Major and Collector Street Plan. The property is in the Urban Zoning Overlay. The property currently has community and multi-family residential land use and is surrounded by other multi-family land uses.



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ANALYSIS

The subject site is located within the Center Mixed Use Neighborhood policy (T5 MU). The intent of the T5 MU policy is to enhance or create high-intensity mixed use neighborhoods. Staff finds the proposed Mixed-Use General - Alternative (MUG-A) zoning district to be consistent with the T5 MU land use policy as the MUG-A zoning district will allow for a variety of residential and commercial uses with a development intensity that is appropriate for this area. The proposed alternative zoning district bulk standards will require future development to address the street with an urban building form in a way that will enhance the pedestrian environment, consistent with the T5 MU policy.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- TIS may be required at time of development.

Maximum Uses in Existing Zoning District: RM20

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	2.38	20 D	47 U	345	22	27

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	1.20	3.0 F	156 U	1139	73	88

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	.59	3.0 F	77,101 SF	4894	246	528

Maximum Uses in Proposed Zoning District: MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	.59	3.0 F	77,101 SF	6465	57	602

Traffic changes between maximum: RM20 and MUG-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+12,153	+354	+1,191



Metro Planning Commission Meeting of 8/27/20

METRO SCHOOL BOARD REPORT

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

STAFF RECOMMENDATION

Staff recommends approval of rezoning the property to MUG-A.



Metro Planning Commission Meeting of 8/27/20



2020Z-098PR-001
Map 081-16, Parcel 454
08, North Nashville
19 (Freddie O'Connell)



Project No.	Zone Change 2020Z-098PR-001
Council District	19 - O’Connell
School District	5 - Buggs
Requested by	Fulmer Lucas Engineering LLC, applicant; Bayside Builders LTD. and Donald Battle, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CS to MUL-A-NS.

Zone Change

A request to rezone from Commercial Services (CS) to Mixed Use Limited – Alternative – No Short Term Rentals (MUL-A-NS) zoning for property located at 1033 12th Avenue North, approximately 50 feet south of Jefferson Street and located within the Jefferson Street Redevelopment District Overlay (0.29 acres).

Existing Zoning

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

Proposed Zoning

Mixed Use Limited-Alternative-No Short Term Rentals– (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 districts prohibit short term rental properties – owner occupied and short-term rental properties – not-owner occupied.

NORTH NASHVILLE COMMUNITY PLAN

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

ANALYSIS

Staff recommends approval as the proposed MUL-A-NS zoning district is consistent with the T4 CM land use policy. The proposed zoning district is more appropriate than the current zoning district as it allows for a mixture of uses, including residential, office and commercial where the current zoning only allows for commercial uses. The subject property is located one property south of Jefferson Street which is a major mixed-use corridor. Jefferson Street is a bus route and there is a bus stop within 50 feet of the subject property.



Metro Planning Commission Meeting of 8/27/20

Additional residential density and more intense nonresidential uses permitted by the proposed zoning district can support public transit by increasing ridership through additional bodies and foot traffic.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code.

TRAFFIC AND PARKING RECOMMENDATION

Approve

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.29	0.6 F	7,579 SF	482	25	52

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)	0.15	1.0 F	6 U	44	3	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.07	1.0 F	3,049 SF	194	10	21

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)	0.07	1.0 F	3,049 SF	256	3	24

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
-	-	-	-	+12	-9	-3



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METRO SCHOOL BOARD REPORT

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

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

The proposed MUL-A-NS district would generate one more student than the existing CS zoning district. Students would attend Park Avenue Elementary School, McKissack Middle School, and Pearl-Cohn High School.

STAFF RECOMMENDATION

Staff recommends approval.



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2020Z-099PR-001
Map 105-03, Parcel(s) 034, 036
11, South Nashville
17 (Colby Sledge)



Project No.	Zone Change 2020Z-099PR-001
Council District	17 - Sledge
School District	5 – Buggs
Requested by	Fulmer Lucas Engineering LLC, applicant; Maxicab TN and Terrell Starks, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from CS and R6 to MUL-A-NS

Zone Change

A request to rezone from Commercial Service (CS) and One and Two-Family Residential (R6) to Mixed Use Limited – Alternative – No Short-Term Rental (MUL-A-NS) zoning for properties located at 1119 and 1123 3rd Avenue South, approximately 75 feet north of Chestnut Street (0.23 acres).

Existing Zoning

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

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

Mixed Use Limited – Alternative – No Short-Term Rental (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.

SOUTH NASHVILLE COMMUNITY PLAN

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, 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.

Supplemental Policy - Wedgewood Houston Chestnut Hill

The Wedgewood-Houston Chestnut Hill (WHCH) Planning Study is a supplement to and part of the South Nashville Community Plan of NashvilleNext. The supplemental policy addresses land use, transportation, and community design at the neighborhood scale. The subject site is in subdistrict 4b–North Wedgewood-Houston. This subdistrict contains a variety of one-story industrial



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and small-scale commercial uses and has seen very little development activity in recent years. In the near term, it is intended to retain its low slung character and industrial uses, adding maker and artisan manufacturing over time.

ANALYSIS

The parcels are located along the south west side of 3rd Avenue South which is as a local street which is part of a large grid street system. Typical development in this Character Area contains small-scale light industrial strip uses, such as auto repair, equipment rental, and building supply companies. This area should redevelop with a mixture of uses based on the subdistrict guidance. The proposed zoning allows for a mixture of uses including commercial and residential, with building placement and bulk standards designed to create walkable neighborhoods. There are numerous parcels surrounding this site which are currently zoned MUL-A. The requested MUL-A zoning in this part of Subdistrict 4B would achieve consistency with existing zoning on this part of the corridor. The requested zoning also allows for redevelopment of a site that has existing infrastructure in a way that enhances the street frontages and meets the goals of the policies. The existing CS zone district is inconsistent with the T4 Urban Mixed Use policy, this request would alleviate the conflict. The rezoning is consistent with the T4 Urban Mixed Use Neighborhood policy and the Wedgewood Houston-Chestnut Hill Supplemental Policy and therefore staff recommends approval.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Limited building or construction details provided. Subject to full and complete plan review for compliance with adopted building and fire code.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

Maximum Uses in Existing Zoning District: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.13	0.6 F	3,379 SF	215	11	24

Maximum Uses in Existing Zoning District: R6

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.1	7.26 D	1 U	10	1	1

*Based on two-family lots

Maximum Uses in Proposed Zoning District: MUL-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.11	1.0 F	4 U	30	2	3



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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.06	1.0 F	2,613 SF	166	9	18

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.06	1.0 F	2,613 SF	220	2	21

Traffic changes between maximum: **CS, R6 and MUL-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+191	+1	+17

METRO SCHOOL BOARD REPORT

**Projected student generation existing CS & R6 district: 1 Elementary 0 Middle 0 High
 Projected student generation proposed MUL-A district: 1 Elementary 1 Middle 0 High**

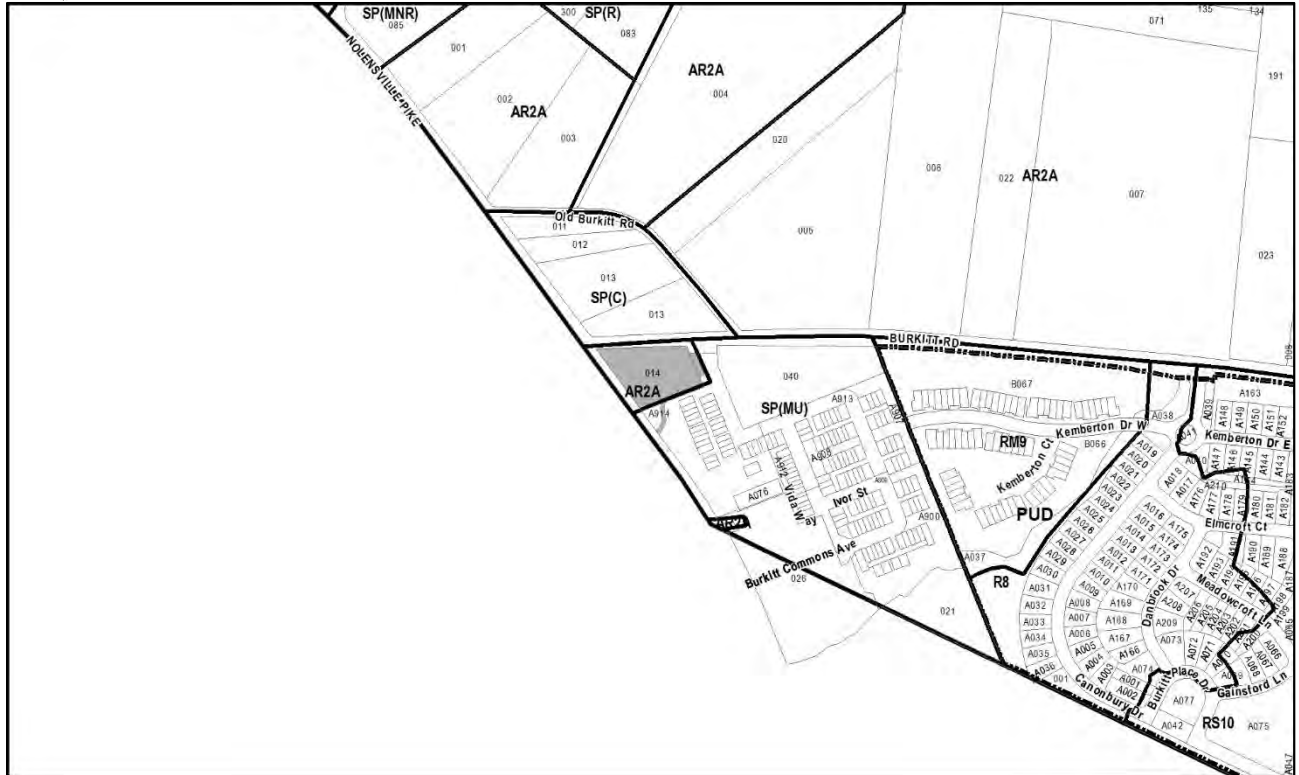
The proposed MUL-A-NS zone district will generate 1 additional student than what could be generated under the existing CS and R6 zoning. Students would attend Whittsitt, Cameron Middle School, and Glencliff High School.

STAFF RECOMMENDATION

Staff recommends approval as the request is consistent with the T4 Urban Mixed-Use Neighborhood and the Wedgewood Houston- Chestnut Hill Supplemental Policy.



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2015SP-084-003

BURKITT COMMONS (AMENDMENT)

Map 186, Parcel(s) 014

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

12, Southeast

31 (John Rutherford)



Project No.	Specific Plan 2015SP-084-003
Project Name	Burkitt Commons (Amendment)
Council District	31 – Rutherford
School District	2 – Elrod
Requested by	Smith Gee Studio, applicant; Magnolia Properties and Regent Homes, LLC, owners.

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

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

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



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Proposed Amendment Area



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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 implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses. 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.

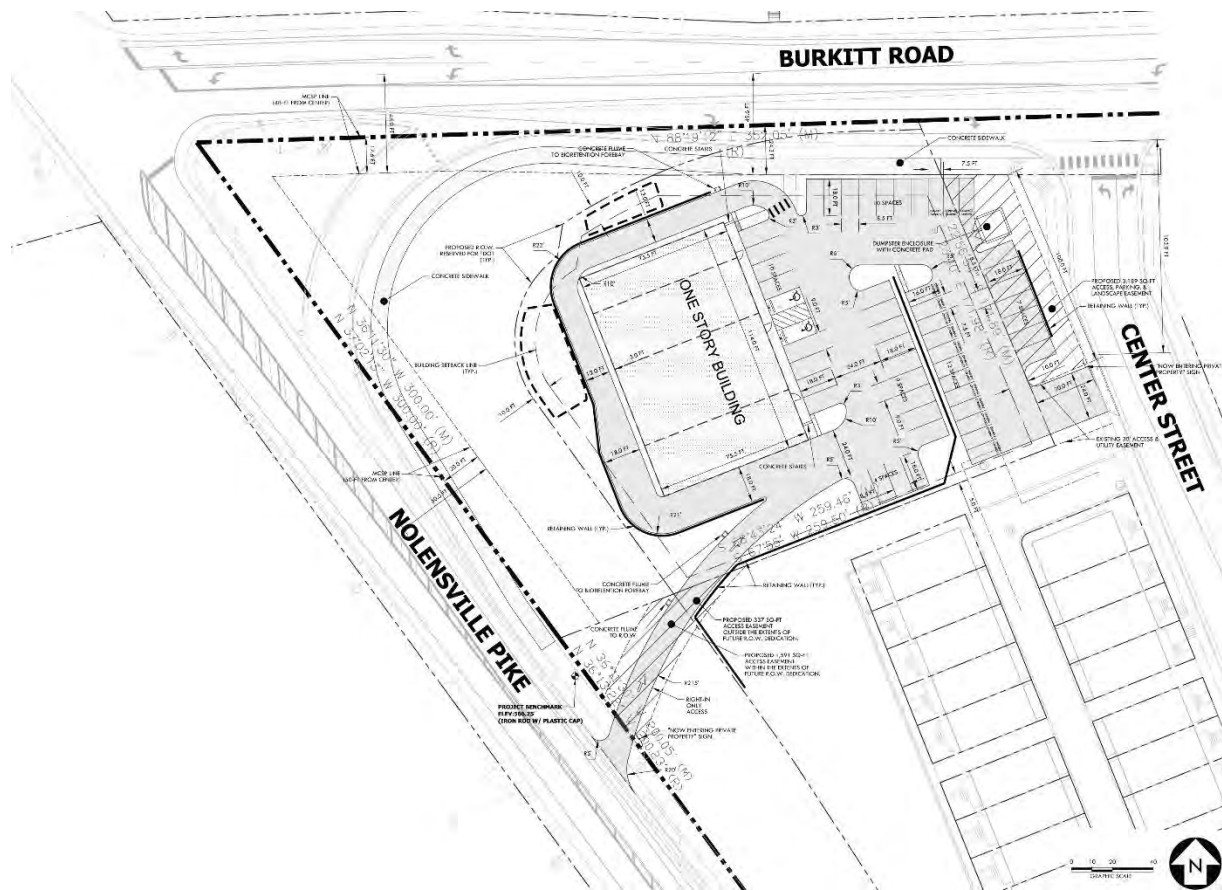
Specific Plan (Amendment)

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.

PUBLIC WORKS RECOMMENDATION

Approved with conditions



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- 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.

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,



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- 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.



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2016SP-055-002

1324 2nd AVENUE NORTH (AMENDMENT)

Map 082-09, Parcel(s) 234

08, North Nashville

19 (Freddie O'Connell)



Project No. Specific Plan 2016SP-055-002
Project Name 1324 2nd Avenue North (Amendment)
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Smith Gee Studio, applicant; Neuhoff Acquisition LLC, owner.

Deferrals This item was deferred from the July 23, 2020, Planning Commission meetings. No public hearing was held.

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

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,



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Proposed Site Plan



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41,000 square 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.

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 an existing 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. This bridge is proposed to be privately maintained and done in coordination with Metro Parks to ensure that the bridge remains publicly accessible and does not encumber the greenway in anyway.

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. Several of the recommended conditions of approval for this application were identified in coordination with the Greenways division of Metro Parks in an effort to ensure the proposed pedestrian bridge does not encumber the greenway and that the pedestrian bridge remains a public benefit.

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.



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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.

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



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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

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



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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.

CONDITIONS

1. Permitted uses shall be limited to 232,500 square feet of non-residential uses and 280 multi-family units. The permitted uses for the non-residential uses 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



Project No.	Specific Plan 2020SP-015-001
Project Name	Hamilton SP
Council District	29 – Porterfield
School District	7 – Player-Peters
Requested by	StateStreet Group, LLC, applicant; The Quarter Jackson, LLC, Buford Jones, Janice Culbertson, James Jones, and Duke-Weeks Realty L.P., owners.
Deferrals	This item was deferred from the March 26, 2020, April 9, 2020, May 28, 2020, and June 25, 2020, Planning Commission meetings. No public hearing was held.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit all uses of IWD zoning.

Preliminary SP

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

Existing Zoning

Industrial Warehousing/Distribution (IWD) is intended for a wide range of warehousing, wholesaling, and bulk distribution uses. *Approximately 46 acres is zoned IWD.*

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. *R20 would permit a maximum of 58 lots with 14 duplex lots for a total of 72 units, based on the approximate 27 acres that is zoned R20.*

Proposed Zoning

Specific Plan-Mixed Industrial (SP-MI) 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 industrial uses and a mix of office, and commercial uses.



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Proposed Regulatory SP Start

Development Summary	
SP Name	Hamilton
SP Number	2020SP-015-001
Council District	29, Porterfield

Site Data Table	
Site Data	73 Acres
Map and Parcel	Map 121, Parcels 00015700, 00017400, 110A00500CO, and Map 135, Parcel 00019100
Existing Zoning	R20 and IWD
Proposed Zoning	SP - Regulatory
Allowable Land Uses	All uses permitted in IWD

Specific Plan (SP) Standards

1. No vehicular access to Ned Shelton Road is permitted.
2. Landscape buffers will be required along all common property or right-of-way lines per Metro Zoning regulations, with a standard "D" buffer required along Ned Shelton Road.
3. Open space shall be provided along all Ned Shelton Road frontage with a minimum depth of 200 feet measured from the right-of-way line.
4. The platted common area on Parcel 121110A00500CO shall be retained as common area unless or until a final plat is recorded that removes the common area designation.
5. If a development standard is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the IWD zoning district as of the date of the applicable request or application.
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. The final site plan and building permit review will be combined into one submittal.
8. 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.

Proposed Regulatory SP End

Proposed regulatory plan



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SITE CONTEXT AND PLAN DETAILS

The vacant site comprises 4 parcels located on approximately 73 acres, south of Couchville Pike at the corner of Ned Shelton Road and Bell Road. The R20-zoned portion is located on the southern half of the site and along Ned Shelton Road, wrapping the eastern boundary. The IWD-zoned portion is located on the northern half, behind the residentially zoned portion that fronts Ned Shelton Road. Surrounding properties along Ned Shelton Road are zoned for residential and agricultural uses, and properties located directly to the west and on the south side of Couchville Pike are predominantly zoned for and contain existing industrial uses.

In 2019, Metro Council approved a request to rezone from R20 to IWD zoning for the portion of the site that is currently zoned IWD. The current R20/IWD zoning boundary reflects the community's desire to limit access to Ned Shelton Road.

The plan proposes to permit all uses of the IWD zoning district. Access will be restricted from Ned Shelton Road. The proposal also includes a requirement for open space to be included along Ned Shelton Road, spanning the approximate depth of the current R20/IWD zoning boundary that was established in the 2019 rezone.

ANTIOCH-PRIEST LAKE COMMUNITY PLAN

D Employment Center (D EC) is intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

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.

CO policy at this site recognizes areas of potential steep slopes, a stream, wetland, and associated stormwater regulation buffers.

ANALYSIS

The SP is consistent with the District Employment Center policy at this site, which supports light industrial uses in appropriate locations. The proposed zone change would allow various uses pertaining to wholesaling, warehousing and bulk distribution uses, which are appropriate in the District Employment Center policy. No access to Ned Shelton Road will be permitted with the plan, consistent with policy guidance to ensure compatibility with the non-industrial uses in the area. Staff has included a condition further limiting total square footage and the percentage of that square footage that may be commercial (non-industrial) uses.



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

PUBLIC WORKS RECOMMENDATION

Approve with conditions



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- If any public road infrastructure is to be constructed with this development, then the design and construction is to comply with all applicable MPW standards and specifications.
- The design of this site should discourage industrial truck traffic utilizing Ned Shelton for ingress and egress.
- Applicant is to coordinate this design with MPW, prior to submittal of the Final SP. Comply w/ TIS.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Regulatory 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.

STORMWATER RECOMMENDATION

Approve with conditions

- Must comply with regulations set at the time of final submittal.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

Metro Public Works recommends approval with conditions and disapproval without all conditions.

- A detailed TIS is required with each Final SP submittal to determine specific transportation improvements.
- At a minimum, the applicant shall widen Couchville Pike to three lanes per the MCSP and include curb and gutter from Airpark Center East to Bell Road with the first phase of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	46	0.8 F	1,603,008 SF	2579	218	221

Maximum Uses in Existing Zoning District: **R20**

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)	27	2.178 D	72 U	769	56	75

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	73	0.8 F	2,543,904 SF	4065	331	334



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Traffic changes between maximum: IWD, R20 and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+817	+57	+38

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

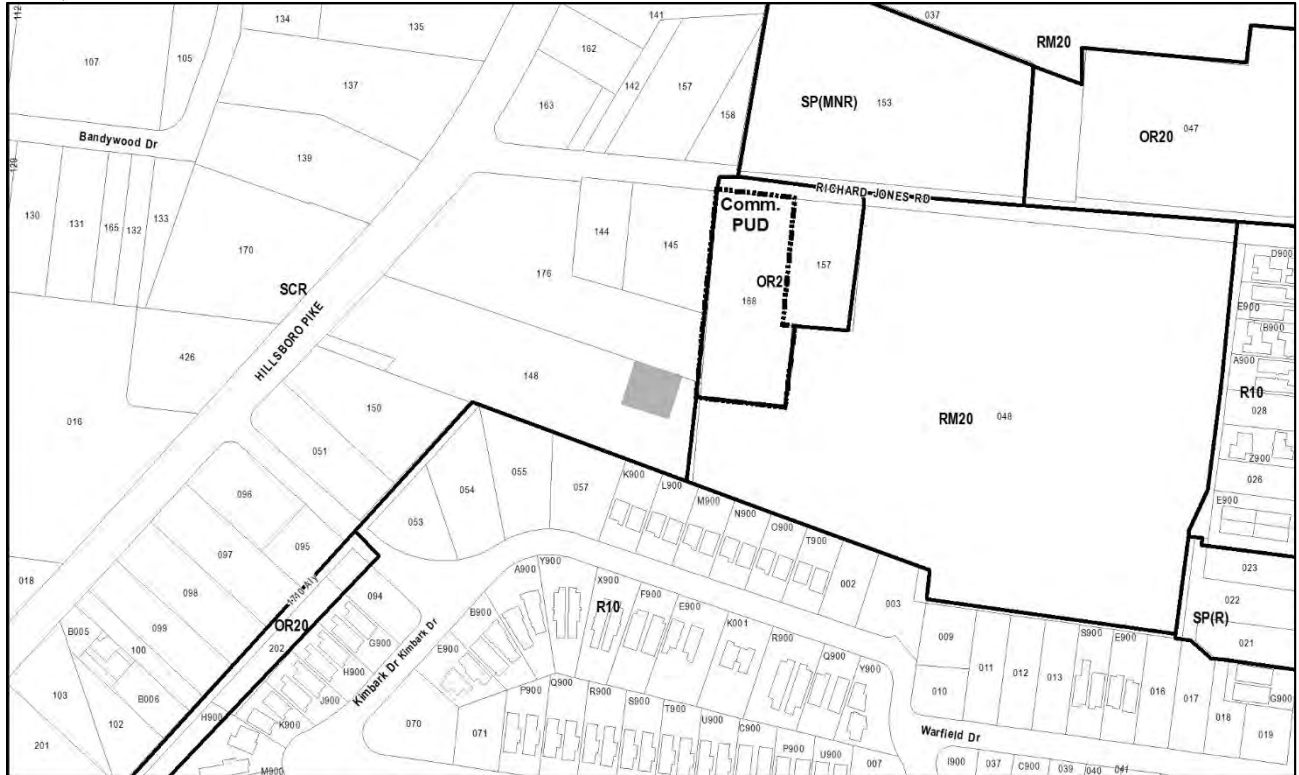
1. Uses within this SP shall be limited to all uses of the IWD zoning district. This SP shall be limited to a total floor area of no more than 1,200,000 square feet of floor area, with no more than 5% (60,000 square feet) of that total floor area to be used for Commercial uses, including but not limited to retail and restaurant uses. For purposes of this condition, Office uses and showroom uses will not be considered Commercial. Refer to the Metro Zoning Code for Commercial uses.
2. Comply with all conditions and requirements of Metro reviewing agencies.
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 IWD zoning district as of the date of the applicable request or application.
4. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
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.



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



Project No. Specific Plan 2020SP-031-001
Project Name Dogtopia -Green Hills
Council District 25-Pulley
School District 8 -Pupo Walker
Requested by Dale and Associates, applicant; Green Hills Court, owner.

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

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

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).



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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



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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 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 MARSHAL 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.



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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.

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.



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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; Metro Council.

Deferrals This item was heard at the February 27, 2020, Planning Commission meeting. A public hearing was held and closed. The application has deferred several times since then, however, new public notice was sent in advance of this meeting.

Staff Reviewer Lewis

Staff Recommendation *Approve.*

APPLICANT REQUEST

Apply Historic Preservation Overlay District.

Historic Preservation Overlay District

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

Existing Base Zoning

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

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

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

Proposed Overlay

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



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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.

Consistent with Policy?

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

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

REQUEST DETAILS

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

Background:

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

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

Analysis and Findings:

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

The two buildings listed in the National Register of Historic Places are the Mill building (1200-1310 Clinton Street) and the Administrative building (1305 Clinton Street). In 1995, the National Park Service found the district eligible for the National Register of Historic Places under Criterion A of the National Register's criteria for its significance to the industrialization of Nashville and Tennessee between 1881 and 1914. Marathon Village represents Nashville's and



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the state's industrial and economic history, reflected in the changing uses of the buildings from Nashville Cotton Mills to Marathon Motor Works. Although the building underwent modifications in the period between serving as a cotton mill and an automobile manufacturing plant, few changes have occurred since 1912.

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

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

METRO HISTORIC ZONING COMMISSION RECOMMENDATION

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

STAFF RECOMMENDATION

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



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, June 25, 2020, and the July 23, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Concept plan to create 25 single-family residential lots.

Concept Plan

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

HISTORY

On November 19, 2015, the Planning Commission approved a concept plan on this site for 24 single-family lots. The layout of the 2015 plan is, for the most part, consistent with the layout of the current proposal, but the current plan has one additional lot. Concept plan approval is valid for four years and the previous approval expired on November 19, 2019.

SITE DATA AND CONTEXT

Location: West side of Payne Road in Antioch. Payne Road is a dead-end and is accessed by Reeves Road to the north. A CSX railway runs along the western site boundary and Antioch Pike is approximately a quarter mile to the west of the site.

Street Type: Payne Road is a local street with approximately 30’ of right-of-way and approximately 20’ of pavement width.

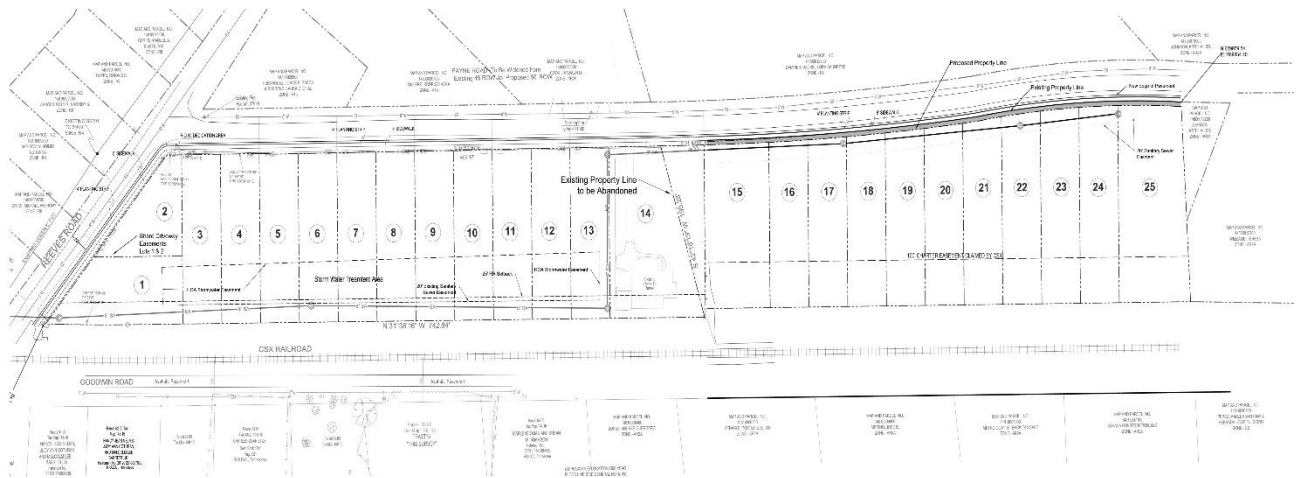
Approximate Acreage: 7.39 acres or 321,908 square feet.

Parcel/Site History: This site is comprised of two parcels. Parcel 121 was originally created by deed in 1960 and parcel 120 was created in 1967.

Zoning History: The site has been zoned RS7.5 since 1998. The site is also within the Airport Impact Overlay (OV-AIR) and the Payne Road Urban Design Overlay (UDO). The OV-AIR was adopted in 1997, and the UDO was adopted in 2017.



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Proposed Subdivision



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Existing land use and configuration: The site consists one single-family residence and vacant residential land. The site has previously been graded.

Surrounding land use and zoning:

- North: One and Two-Family Residential (R8)
- South: Agricultural and Residential (AR2a)
- East: One and Two-Family Residential (R8, R15); Agricultural and Residential (AR2a)
- West: Agricultural and Residential (AR2a)

Zoning: Single-Family Residential (RS7.7) is intended for single-family dwellings at a density of 4.94 dwelling units per acre. RS7.5 would permit a maximum of 42 residential units.

- Min. lot size: 7,500 square feet
- Max. height: 2 stories, 30' (per UDO)
- Min. street setback: 20'
- Min. rear setback: 20'
- Min. side setback: 5'
- Max. building coverage: 0.45

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

The Payne Road UDO provides additional standards for height, garages and accessory structures, access and driveways, building materials, foundations, glazing, entrances and fences and walls.

PROPOSAL DETAILS

This proposal is for concept plan approval under existing zoning entitlements. No rezoning is proposed with this application.

Number of lots: 25

Lot sizes: Lots range in size between 7,552 sq. ft. to 23,333 sq. ft.

Access: Access is from Payne Road and Reeves Road.

Subdivision Variances or Exceptions Requested: None



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APPLICABLE SUBDIVISION REGULATIONS

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

3-1 General Requirements

Staff finds that all standards are met.

3-2 Monument Requirements

Not applicable to this case. No new streets are proposed to be constructed.

3-3 Suitability of the Land

Not applicable to this case. Based on available data, this site does not contain FEMA floodway or floodplain, steep slopes as identified on Metro's topographical maps, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of RS7.5 zoning at the time of building permit. All proposed lots have frontage on a public street, Payne Road.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan. This applies to areas that are previously subdivided and predominantly developed.

The proposed subdivision is not within an area that has been previously subdivided or predominantly developed; therefore, it is not classified as an infill subdivision.

3-6 Blocks

Not applicable to this case. This proposal is for an infill subdivision. No new blocks are being created.

3-7 Improvements

This concept plan will require improvements including but not limited to road widening and sidewalk construction. Right-of-way dedications are also required along Payne Road and Reeves Road in order to allow adequate right-of-way for the required infrastructure. Construction drawings are required with the final site plan and must be approved by all



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reviewing Metro Agencies. Prior to the lots being recorded, the required public infrastructure must be constructed and accepted by Metro or bonded.

- 3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities**
A five foot wide sidewalk and four foot wide planting strip is required along the property frontage with Payne Road and Reeves Road.
- 3-9 Requirements for Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-10 Requirements for Dedication, Reservations, or Improvements**
A right-of-way dedication is required along Payne Road and Reeves Road. The dedications are required to provide adequate room for new public infrastructure.
- 3-11 Inspections During Construction**
This section is applicable at the time of construction, which for this proposed subdivision, will occur after final site plan approval.
- 3-12 Street Name, Regulatory and Warning Signs for Public Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-13 Street Names, Regulatory and Warning Signs for Private Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-14 Drainage and Storm Sewers**
Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.
- 3-15 Public Water Facilities**
Metro Water Services has reviewed this proposed concept plan for water and has recommended approval with conditions.
- 3-16 Sewerage Facilities**
Metro Water Services has reviewed this proposed concept plan for sewer and has recommended approval with conditions.
- 3-17 Underground Utilities**
Not applicable to this case. Utilities are required to be located underground whenever a new street is proposed. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.



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PLANNING STAFF COMMENTS

The proposed concept plan meets the standards of the Subdivision Regulations and Metro Zoning Code. The next step in the subdivision process for this proposal is final site plan review. The final site plan review is the review of construction plans for the development. Once construction drawings are approved, development of the site can begin. The required infrastructure associated with this proposal must be completed and accepted or bonded prior to the lots being recorded. The standards of the Payne Road Urban Design Overlay will be enforced with each building permit. Staff recommends approval with conditions as the proposed subdivision meets the requirements of the Subdivision Regulations, Metro Zoning Code and is not in conflict with the Payne Road Urban Design Overlay.

COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A shared access drive between Lot 1 and lot 2 and located an appropriate distance from RR may be required on Reeves Road frontage.

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Concept Plan only, Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans; - Remaining Capacity fees must be paid before issuance of building permits.

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
2. Comply with all conditions and requirements of Metro agencies.



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RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2015S-166-002 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, Payne Road Urban Design Overlay and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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2020S-054-001
408 FARRIS – FOUR LOT
Map 052-03, Parcel(s) 139
04, Madison
09, (Tonya Hancock)



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

Deferrals This item was deferred from the June 25, 2020, and the July 23, 2020, Planning Commission meetings. A public hearing was held and closed on June 25, 2020.

Staff Reviewer Swaggart
Staff Recommendation *Approve with conditions.*

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).

SITE DATA AND CONTEXT

Location: West side of Farris Avenue, south of the intersection of Farris Avenue and New Providence Pass. Approximately 0.35 miles south of Old Hickory Boulevard and 1.35 miles east of Gallatin Pike in Madison.

Street type: Farris Avenue is a local street with 50 feet of existing right-of-way.

Approximate Acreage: 0.98 acres or 42,689 square feet

Parcel/Site History: This site is comprised of a single parcel. The parcel was originally created by deed in 1971. The parcel configuration has not changed since that time.

Zoning History: This site has been zoned RS10 since 1998, when the entirety of Davidson County was rezoned concurrent with the adoption of the current Zoning Code. Prior to that, this site was zoned R10 as far back as 1974.

Existing land use and configuration: single parcel containing one single-family residence

Surrounding land use and zoning:

- North: single-family residential (RS10)
- South: single-family residential (RS10)
- East: single-family residential (RS10)
- West: single-family residential (RS40)



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Zoning: Single-Family Residential (RS10) is intended for single-family dwellings at a density of 3.7 dwelling units per acre. *RS10 would permit a maximum of four residential units.*

- Min. lot size: 10,000 square feet
- Max. height: 3 stories
- Min. street setback: contextual setback based on the average setback of the four nearest single-family or two-family houses oriented to the same street on the same block face. The setback will be applied at building permit.
- Min. rear setback: 20'
- Min. side setback: 5'
- Max. building coverage: 0.04

PROPOSAL DETAILS

Number of lots: 4

Lot sizes: All lots are approximately 10,033 square feet in size.

Access: Access is via Farris Avenue, an existing local street with a pavement width of 27' and a right-of-way width of 50'.

Subdivision Variances or Exceptions Requested: None

3-1 General Requirements

This subdivision is required to meet the standards of Chapter 3. Staff finds that all standards are met.

3-2 Monument Requirements

Not applicable to this case. No new streets are proposed to be constructed.

3-3 Suitability of the Land

Not applicable to this case. Based on available data, this site does not contain FEMA floodway or floodplain, steep slopes as identified on Metro's topographical maps, rock formations, problem soils, sinkholes, other adverse earth formations or topography, utility easements, or other features which may be harmful to the safety, health and general welfare of the inhabitants of the land and surrounding areas.

3-4 Lot Requirements

All proposed lots comply with the minimum lot size of the zoning code. Any development proposed on the resulting lots will be required to meet the bulk standards and all other applicable regulations of R6 zoning at the time of building permit. All proposed lots have frontage on Watts Lane.

3-5 Infill Subdivisions

In order to ensure compatibility with the General Plan, the Commission has adopted specific regulations applicable to infill subdivisions, defined as residential lots resulting from a proposed subdivision within the R, R-A, RS, and RS-A zoning districts on an



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existing street. If a proposed infill subdivision meets all of the adopted applicable regulations, then the subdivision is found to be harmonious and compatible with the goals of the General Plan.

3-5.2 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Maintenance, except where a Special Policy and/or a Designated Historic District exists. The following criteria shall be met to determine compatibility of proposed infill lots to surrounding parcels.

This site is within a Neighborhood Evolving policy area; therefore, the criteria outlined in this section do not apply.

3-5.3 Criteria for Determining Compatibility for policy areas designated in the General Plan as Neighborhood Evolving and/or Special Policies, except within Designated Historic Districts.

This site is within a Neighborhood Evolving policy area and is subject to this section of the Subdivision Regulations.

a. All minimum standards of the zoning code are met.

Complies. Lots meet all requirements of the Metro Zoning Code.

b. Each lot has street frontage or meets the requirements of Section 3-4.2.b for fronting onto an open space or meets the requirements of Sections 4-6.3 or 5-3.1 for fronting onto an open space. All four lots have frontage onto Farris Avenue.

c. The current standards of all reviewing agencies are met. All agencies reviewing this plat have recommended approval or approval with conditions.

d. The proposed lots comply with any applicable special policy. There are no special policies that apply to this site.

3-5.4 Criteria for Determining Compatibility for Designated Historic Districts.

Not applicable. This site is not within an area designated as Historic.

3-5.5 Infill Subdivision Frontage. Infill lots with a street frontage of less than 50' and without access to an improved alley are required to be accessed via a shared drive. All lots are less than 50' wide and shared access is required. As proposed, Lot 1 and Lot 2 will share a driveway and Lot 3 and Lot 4 will share a driveway.

3-5.6 Reasonable Conditions

Staff is recommending several conditions. Conditions pertain to access, parking, garages and height. Conditions are as follows:

- Access shall be limited to two driveways located within easements as shown on the plat. The maximum width of a driveway shall be limited to 18 feet within the front setback.
- Parking pads shall not be placed within the front setback and all parking shall be located at the rear of any home.
- Garage doors shall not face Farris Avenue with the exception that a garage located behind a home may face Farris Avenue.
- Height is limited to two stories in 35 feet.



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- 3-6 Blocks**
Not applicable to this case. This proposal is for an infill subdivision. No new blocks are being created.
- 3-7 Improvements**
Not applicable to this case. No public infrastructure or improvements are required with this subdivision. Construction plans for any required private improvements (private stormwater, water and sewer lines and connections) will be reviewed at the time of building permit.
- 3-8 Requirements for Sidewalks and Related Pedestrian and Bicycle Facilities**
Not applicable to this case. Sidewalks are required only in association with new streets. The proposed subdivision is located on an existing street. Sidewalks may be required at the time of building permit pursuant to Section 17.20.120 of the Zoning Code.
- 3-9 Requirements for Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-10 Requirements for Dedication, Reservations, or Improvements**
Not applicable to this case. The subdivision does not adjoin or encompass either a greenway corridor shown on the Countywide Greenways Plan or Countywide Parks Master plan, it is not located on a substandard street, or on a route depicted on the Major and Collector Street Plan.
- 3-11 Inspections During Construction**
This section is applicable at the time of construction, which for this proposed subdivision, will occur only after issuance of a building permit approved by Metro Codes and all other reviewing agencies.
- 3-12 Street Name, Regulatory and Warning Signs for Public Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-13 Street Names, Regulatory and Warning Signs for Private Streets**
Not applicable to this case. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.
- 3-14 Drainage and Storm Sewers**
Drainage and storm sewer requirements are reviewed by Metro Stormwater. Metro Stormwater has reviewed the proposed plat and found it to comply with all applicable standards of this section. Stormwater recommends approval.
- 3-15 Public Water Facilities**
Public water is available to this site from Madison Suburban Utility District. The Madison Suburban Utility District has reviewed the plat and found it to be in compliance



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with all requirements of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-16 Sewerage Facilities

Public sewer is available to this site from Metro Water Services. Water Services has reviewed the plat and found it to be in compliance with all requirements of this section subject to several conditions. Those conditions are listed in the recommendations from all agencies section below.

3-17 Underground Utilities

Not applicable to this case. Utilities are required to be located underground whenever a new street is proposed. The proposal is for an infill subdivision located on an existing street. No new streets are proposed.

PLANNING STAFF COMMENTS

At the June 25, 2020, Planning Commission meeting, the Commission expressed concerns regarding the width of the proposed lots. The Commission requested additional information regarding the character of the area surrounding this site and how the proposed subdivision fits within the overall character. The Commission also questioned the appropriateness of Neighborhood Evolving being applied to this site and the surrounding area.

A study of the area was conducted, and the analysis has been provided to the Commission at the end of this report. The memo provides a history of policy designations and why the policy was applied to the site and surrounding area. The memo also addresses lot width requirements. Except for the infill requirements that require lots within Neighborhood Maintenance policy areas to be consistent with surrounding parcels, the Subdivision Regulations do not currently include any other standards pertaining to lot width.

Staff's recommended conditions related to access, garage and parking placement, and height are intended to address some of the concerns raised by the Commission regarding the practicality of construction on narrow lots. The proposed subdivision meets the standards of the zoning code and of the Subdivision Regulations as currently adopted by the Commission. Future development will be required to meet the standards of the Metro Zoning Code regarding setbacks, sidewalks, etc.

If the Commission has broader concerns regarding the lot widths that may be yielded by the current Subdivision Regulations, the Commission may choose to direct staff to further evaluate and provide recommendations for amendments to the Subdivision Regulations to add reasonable requirements for lot width for subdivisions outside of Neighborhood Maintenance policy areas.

COMMENTS FROM OTHER REVIEWING AGENCIES

STORMWATER RECOMMENDATION

Approve



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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

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

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

MADISON SUBURBAN UTILITY DISTRICT

Approve

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. Access shall be limited to two driveways located within easements as shown on the plat. The maximum width of a driveway shall be limited to 18 feet within the front setback.
2. Parking pads shall not be placed within the front setback and all parking shall be located at the rear of any home.
3. Garage doors shall not face Farris Avenue with the exception that a garage located behind a home may face Farris Avenue.
4. Height is limited to two stories in 35 feet.
5. Pursuant to 2-4.7 of the Metro Subdivision Regulations, the approval shall expire if the plat is not recorded with the Register of Deeds within one year of the Planning Commission's approval.
6. Comply with all conditions and requirements of Metro agencies.

RECOMMENDED ACTION

Motion to approve proposed subdivision Case No. 2020S-054-001 based upon finding that the subdivision complies with the applicable standards of the Metro Subdivision Regulations, Metro Zoning Code, and other applicable laws, ordinances and resolutions as noted in the staff report, subject to all of the staff recommended conditions.



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If the Commission has broader concerns regarding the lot widths that may be yielded by the current Subdivision Regulations, the Commission may choose to provide direction to staff as follows:

Motion to direct staff to further evaluate and provide recommendations for amendments to the Subdivision Regulations to add reasonable requirements for lot width for subdivisions outside of Neighborhood Maintenance policy areas.



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METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

Planning Department
Metro Office Building
800 Second Avenue South
Nashville, Tennessee 37201

To: Metropolitan Planning Commission

From: Anita McCaig, Planner

Re: Additional Analysis for Case # 2020S-054-001 (Farris 4-lot Subdivision)

Date: July 17, 2020

At the June 25 meeting, the Commission asked for additional information regarding the character of the Farris Avenue area in Madison, including more detail about why T3 Suburban Neighborhood Evolving policy is applied, further study of previous and current development in the area, and a question about the Subdivision Regulations.

Application of T3 Suburban Neighborhood Evolving Policy

The property at 408 Farris Avenue is in T3 Suburban Neighborhood Evolving (T3 NE) policy. It was placed in this policy category in 2009 as part of that update to the Madison Community Plan; Madison was the first community plan area to apply the Community Character Manual (CCM) policies. In the prior 1998 Madison Plan update, the policy was Residential Low Medium Density (RLM) which called for residential density from 2 to 4 dwelling units per acre.

In 2009, a detailed study for the Larkin Springs area was in place. Today, the intent of the Detailed Plan is reflected in Supplemental Policies which complement guidance in CCM and call for an increase in residential intensity framing the street, additional street connectivity, and a neighborhood center in the Larkin Springs area. The Supplemental Policies are shown with red outlines on Figure 1 on the next page.

T3 NE policy was assigned to the Farris Avenue/Kinsey Blvd. area (Farris Avenue area) as it is adjacent to the Larkin Springs area which calls for infill development and a mixture of housing types. The Farris Avenue area has a mixture of lots sizes, ranging from 0.13 to 1.24 acres in size. There is also a mix of lot orientations with some lots oriented to Farris Avenue and some oriented to side streets. In this location, T3 NE policy acknowledges the mix of characters that exist and calls for limited residential development that complements adjacent residential buildings, noting that "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." The area is zoned residential single family on minimum 10,000 sq. ft. lots (RS10), the same zoning as the adjacent Larkin Springs area to the east. The requested subdivision is within the density of 2 to 4 dwelling units per acre that the former RLM policy called for.



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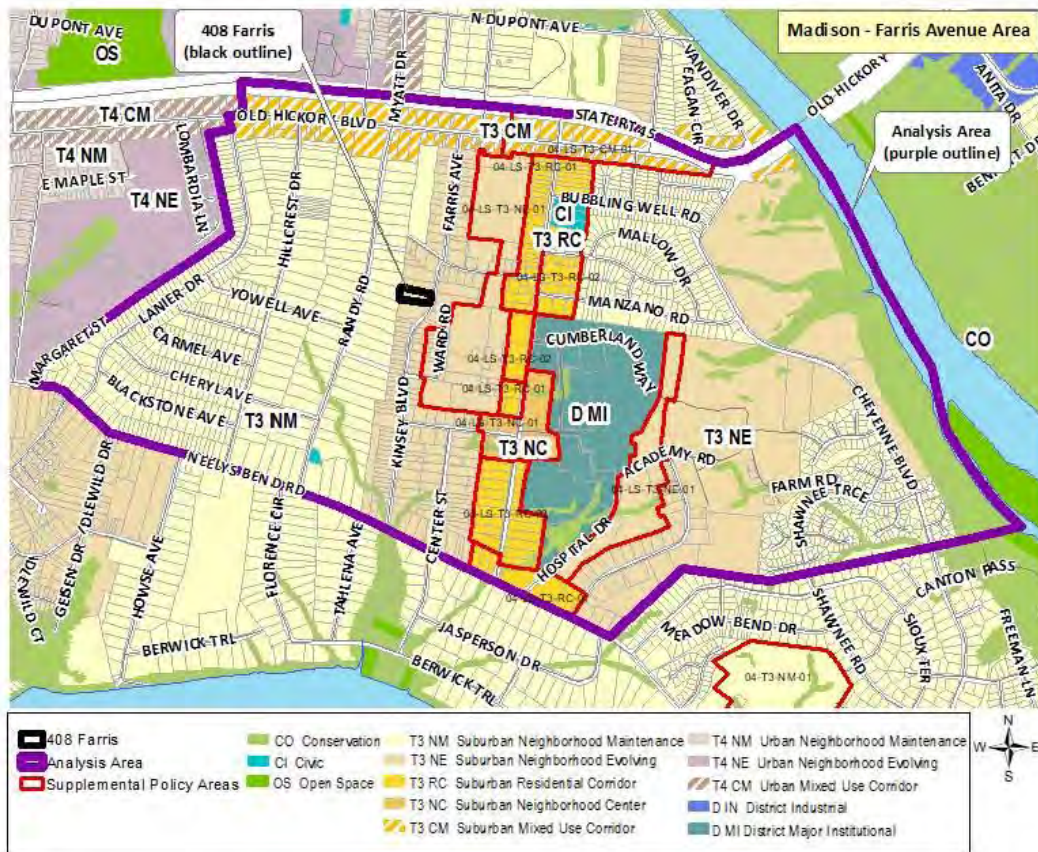


Figure 1: Policy Map

Note: Memo continues on next page.



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Subdivision Regulations and Minimum Lot Frontages

The Commission asked a question about if prior regulations had guidance for minimum lot frontages. The 2006 Subdivision Regulations included:

Lot Width. Lot width, at the front property line stipulated in the Zoning Code, shall be not less than 25 percent of the average lot depth. This provision shall not apply to residential lots greater than two acres in size.

This provision was not included in the revised Subdivision Regulations adopted by the Commission in 2011.

Analysis Area for Development Requests

Planners determined an analysis area to review development requests. The area centers on Farris Avenue and includes areas to the east and west that comprise mostly residential areas. Old Hickory Boulevard and State Route 45 form the northern boundary, while Neely Bend Boulevard forms the southern boundary. The analysis area is approximately 882 acres.

Since 2010 in the analysis area, the Department has received:

- 1 plan amendment request
- 13 subdivision requests, including the Farris case
- 4 rezoning requests

Please refer to Figure 3 on the following page.



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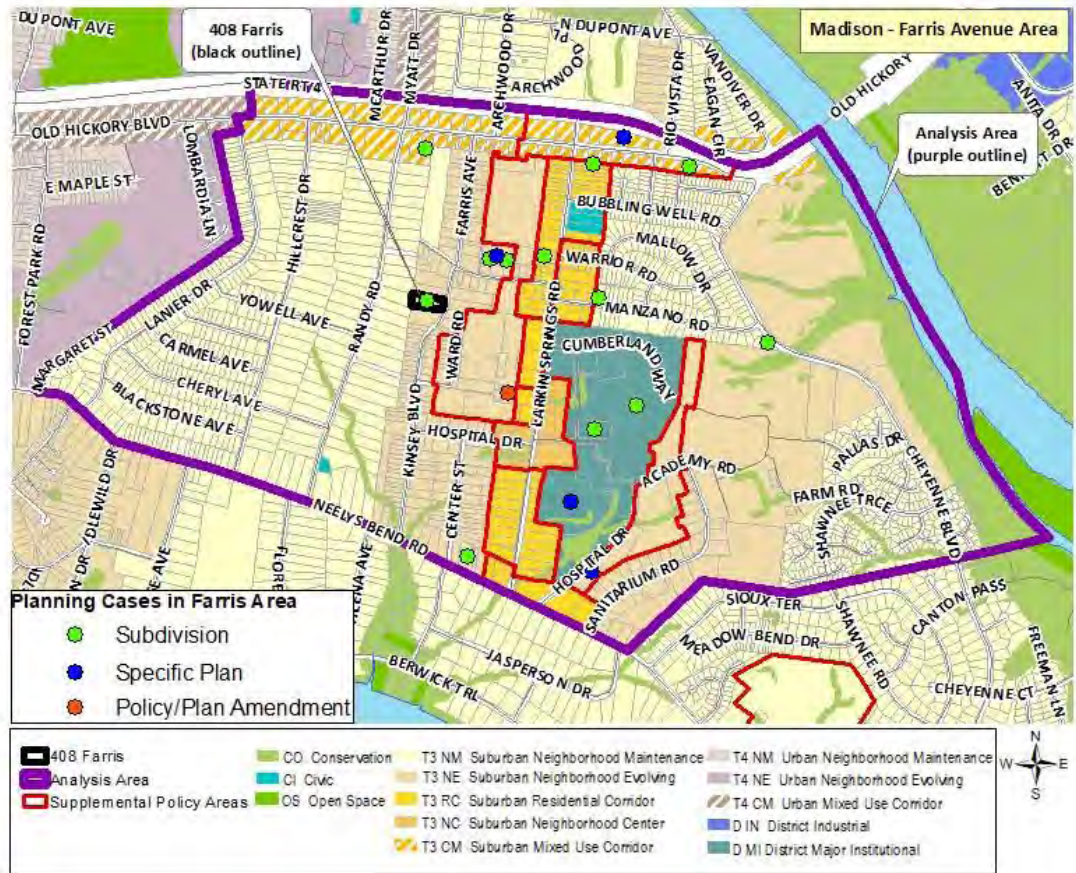


Figure 3: Development Requests since 2010

Plan amendment requests

In 2019, the Department received a request to amend the land use policy for property at 424 Larkin Springs Road (2019CP-004-002). The applicant wished to remove two Supplemental Policies that apply to the area in order to increase density for their project. At the community meeting, attendees expressed concerns; the case was deferred on 7/15/2019 and has not been reactivated. The area is shown with a red dot on Figure 3.

Note: Memo continues on next page.



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Subdivision requests

Since 2010, the Department has received 12 subdivision requests, not including the Farris case. Subdivision requests are shown with green dots on Figure 3.

- 2011S-075-001 – Final Plat for Reyes Estates; Approved on 10/13/2011
- 2012S-048-001 – Final Plat for Seventh Day Adventist property; Approved on 5/10/2012
- 2012S-147-001 – Final Plat for Bobby's Place; Approved with Conditions on 12/13/2012
- 2012S-048-002 – Final Plat for Seventh Day Adventist property; Deferred on 7/24/2014
- 2015S-044-001 – Final Plat for Cheral Starks property; Approved with Conditions on 5/12/2016
- 2018S-078-001 – Final Plat for Corner Storage; Approved on 5/10/2018
- 2018S-059-001 – Concept Plan for 1020 East Old Hickory Blvd.; Approved with Conditions on 5/24/2018
- 2018S-168-001 – Final Plat for portion of Meek property; Approved on 10/11/2018
- 2019S-212-001 – Final Plat for Thornton property; Approved on 11/14/2019
- 2019S-071-001 – Final Plat for 1003 Neelys Bend; Approved with Conditions on 6/13/2019
- 2020S-007-001 – Amendment for Rainbow Terrace; scheduled for 7/23/2020
- 2018S-059-002 – Final Site Plan for The Orchards; not yet heard

Rezoning requests

Since 2010, MPC has reviewed four rezoning requests. Locations are shown with blue dots on Figure 3.

- 2011SP-019-001 – Preliminary and Final SP for Madison Campus Sign; Disapproved on 9/8/2011
- 2013SP-006-001 – SP for Wrecker Service & Transmission Shop; Approved with Conditions on 2/14/2013
- 2013SP-006-002 – Final SP for Dad's Towing; Approved on 1/9/2014
- 2020SP-010-001 – Neelys Bend and Hospital Drive; Approved with Conditions on 2/13/2020

Building permits

Data for building permits are available from September of 2006 to the present. The analysis area includes the following:

- 60 building permits for new residential construction (shown in red on Figure 3 below).
- 26 permits for residential additions (shown in green on Figure 3).
- 43 permits for rehab of existing residences (shown in blue on Figure 3).
- 1 commercial permit for rehab of an existing hospital/institution (shown in black on Figure 3).

Refer to Figure 4 on the next page.



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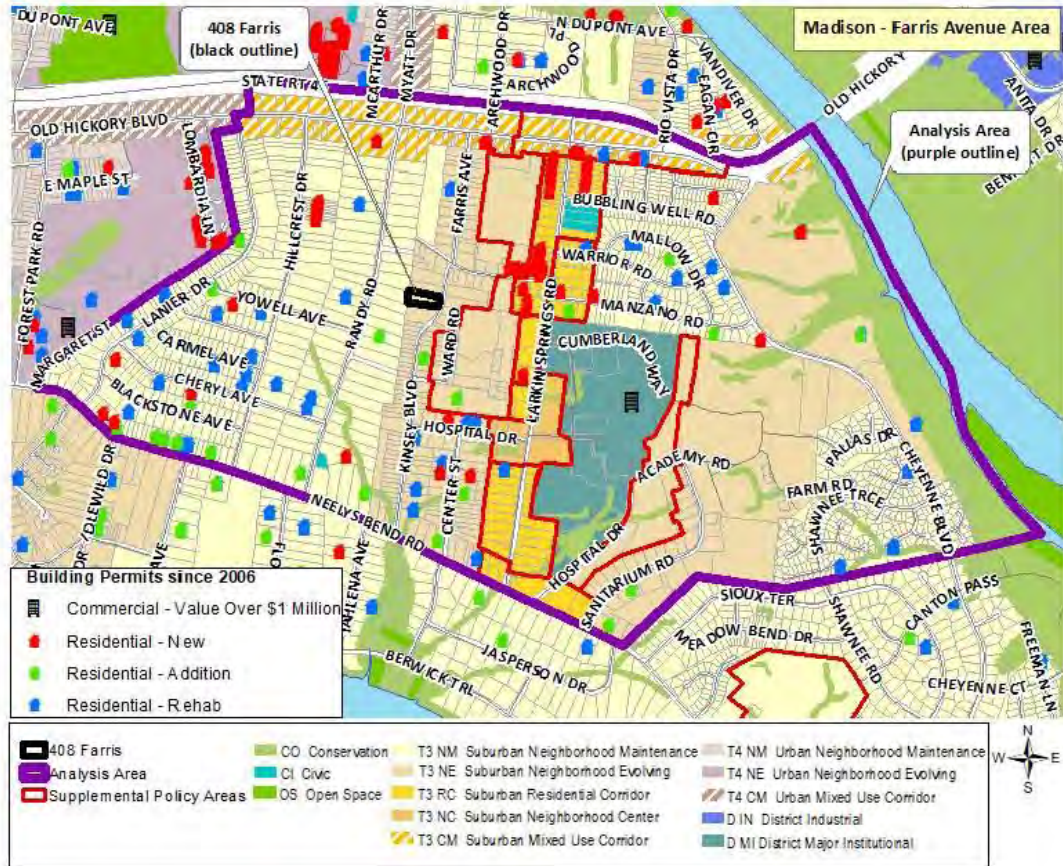
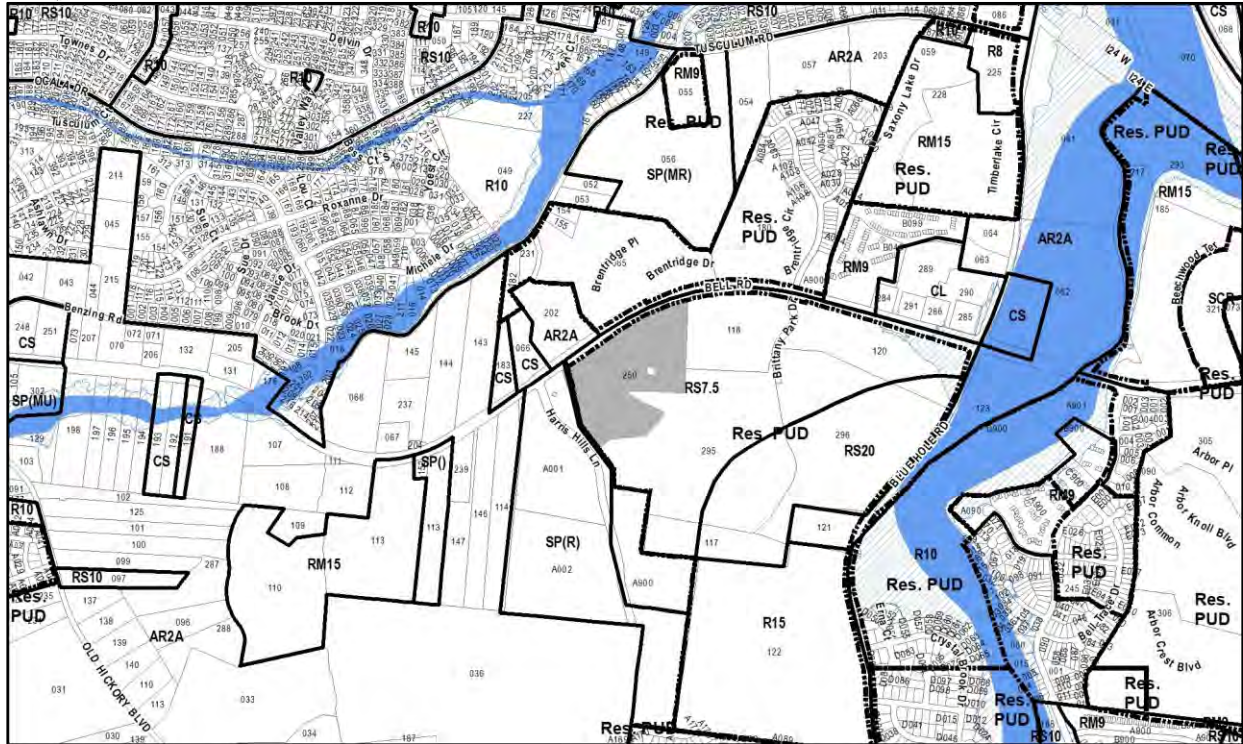


Figure 4: Building Permits since 2006



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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.

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

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).

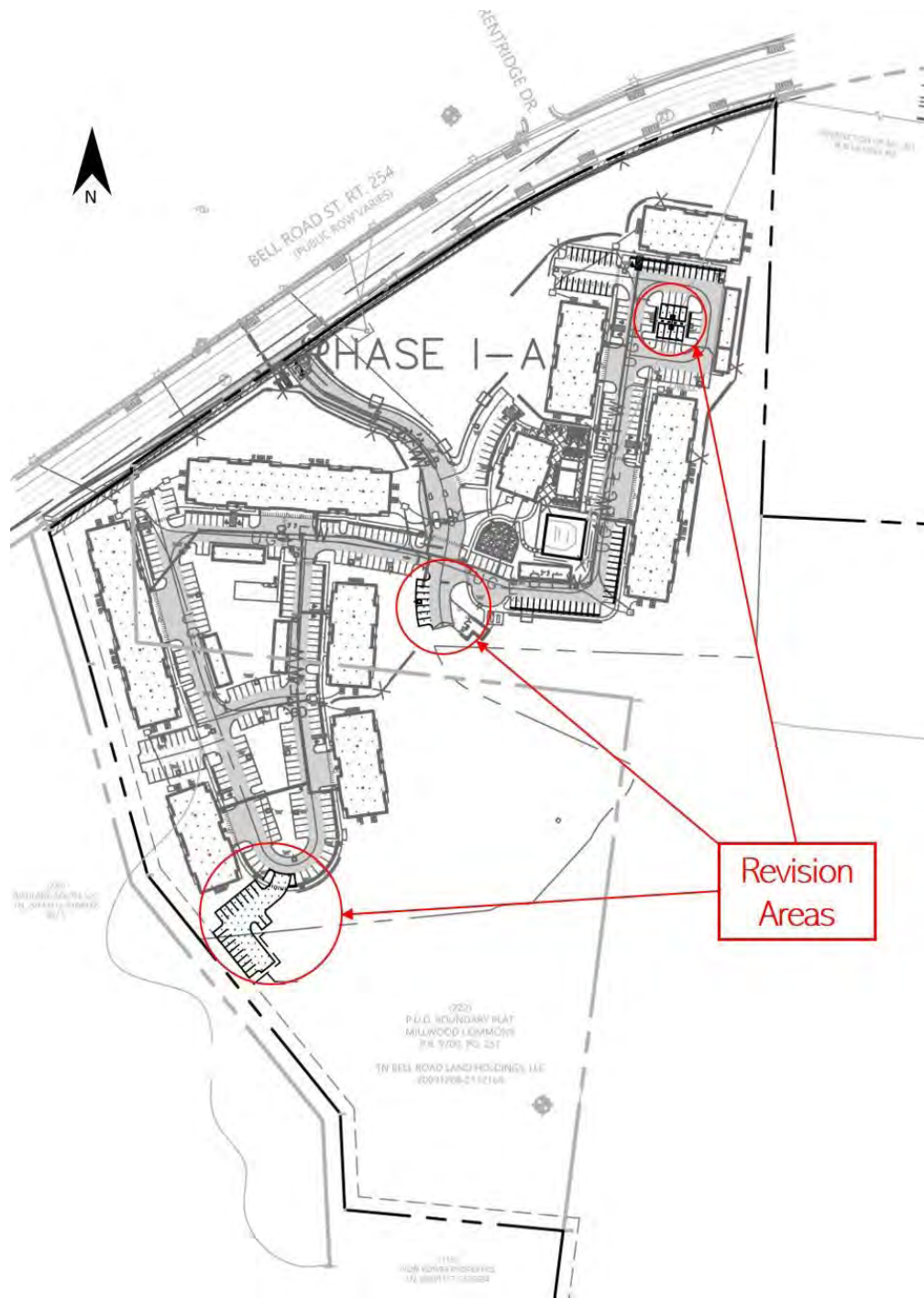
Existing Zoning

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.



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Proposed Site Plan



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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 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



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planned unit development master plan being amended by the council shall adhere to all provisions of this code:

- a. In the judgment of the commission, the change does not alter the basic development concept of the PUD;
- b. The boundary of the planned unit development overlay district is not expanded;
- c. There is no change in general PUD classification (e.g. residential to any classification of commercial or industrial PUD; any change in general classification of a commercial PUD; or any change in general classification of an industrial PUD);
- d. There is no deviation from special performance criteria, design standards, or other specific requirements made part of the enacting ordinance by the council;
- e. There is no introduction of a new vehicular access point to an existing street, road or thoroughfare not previously designated for access;
- f. There is no increase in the total number of residential dwelling units originally authorized by the enacting ordinance;
- g. There is no change from a PUD approved exclusively for single-family units to another residential structure type;
- h. The total floor area of a commercial or industrial classification of PUD shall not be increased more than ten percent beyond the total floor area last approved by the council;
- i. If originally limited to office activities, the range of permitted uses in a commercial PUD shall not be expanded to broader classifications of retail, 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.



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- 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.

FIRE MARSHAL 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 RECOMMENDATION

Approve

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

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.



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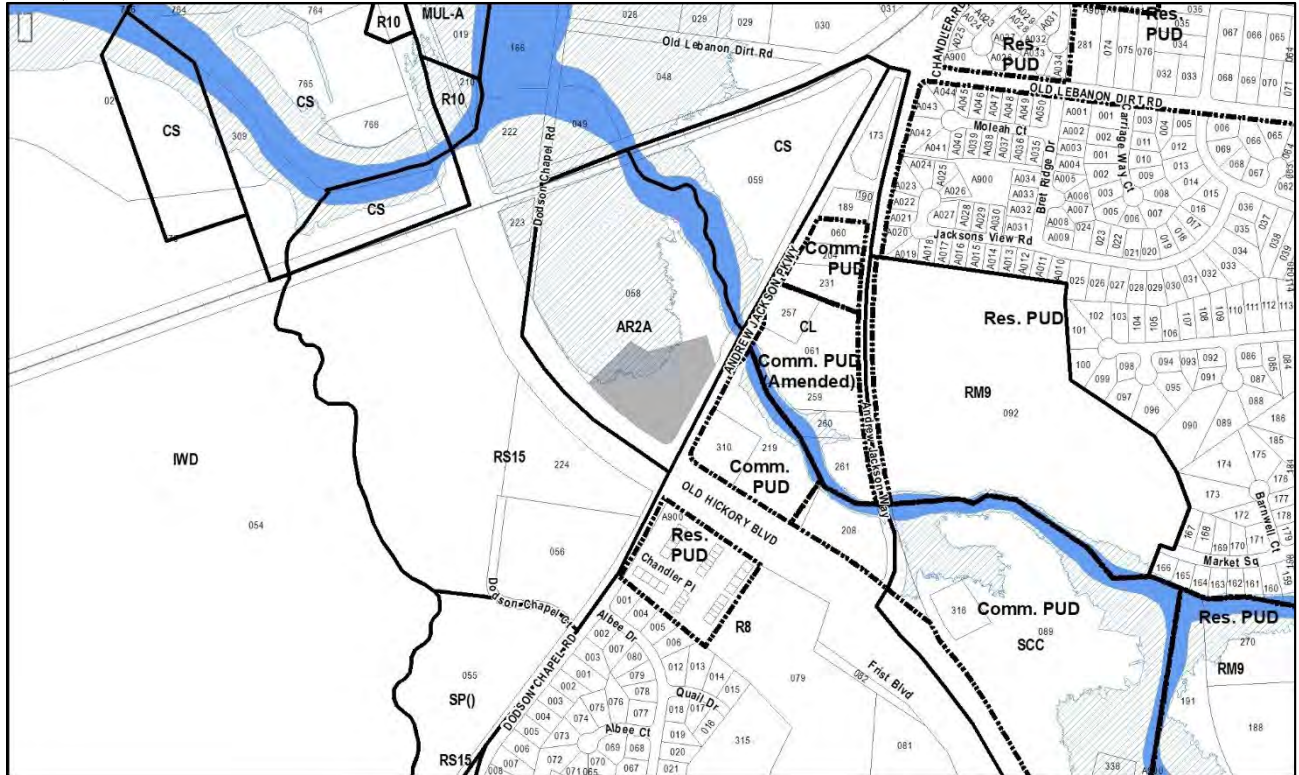
5. With the corrected copy, provide documentation of recorded access easement to adjacent parking areas in Phase 1B.
6. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
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.
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



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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 – Nabaa-McKinney
Requested by Gresham Smith, applicant; Morgan Family Properties, LLC, et al., owner.

Deferrals This item was deferred at the June 25, 2020, and July 23, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Lewis
Staff Recommendation *Approve.*

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).

Existing Zoning

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

Proposed Zoning

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

DONELSON – HERMITAGE – OLD HICKORY 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.

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



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

ANALYSIS

The 13 acre property is located at the northern area of the intersection of Old Hickory Boulevard and Andrew Jackson Parkway. This request is to rezone a portion, approximately 3.24 acres at the southern corner of the total 13 acre property. For this staff report, when referring to the 3.24 acres to be rezoned, the report will identify it as the “area to be rezoned.” When referring to the entire 13 acres, the “property” will be used.

The intersection of Old Hickory Boulevard and Andrew Jackson Parkway, has been developed with several gas stations and multi-family development. The properties along this section of Old Hickory Boulevard are primarily commercial. As Andrew Jackson Parkway extends further out from the property, the character becomes residential.

The majority of the property, approximately 10 acres, is within the CO policy area as a result of the floodplain on the northern portion of the site. The remaining portion of the site is within the T3 CC policy area. The area to be rezoned is primarily within the T3 CC area, with a small area of CO included in the proposed rezoning area.

Conservation (CO) policy is applied to areas in the T3 Transect where environmentally sensitive features are identified. These areas contain sensitive environmental features that have already been developed or that remain undisturbed. According to the policy guidance, construction of new buildings in undisturbed CO areas within T3 is inappropriate unless the site in question cannot be developed at all without some disturbance of the sensitive environmental features. Development in CO areas should be grouped on the site to preserve the environmentally sensitive features. All required stormwater and floodplain development regulations will be required with any future development.

T3 CC policy is intended to be used as commercial land uses where the center’s intensification is supported by surrounding context, adequate infrastructure and adequate access, such as arterial-boulevards and collector-avenues. The proposed area for rezoning is primarily located in the T3 CC policy area, and meets many of the criteria to support commercial land uses. The property is located in a predominately commercial area and at the intersection of two arterial roads. A portion of the proposed area for rezoning is within CO policy. However, given the policy guidance above, the area for development on the site is constrained. If approved, the rezoning would permit development in the T3 CC policy area and a small portion in the CO policy area.

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.



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TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A rezoning analysis was conducted to analyze the impact of rezoning 3.24 acres from AR2A to CS for a gas station with 20 pumps and an 1,800 square foot coffee drive-thru restaurant. The study analyzed the intersection of Old Hickory Boulevard at Andrew Jackson Parkway. Because of the coronavirus, data collection could not be conducted; however, interpolation from a recent data collection effort at an adjacent intersection allowed for a preliminary assessment. It was determined that improvements can be constructed on Old Hickory Boulevard and/or Andrew Jackson Parkway to mitigate the delay with the development of this project. It is recommended for a revised study to be conducted once data collection can resume in order to determine specific improvements.

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)	13.06	0.5 D	12 U	148	14	14

*Based on two-family lots

Maximum Uses in Proposed 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)	13.06	0.6 F	341,336 SF	21665	1086	2335

Traffic changes between maximum: AR2a and CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+21517	+1072	+2321

METRO SCHOOL BOARD REPORT

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

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

The proposed CS zoning is not anticipated to generate any additional students than the existing AR2a zoning district. Students would attend Dodson Elementary School, Dupont Tyler Middle School, and McGavock High School.

STAFF RECOMMENDATION

Staff recommends approval.



Project No.	Zone Change 2020Z-083PR-001
Council District	07 - Benedict
School District	5 - Buggs
Requested by	RSC LLC, applicant; Allen Zirker and Eleanor Zirker, owners.
Staff Reviewer	Napier
Staff Recommendation	<i>Disapprove.</i>

APPLICANT REQUEST

Zone change from R6 to RM6-NS.

Zone Change

A request to rezone from One and Two-Family Residential (R6) to Multi-Family Residential No Short-Term Rental (RM6-NS) zoning for property located at 2116 Scott Avenue, approximately 144 feet north of Jeans Court (0.88 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 6 lots with 1 duplex lot for a total of 7 units based upon acreage alone; application of the subdivision regulations may result in fewer units.*

Proposed Zoning

Multi-Family Residential No Short-Term Rental (RM6-NS) 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 5 units. The NS designation allows the same standards and uses of the RM6 district with the exception of prohibiting Short term rental property, Owner occupied and Short-term rental property, Not owner-occupied uses.

EAST NASHVILLE COMMUNITY PLAN

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

ANALYSIS

The property is located at 2116 Scott Avenue, approximately 144 feet north of Jeans Court and is currently developed with a single-family home. The property contains a total of 0.88 acres of area and Scott Avenue is a residential collector. The surrounding zoning is R6, one and two family residential. The neighborhood contains a diverse mixture of lot sizes and is primarily



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developed as single and two-family residential. A religious institution is located adjacent to the site abutting the north property line.

The property is located within a large area of T4 Urban Neighborhood Maintenance land use policy. T4 NM is intended to maintain urban neighborhoods by ensuring that new development is consistent with and compatible to existing land use patterns. T4 NM areas may experience some change over time, primarily when buildings are expanded or replaced. T4 NM policy supports a range of zoning districts; however, zoning decisions are based on context, existing land use patterns, and location within the broader policy area.

The requested zoning, which is noted as one of the more intense zoning districts supported by the T4 NM policy, would permit 5 multi-family dwelling units on the site. If approved, the zoning would insert a new residential form, multi-family housing, into an established area of single and two-family homes. This is inconsistent with the goals of NM to maintain the existing character. While the area has changed somewhat over recent years, all change has taken place under the existing zoning with single-family homes being replaced by two-family homes, consistent with the intent of the NM 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.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- Traffic study may be required at time of development.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (220)	0.88	7.26 D	7 U	52	4	4

*Based on two-family lots

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)	0.88	6 D	5 U	37	3	3

Traffic changes between maximum: **R6 and RM6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-2 U	-15	-1	-1



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STAFF RECOMMENDATION

Staff recommends disapproval as the request is inconsistent with the T4 Urban Neighborhood Maintenance Policy at this location.