

Metropolitan Planning Commission



Staff Reports

September 24, 2020



Metro Planning Commission Meeting of 9/24/20

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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2020SP-037-001

1414 3rd Avenue North
Map 082-09, Parcel(s) 125
08, North Nashville
19 (Freddie O'Connell)



Project No. Specific Plan 2020SP-037-001
Project Name 1414 3rd Avenue North
Council District 19 – O’Connell
School District 1 – Gentry
Requested by Smith Gee Studio LLC, applicant; FFN1414 LLC, owner.

Deferrals This item was deferred at the September 10, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Defer to the October 22, 2020, Planning Commission meeting.*

APPLICANT REQUEST
Zone change from IR to SP.

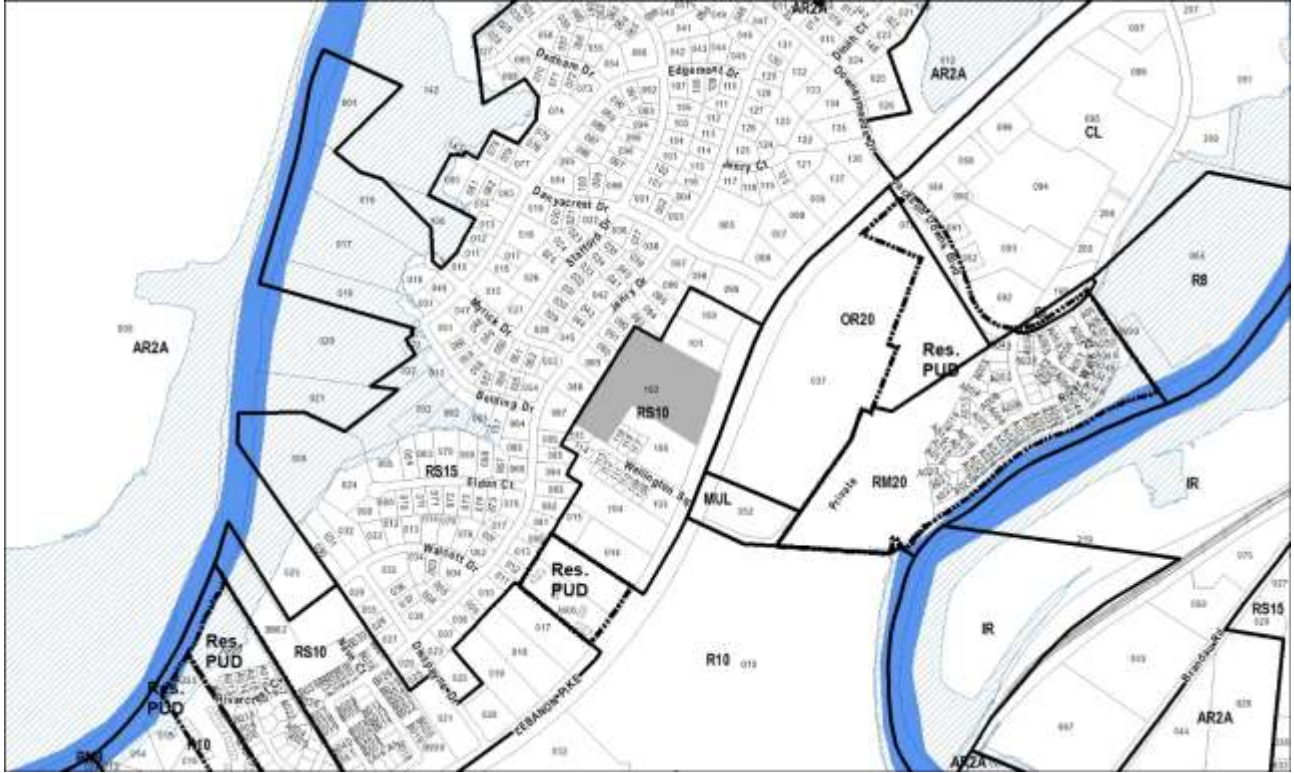
A request to rezone from Industrial Restrictive (IR) to Specific Plan-MU (SP-MU) zoning for property located at 1414 3rd Avenue North, approximately 100 feet north of Taylor Street (0.95 acres), to permit a mixed use development.

STAFF RECOMMENDATION

Staff recommends deferral to the October 22, 2020, Planning Commission meeting at the request of the applicant.



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2020SP-041-001

3048 Lebanon Pike

Map 085-11, Parcel(s) 102

14, Donelson - Hermitage - Old Hickory

14 (Kevin Rhoten)



Project No.	Specific Plan 2020SP-041-001
Project Name	3048 Lebanon Pike
Council District	14 – Rhoten
School District	4 – Nabaa-McKinney
Requested by	Dewey Engineering, applicant; Charlie R. & Marlene J. Smith, Trustees, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Defer to the October 8, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from RS10 to SP.

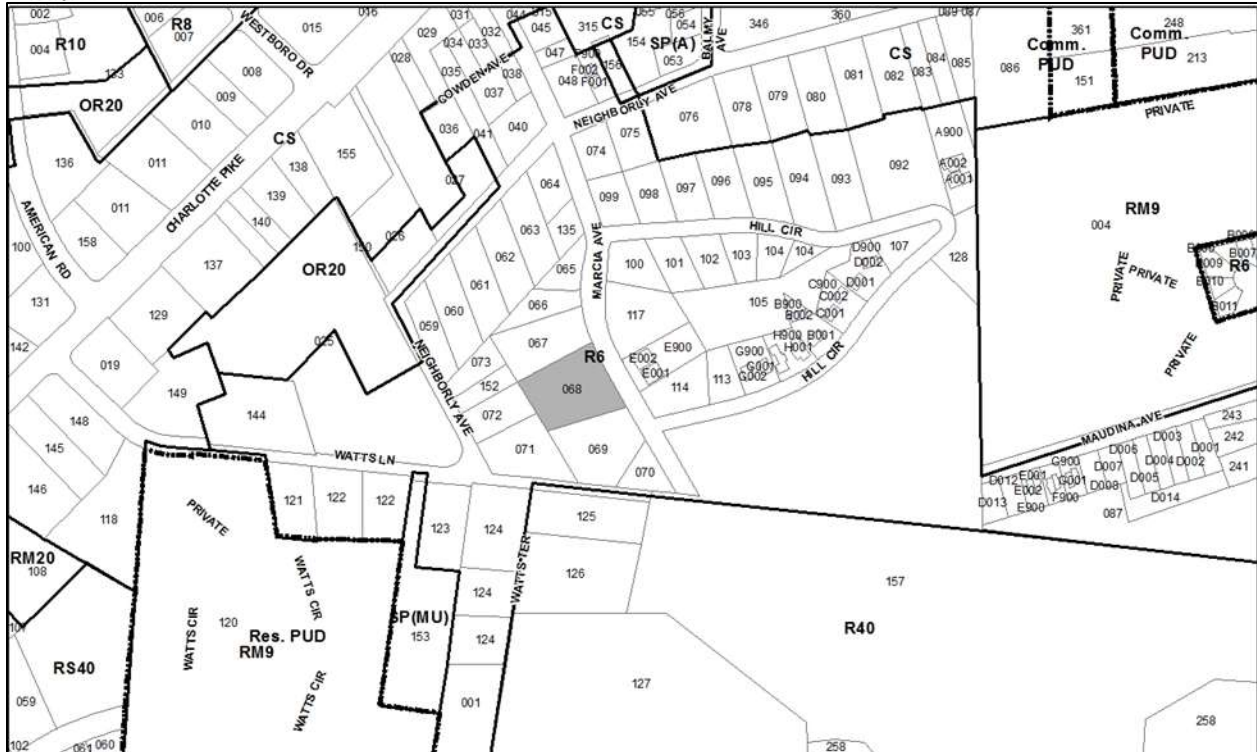
A request to rezone from Single-Family Residential (RS10) to Specific Plan-Residential (SP-R) zoning for property located at 3048 Lebanon Pike, approximately 700 feet north of Wellington Square, (7.23 acres), to permit 55 multi-family residential units.

STAFF RECOMMENDATION

Staff recommends deferral to the October 8, 2020, Planning Commission meeting.



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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.
Project Name**

**Final Plat 2019S-086-001
Resubdivision of Lots 3 & 4 on the Plat
Showing the Division of the John B Cowden
Property**

**Council District
School District
Requested by**

05- Roberts
9 – Tylor
Clint T. Elliott Surveying, applicant; Luke and Hom,
Xenia Ryan, owners.

Deferrals

This request was deferred at the August 27, 2020, and
September 10, 2020, Planning Commission meetings.
No public hearing was held.

**Staff Reviewer
Staff Recommendation**

Dunnivant
*Defer to the October 8, 2020, Planning Commission
meeting.*

APPLICANT REQUEST

Final plat approval to create three lots.

Final Plat

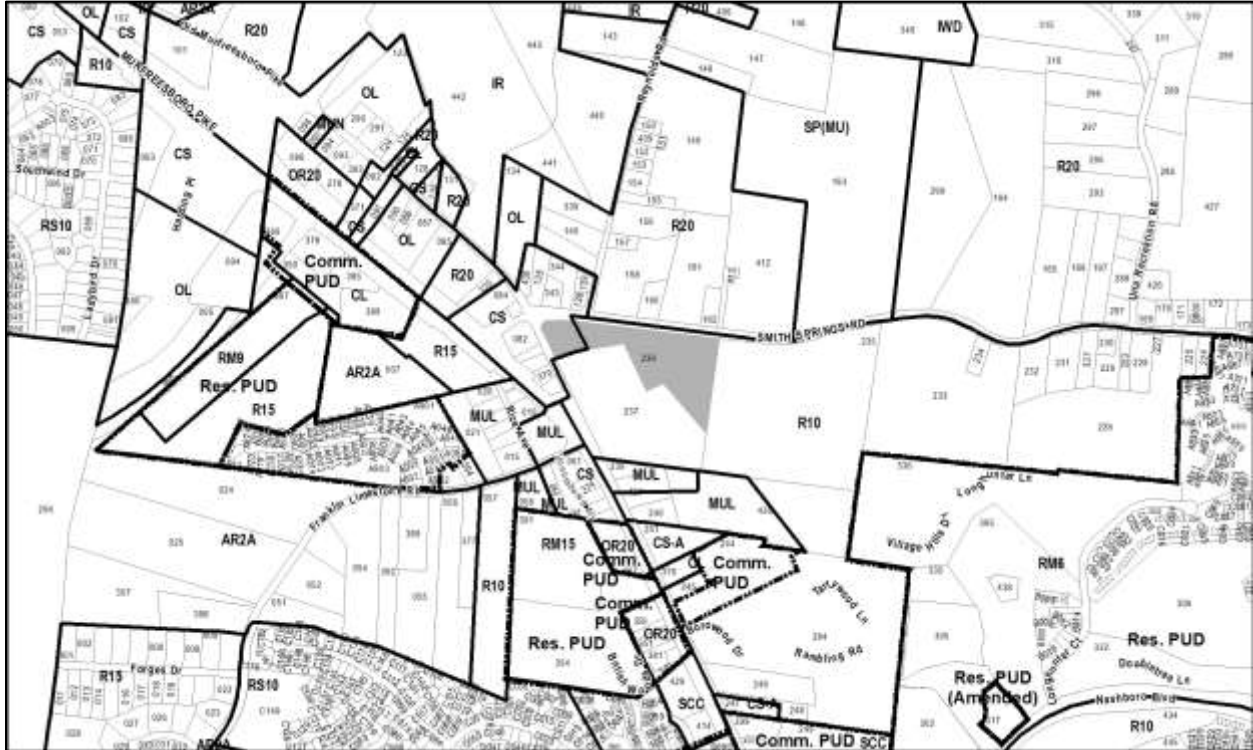
A request for final plat approval to create three lots on property located at 227 Marcia Avenue, approximately 545 feet south of Neighborly Avenue, zoned One and Two-Family Residential (R6) (0.91 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the October 8, 2020, Planning Commission meeting at the request of the applicant.



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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, August 27, 2020, and September 10, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Dunnivant
Staff Recommendation *Defer to the October 8, 2020, Planning Commission meeting.*

APPLICANT REQUEST

Final plat approval to create four lots.

Final Plat

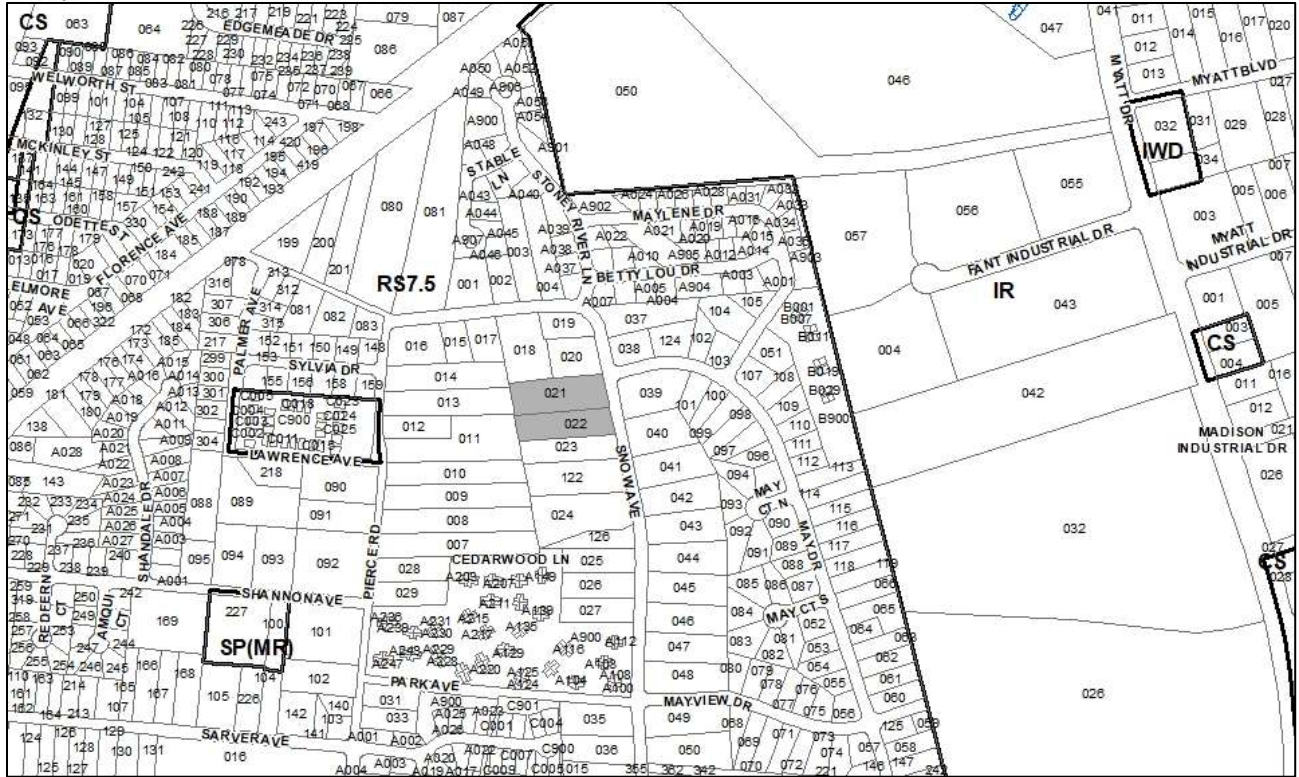
A request for final plat approval to create four lots on property located at 2000 Old Murfreesboro Pike, at the southeast corner of Smith Springs Road and Old Murfreesboro Pike, zoned Commercial Service (CS) and One and Two-Family Residential (R10) and within the Murfreesboro Pike Urban Design Overlay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

STAFF RECOMMENDATION

Staff recommends deferral to the October 8, 2020, Planning Commission meeting at the request of the applicant.



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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 - Masters
Requested by	Clint Elliott Survey, applicant; Diane Rabago, owner.
Deferrals	This item was deferred at the July 23, 2020, August 27, 2020, and September 10, 2020, Planning Commission hearings. No public hearing was held.
Staff Reviewer	Lewis
Staff Recommendation	<i>Defer to the October 8, 2020, Planning Commission hearing.</i>

APPLICANT REQUEST
Final plat to create eight lots.

Final Plat

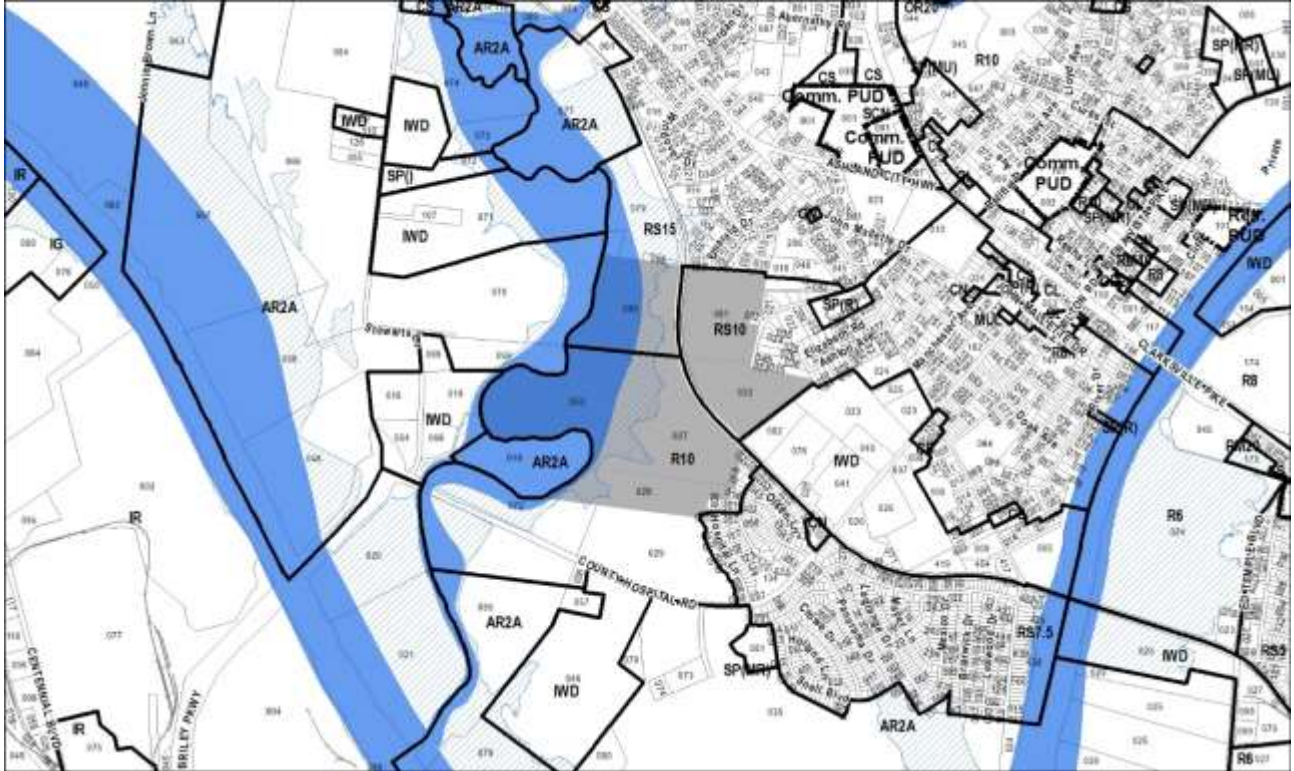
A request for final plat approval to create eight lots on properties located at 1011A and 1011B Snow Avenue, approximately 315 feet south of Stoney River Lane, zoned Single-Family Residential (RS7.5) (2.2 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the October 8, 2020, Planning Commission hearing 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.

Deferrals This item was deferred at the August 27, 2020, and September 10, 2020 Planning Commission meeting. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Defer to the November 12, 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 RS15) (185.8 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the November 12, 2020, Planning Commission meeting at the request of the applicant.



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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.

Deferrals This item was deferred at the August 27, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Elliott
Staff Recommendation *Defer indefinitely.*

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).

STAFF RECOMMENDATION
Staff recommends indefinite deferral at the request of the applicant.



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2020Z-096R-001

Map 051, Parcel 008

04, Madison

08 (Nancy VanReece)



Project No. **Zone Change 2020Z-096PR-001**
Council District 08 - VanReece
School District 3 - Masters
Requested by S + H Group, applicant; Matthew Nicholson, owner.

Deferrals This request was deferred at the August 27, 2020, and September 10, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Dunnavant
Staff Recommendation *Defer indefinitely.*

APPLICANT REQUEST

Zone change from R8 to MUL-A.

Zone Change

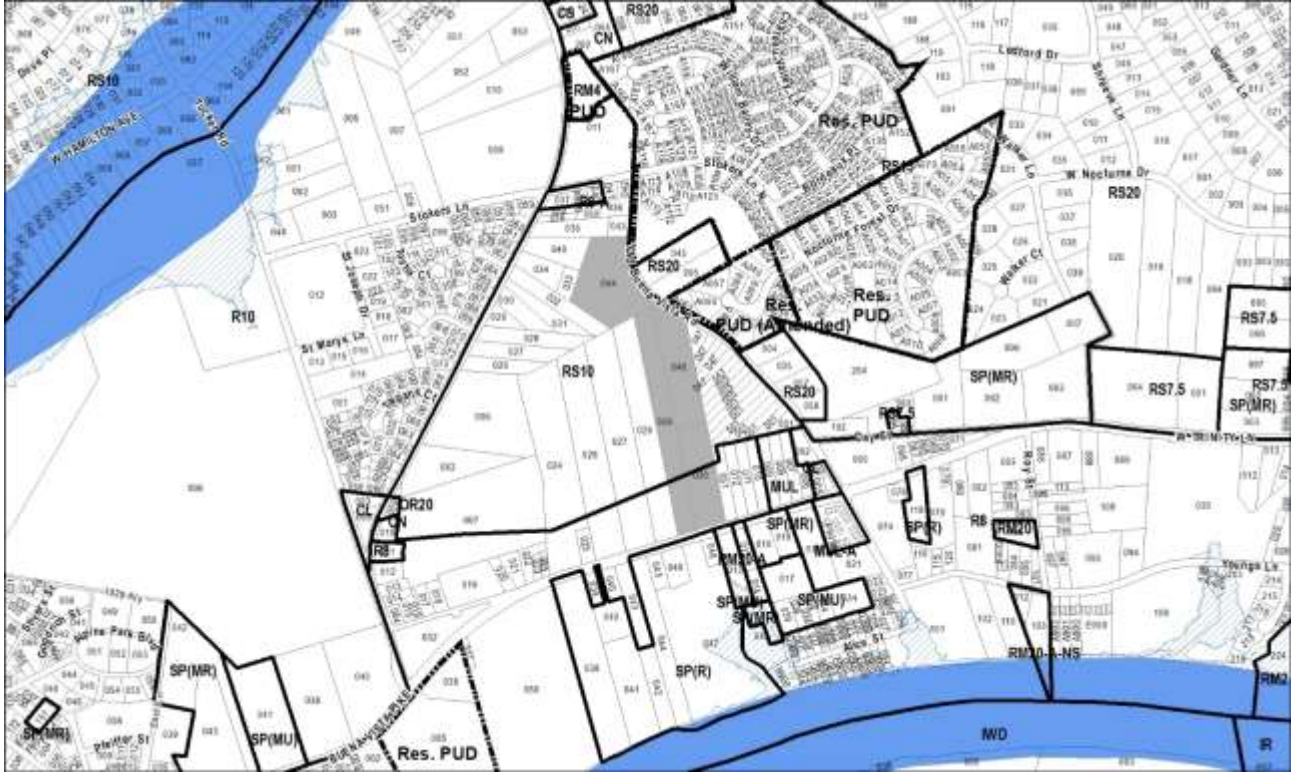
A request to rezone from Single-Family Residential (RS20) to Multi-Family Residential (RM2) for property located at 1013 Chadwell Drive, approximately 425 feet west of S Graycroft Avenue (1.79 acres).

STAFF RECOMMENDATION

Staff recommends indefinite deferral at the request of the applicant.



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2020Z-108PR-001

Map 070-02, Parcels 044, 046

Map 070-06, Parcels 029-030

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzte Toombs)



Project No.	Zone Change 2020Z-108PR-001
Council District	02 - Toombs
School District	1 - Gentry
Requested by	D & M Development LLC, applicant; Aubrey Gregory, Doss Hill, Amon Ringemann, and Anna Ringemann, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Defer to the October 8, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Zone change from R8 and RS10 to RM20-A.

Zone Change

A request to rezone from One and Two-Family Residential (R8) and Single-Family Residential (RS10) to Multi-Family Residential-Alternative (RM20-A) zoning for properties located at 1105 and 1107 W Trinity Lane, W Trinity Lane (unnumbered), and Old Buena Vista Road (unnumbered), approximately 390 feet south of Stokers Lane (14.46 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the October 8, 2020, Planning Commission meeting.



Project No.	DTC Overall Height Modification 2020DTC-041-001
Project Name	Lord & Liberty Hotel
Council District	19 – O’Connell
School District	5– Buggs
Requested by	Hawkins Partners, Applicant; L & L Nashville, LLC, owner.
Staff Reviewer	Hammer
Staff Recommendation	<i>Defer to the October 8, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

Modification of overall height standards of the DTC, Rutledge Hill Subdistrict, to allow nine stories of building height where six is permitted by right.

DTC Overall Height Modification

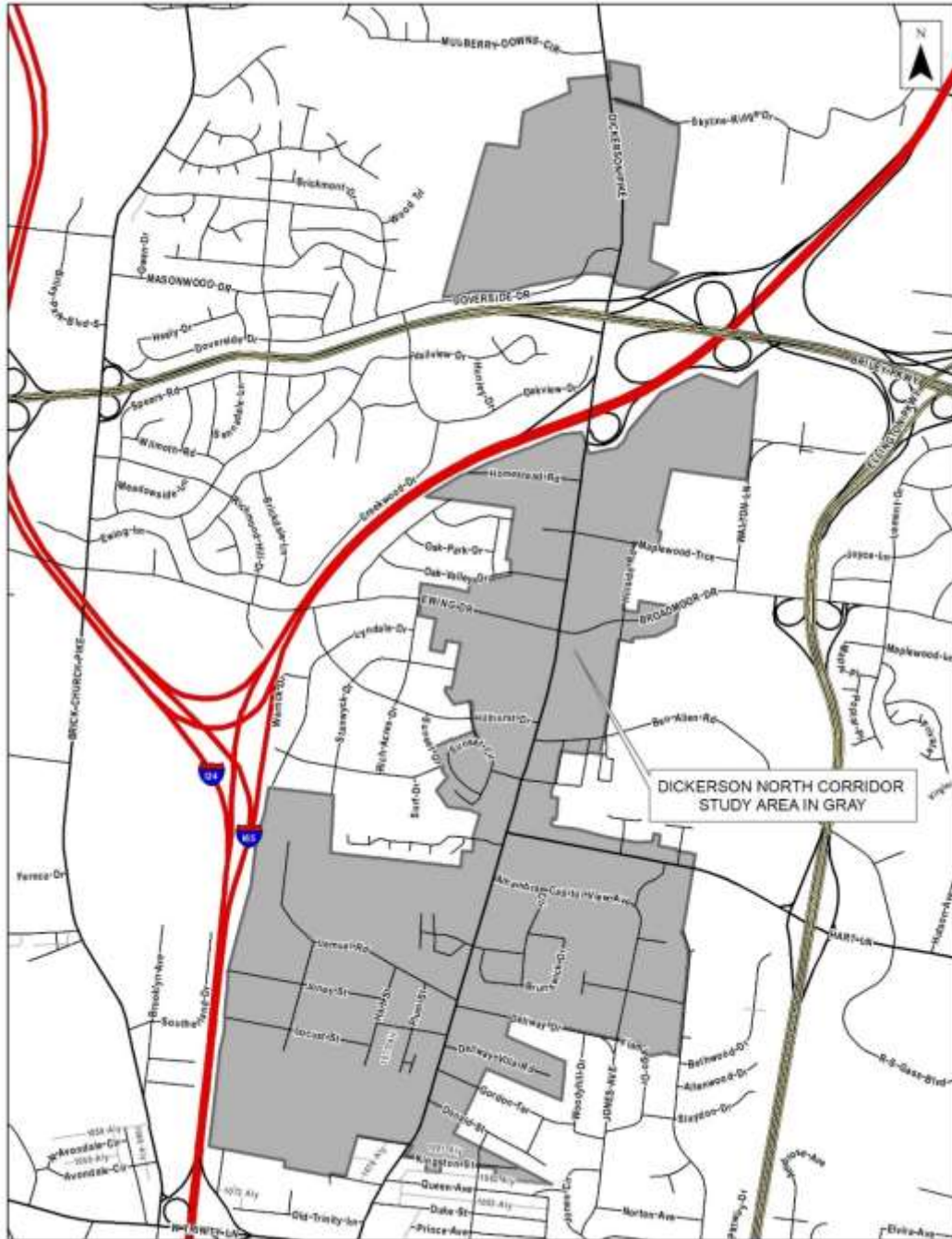
A request for a modification of overall building height on property located at 623-627 2nd Avenue South, within the Rutledge Hill Subdistrict of the Downtown Code (DTC).

STAFF RECOMMENDATION

Staff recommends deferral to the October 8, 2020, Planning Commission meeting.



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2020CP-005-002

**EAST NASHVILLE & PARKWOOD-UNION HILL COMMUNITY PLAN
AMENDMENT**

Various Properties

05, East Nashville and 02, Parkwood-Union Hill

2 (K. Toombs), 3 (J. Gamble), 5 (S. Parker), 8 (N. VanReece)



Project No.	Major Plan Amendment 2020-005-002
Project Name	East Nashville & Parkwood-Union Hill Community Plan Amendment
Council Districts	2 – Toombs, 3 – Gamble, 5 – Parker, 8 – VanReece
School District	1 – Gentry, 3 – Masters
Requested by	Metro Nashville Planning Department, applicant; various owners.
Staff Reviewer	Grider
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend East Nashville and Parkwood-Union Hill Community Plans, the Major and Collector Street Plan, and the WalknBike Strategic Plan for Sidewalks and Bikeways.

Major Plan Amendment, Major and Collector Street Plan Amendment, and WalknBike Amendment

A request to amend the East Nashville and Parkwood-Union Hill Community Plans on various parcels located along Dickerson Pike between Pages Branch Creek and Mulberry Downs Circle, to amend the adopted Major and Collector Street Plan designations for various streets, and to amend the WalknBike Strategic Plan for Sidewalks and Bikeways.

EAST NASHVILLE and PARKWOOD-UNION HILL COMMUNITY PLANS

Background

The Dickerson North Corridor Study covers three miles of Dickerson Pike from Pages Branch Creek, just north of Trinity Lane, northwards to Mulberry Downs Circle. Various property lines are followed along the Pike to include varying depths off the corridor based on infrastructure needs and infill areas.

The existing policy for the study area was adopted in *NashvilleNext* in 2015 and in the update to *NashvilleNext* in 2017. *NashvilleNext* identifies corridors for High Capacity Transit, such as bus rapid transit or light rail. WeGo Public Transit utilized the High Capacity Transit Corridors envisioned by *NashvilleNext* as the starting point for the *nMotion Transit Plan*. The 2017 update to *NashvilleNext* tailored corridors to develop a more robust local and regional transit system based upon *nMotion* and included updates to the Major and Collector Street Plan. Dickerson Pike is identified as an area for High Capacity Transit in each of these adopted plans.

Discussions around Dickerson Pike corridor planning initially began during multi-departmental conversations regarding the application for a BUILD grant from the U.S. Department of Transportation in 2018. While Metro did not receive a BUILD grant, the need for more detailed planning along the corridor remained. As such, the process began to create a vision and plan for future growth of the Dickerson Pike corridor.

Given the multi-mile length of the corridor extending from downtown Nashville, the planning effort was split into two phases. In June 2019, the Metropolitan Planning Commission adopted



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phase one, known as the *Dickerson South Corridor Study*, that included property between Spring Street and Pages Branch Creek. Phase two, this *Dickerson North Corridor Study*, includes property from Pages Branch Creek, just north of Trinity Lane, northward up to Mulberry Downs Circle near the Skyline retail and medical center. This request is to amend the aforementioned community plans as a continuation of the planning work from the *Dickerson South Corridor Study* with the intent to prepare Dickerson Pike for improved transit in the future.

ANALYSIS

Prior to beginning community outreach efforts, the long-range planning team coordinated with other Planning Department staff and various city and state agencies, including Metro Historical Commission, Metro Water, Metro Parks, Metro Public Works, WeGo Public Transit, and Tennessee Department of Transportation, to complete an analysis of the area.

NashvilleNext Growth and Preservation Concept Map

The Growth and Preservation Concept Map reflects Nashvillians' expectations for growth in the future. It identifies tiered centers expected to accommodate a range of future growth, improved public spaces, transit, and sustainable economic activity, and it encourages infill development along transit and multimodal corridors. Within the study area, the Concept Map identifies:

- Tier Two Center, focused on the interstate interchange at Trinity Lane northwards along Dickerson Pike, including the western portion of the study area to Lorraine Avenue. Intended to create a pedestrian-friendly area to accommodate future growth with employment, residences, services, civic uses, retail, and restaurants which receives some investments to manage growth, though less investment than Tier One centers. Note: the *Highland Heights and Dickerson South Studies* recommend updating the center around Trinity Lane to Tier One.
- Tier Three Center focused on the interchanges of Dickerson Pike with Briley Parkway and I-65, including the Skyline retail and medical area.
- Transition and Infill for properties fronting the Pike between the Tier Two and Three Centers and around these Centers. Intended to encourage higher density housing appropriate along and around corridors.
- Neighborhood, which consists primarily of residential areas offering a mix of housing types with smaller civic and employment areas and neighborhood centers, for the residential neighborhoods near Dickerson Pike.

Dickerson Pike is also identified as an Immediate Need High Capacity Transit Corridor, which establishes a framework of more intense housing and commercial areas along major roads with more near term improvements to provide frequent transit service.

Proximity to Downtown

The southern boundary of the study area is approximately 4 miles from the center of downtown Nashville. The policy application between downtown and properties north transitions in intensity by transect from T6 (Downtown) to T5 (Center) at River North to T4 (Urban) east of the interstate to T3 Suburban around the Skyline center.



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Natural Environment

The primary natural environmental features are streams, stream buffers, and steep slopes. Pages Branch Creek, which forms the Study’s southern boundary, is a tributary to the Cumberland River with associated floodplains, streams, and steep slopes in this area. Ewing Creek, part of the Whites Creek watershed, flows east to west along the northern portion of the study area. Steep slopes are also located generally north of Briley Parkway at Tristar Centennial Hospital and the Skyline retail area.

Zoning and Existing Land Use

Much of the study area is zoned for more intense commercial and mixed use, including Commercial Service (CS), Commercial Limited (CL), Mixed Use General (MUG), and Shopping Center Regional (SCR). Adjacent neighborhoods are zoned for medium density residential uses, including Residential Single- and Two-Family (RS5, RS7.5, R6 and R10). A portion of the area generally along the interstate is zoned Industrial Warehousing/Distribution (IWD). Other zoning districts that entitle multi-family, commercial, and office uses are present throughout the corridor.

Existing Policy

Eleven policy areas, in the T3 Suburban and T4 Urban Transects, are applicable currently to the study area. These are identified in include the *East Nashville Community Plan* (south of Briley Parkway) and *Parkwood-Union Hill Community Plan* (north of Briley Parkway). Each policy area is summarized below:

Existing Community Character Policy	Location in Study Area
T3 Suburban Neighborhood Maintenance	Small area around Sunset Drive and Oak Valley Drive
T3 Suburban Neighborhood Evolving	Area directly north of the Skyline retail area
T3 Suburban Mixed Use Corridor	Frontage on both sides of Dickerson Pike, north of I-65 excluding the Skyline retail area
T3 Suburban Community Center	Skyline retail area
T4 Urban Neighborhood Maintenance	Residential neighborhoods south of Hart Lane
T4 Urban Neighborhood Evolving	Residential neighborhoods north of the T4 MU area on the west side of Dickerson Pike and north of Hart Lane
T4 Urban Mixed Use Corridor	Property fronting Dickerson Pike south of Broadmoor to the southern study area boundary
T4 Urban Community Center	South of I-65 to Broadmoor Drive
T4 Mixed Use Neighborhood	Large swath of property in the southwest corner of the study area, adjacent to the interstate without Dickerson Pike frontage
Civic	Fire Station No. 1 and NES substations
Conservation	Environmentally sensitive features such as Pages Branch Creek and Ewing Creek



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Existing Supplemental Policies

Currently, no supplemental policy is applied within Dickerson North. The Planning Commission has adopted supplemental policies to the south for *Dickerson South Corridor Study* and to the east for the Trail-Oriented Supplemental Policy Area 05-T3-NE-01.

Historic Properties

There are no National Register Historic Districts within or adjacent to the study area. Two properties in the study area are National Register Eligible. Six properties are currently identified as Worthy of Conservation in the study area.

Streets/Connectivity

The Major and Collector Street Plan (MCSP) identifies Dickerson Pike as an arterial-boulevard. Doverside Drive, Broadmoor Drive, Ewing Drive, and Hart Lane intersect Dickerson Pike as collector-avenues. Jones Avenue is also a collector-avenue. The remaining intersecting roads are classified as local streets.

The majority of Dickerson Pike within the study area operates as a four-lane suburban roadway with a continuous center turn lane up to the I-65 interchange. North of the interchange operates as a divided six-lane highway. The study area has limited east to west crosstown access due to I-65 and Briley and Ellington Parkways. Ewing Drive, Broadmoor Drive, Hart Lane, and Doverside Drive are the only streets which provide east to west connectivity beyond the study area.

Transit

Within the study area, 12 percent of households do not have access to a private automobile, twice the Davidson County average. The study area is unique in its high level of transit ridership despite serving a less dense, limited access area. Dickerson Pike has two WeGo routes (numbers 23 and 43) with regular service and multiple bus stops. Route 23 has been identified in WeGo's Better Bus Plan as part of a future frequent transit network with top priority for frequency and stop amenity improvements.

The *nMotion Transit Plan* identifies Dickerson Pike with full bus rapid transit, a limited stop bus service that utilizes bus-only lanes independent of travel lanes with automobiles. A regional transit center near the Dickerson Pike and Doverside Drive intersection is also planned in *nMotion*.

COMMUNITY PARTICIPATION

Planning staff undertook an extensive public outreach and participation program, including a Steering Committee and multiple means of promoting the project and participation opportunities. The public engagement for this plan was complicated by the onset of the COVID-19 pandemic. All in-person gatherings for Dickerson North ceased in mid-March 2020 due COVID-19. This forced the cancelation of charrette week which was to occur March 23-30. Fortunately, a public kickoff meeting and three steering committee meetings had been held in-person prior to the pandemic affecting Nashville. Feedback that had been received by mid-March from the public kick-off meeting and steering committee provided valuable input and momentum for the planning process to continue.



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The following is a timeline of key events and dates:

- Steering Committee meetings January 2020, February 2020, March 2020, June 2020, July 2020, August 2020, September 2020
- Kickoff Meeting, January 2020
- Buildings and Infrastructure Survey, April-June 2020
- Public Draft Plan Review, August-September 2020

Steering Committee

During the winter of 2019, the Planning Department formed a Steering Committee to assist with outreach and function as a sounding board for ideas and strategies. The Steering Committee was made up of business owners, neighborhood leaders, property owners, and development and design professionals. Within the Committee, experience ranged from long-time residents and business owners to newcomers. Staff met with the Steering Committee seven times throughout the planning process, three times in-person and four times virtually.

Kickoff Meeting

A large public kickoff meeting was held at Rocketship Elementary on the evening of January 30, 2020. As part of the standard community plan amendment process, public notice of the kickoff meeting, including community meetings, was mailed to approximately 3,200 property owners within and near the study area. In addition to the standard public notice letter, a project website was created – DickersonNorthStudy.nashville.gov – and project flyers were posted within the area and sent to the Steering Committee members and other stakeholders to share with their contacts and email lists.

Approximately 150 people participated in the kickoff. Following an opening presentation, two breakout tabletop exercises were facilitated to gather the community's initial thoughts on the study area related to strong and weak places and visions for the future. A paper survey was also completed and available online for those who were unable to attend on the meeting night. The exercise and survey results informed the planning team's work on drafting the plan vision statement, goals and objectives and crafting the charrette exercises which became the questions in the Buildings and Infrastructure Survey.

A Kickoff Meeting Summary Report and five-minute YouTube video were created to provide a summary of the results of the visioning exercises and surveys received. Both were available on the study website and were emailed to an email listserv created from participants at the meeting and those who signed up online to receive notifications on the study. To date the email listserv for this study has 223 sign-ups and the YouTube video has received 424 views. The results were presented and discussed with the Steering Committee.

Buildings and Infrastructure Survey

A charrette week was planned and noticed for the last week in March. However, the COVID-19 pandemic forced its cancellation. In its place, a Buildings and Infrastructure online survey was launched which was open for six weeks in April, May, and June of 2020. The survey took what planners heard at the kickoff meeting and asked for more detailed information on land uses and



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infrastructure. The YouTube video of the Kickoff Meeting results was embedded into the first page of the survey to set the foundation for the questions. In order to further promote the survey, staff interviewed with Nashville Noticias (a local Spanish media outlet) and spoke at Councilmember Toombs District 2 meeting. A total of 272 survey responses were received.

A Buildings and Infrastructure Survey Report provides a summary of the results. The results informed the refinement of the plan vision statement, goals and objectives, the crafting of character area guidance and mobility concepts, and the need to address affordability and beautification. The refined vision statement, goals, character area guidance with design scenarios, mobility concepts, and recommendations for affordability and beautification were presented, discussed, and further refined with the Steering Committee.

Key Issues and Plan Goals

Throughout the planning process several key issues continued to rise to the surface related to safety, services, transportation, streetscape design, and affordability. Some of the issues identified in the planning process, such as safety and enforcement of property standards, extend beyond the realm of land use policy and are best addressed through coordination with other Metro agencies and the community, or with tools beyond the scope of this document. However, the planning process identified several key issues related to transportation, streetscape design, and land use which can be addressed through best practices of land use planning and design as described in the plan. The following are the goals of the plan:

- ***Safe, connected, and walkable.*** Improve public safety by enhancing the street and sidewalk network through the addition of new sidewalks, crosswalks, bikeways, and greenway trails.
- ***Neighborhood services.*** Encourage development of locally owned businesses to offer a variety of services located along Dickerson Pike, including the development of a neighborhood center with services and a gathering place for the community.
- ***Beautification and site design.*** Encourage the redevelopment of blighted properties, the removal of trash, and adequate street lighting. Advocate for site design to appeal to the rich history and bright future of the corridor, including appropriate building orientation, use of high-quality materials, and landscaping.
- ***Transit-supportive corridor.*** Enhance and create a mix of activities and destinations along Dickerson (for example, housing, work, shopping, services, and entertainment) to support public transit.
- ***Housing choice, diversity, and affordability.*** Allow for a variety of housing types in order to maintain the socioeconomic diversity of the area. This includes protecting the single-family residential character of neighborhoods off the corridor while concentrating growth and development along the corridor.
- ***Greenspace and stormwater infrastructure.*** The addition of greenspace, including pocket parks, recreation facilities, trails, and playgrounds, is encouraged throughout the area. Greenspace may be incorporated into new development and through the expansion of greenway trails along Pages Branch Creek to connect northwards along Ewing Creek. Enhance stormwater infrastructure with improvements that serve existing and future neighborhood stakeholders.



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- *Prepare for redevelopment of large vacant and underutilized properties.* Plan, with the community, for the potential long-term redevelopment of large vacant and underutilized properties along Dickerson Pike.

Public Draft Plan Review

Building on the information collected from the Buildings and Infrastructure Survey, the planning team refined the vision statement, goals, and key planning concepts into a draft plan document. The refined goals, character areas and design scenarios, mobility concepts, housing affordability and beautification recommendations were presented to the Steering Committee. The general consensus was one of support for the information presented. The Steering Committee met during this timeframe on June 29, July 6, and August 10 to review the survey results, proposed changes to the Community Character Policy, and review modeling work to inform discussion about the character area guidance language.

A draft plan was released for three weeks of public review and comment on the study website and to the email listserv on August 17. Notices were mailed to approximately 3,200 property owners within and near the study area and paper copies were available upon request. Two virtual meetings were held, one on August 20 at 5:30pm and one on August 25 at 12pm, to present an overview of the plan and answer questions and receive comments from the community. A drop-in virtual open house was held on September 1 from 10am to 4pm, and a short online survey was open for the three-week review period to receive feedback. Additionally, short YouTube videos were recorded and posted to the study webpage to provide brief summaries of the plan content.

Around 40 people attended the virtual events, we received 25 responses to the survey, and to date there have been 40 views of the YouTube video summaries. The community was generally in support of the concepts presented, and staff only received requests for minor clarifications. The Steering Committee reviewed the feedback received and proposed edits to the draft of the Dickerson North Study at their September 10 meeting.

A static draft plan was posted on September 18th in preparation for the September 24th Planning Commission public hearing.

RECOMMENDATION

Adopt the Dickerson North Corridor Study.

The Study, if adopted, will be the policy guide for zone change requests. It may also guide requests for the Capital Improvements Budget. The vision statement and goals are intended to guide policy interpretation and zone change requests.

A conceptual framework of the area identifies a policy framework based on intensity of development, a conceptual street network, major intersections and transit nodes, and a Pages Branch to Ewing Creek greenway trail. The Dickerson North Supplemental Policy incorporates this framework through Character Area and mobility guidance.



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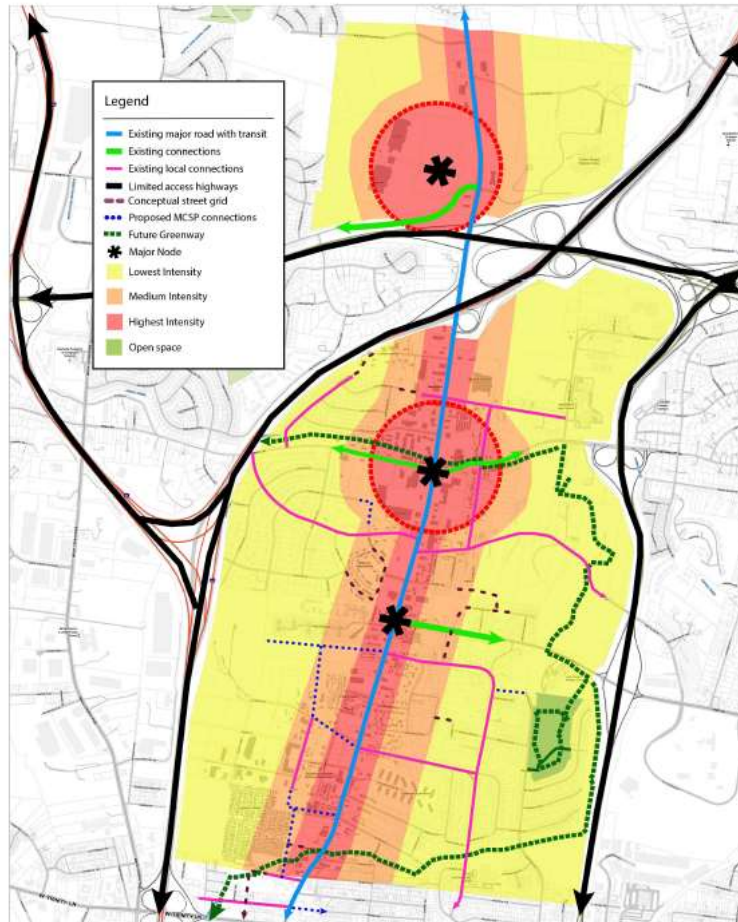


Fig. 3: Conceptual Framework

Three Character Areas are proposed — Skyline, Ewing-Broadmoor, and Pages Branch — and were informed by the community’s vision for the long-term planning of the area and establish the framework for the supplemental policy guidance for each area. Each includes a narrative that describes the area's current character and infrastructure and future preferred character and desired infrastructure improvements.

The mobility plan identifies the community’s priorities for connectivity within and outside the area. Future street connectivity parallel to the Pike is envisioned along with more frequent transit on Dickerson Pike. Developments of higher density are anticipated to be located at major intersections and at transit nodes. Pedestrian, bikeway, and greenway connections and enhancements are proposed throughout the study area with the emphasis on expanding sidewalks and improving pedestrian crossings.



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Amend the Community Character Policy.

Staff recommends the following policy amendments to better align with the goals, objectives, and policy guidance of the Study:

#	Original policy	Recommended policy	Rationale
1	T4 MU Urban Mixed Use Neighborhood	T4 NM Urban Neighborhood Maintenance	Application of T4 NM policy to the mobile home parks reflects the current residential use and the community's desire to preserve a level of affordability in the area. Any future community plan amendment application to change the T4 NM policy for redevelopment would require at least one community meeting which would provide further discussion of development in this location and its impact on affordability.
2	T4 MU Urban Mixed Use Neighborhood	T4 CM Urban Mixed Use Corridor	Application of T4 CM policy to a greater depth off Dickerson Pike better reflects the community's desire for an increased mix of commercial uses along this corridor and enhances the development potential of parcels along an arterial boulevard. Policy consistent in depth along the western side of Dickerson Pike will lead to more balanced development.
3	T4 NM Urban Neighborhood Maintenance	T4 NE Urban Neighborhood Evolving	Application of T4 NE policy on properties fronting on the south side of Hart Lane provides continuity with the T4 NE policy on the north side of Hart Lane and encourages a denser mix of residential development on this collector street and prime east-west connection between Dickerson Pike and Gallatin Pike.



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Adopt the Supplemental Policy.

Adoption of the proposed Study would supplement the Community Character Policy. Supplemental policies are intended to provide an additional level of guidance beyond that provided by the Community Character Manual (CCM). They address unique features of the area and expand upon standard guidance of CCM in order to tailor policy to the needs of the study area.

Supplemental Policies include the following:

1. Character Area Guidance. Identifies three distinct character areas represented by a character area map. This Study also identifies several approaches to housing affordability and beautification for use in all the character areas.
2. Mobility Plan. Identifies MCSP amendments, transit improvements, traffic calming recommendations, and pedestrian, bikeway, and greenway connections and enhancements, that can be accomplished by both private and public sectors.

Amend the Major & Collector Street Plan and WalknBike.

The Major & Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment on major streets (Arterial-Boulevards, Arterial-Parkways, and Collector-Avenues) that make up the backbone of the city's transportation system. It is a part of, and implements, *Access Nashville 2040*, which is the functional plan component of *NashvilleNext*, the General Plan for Nashville and Davidson County.

The Study proposes adding several Local Streets to the MCSP predominantly to the west of Dickerson Pike to establish parallel connections off the Pike.

Additionally, *WalknBike* should be updated to identify new neighborways along the Alhambra Circle and Hart Street street extensions, and to reclassify Sunset Drive from a protected bikeway to a neighborway. Planning staff will make note of those changes and work with Metro Public Works to incorporate the bikeway elements as part of a comprehensive update to *WalknBike*.

Development oriented to Pages Branch Creek and Ewing Creek greenways is also envisioned, and guidance for the greenway trail as development occurs is included in the Study.

Summary

- Adopt *Dickerson North Corridor Study*.
- Amend Community Character Policy in the *East Nashville Community Plan*.
- Adopt Supplemental Policy to the *East Nashville* and *Parkwood–Union Hill Community Plans*.
- Amend the Major and Collector Street Plan.
- Amend the WalknBike Strategic Plan for Sidewalks and Bikeways.

STAFF RECOMMENDATION

Staff recommends approval.



NO SKETCH



Project Nos.	Text Amendment 2020Z-011TX-001
Project Name	Dumpsters and Other Trash Receptacles
Council Bill No.	BL2020-405
Council District	Countywide
School District	Countywide
Requested by	Councilmember Colby Sledge
Staff Reviewer	Shepard
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Amend the Zoning Code pertaining to dumpsters and other trash receptacles.

PROPOSED AMENDMENTS TO TITLE 17

The proposed bill would amend Section 17.24.060 of the Zoning Code by amending Subsection A. by adding the following new subsection A.9:

When used as an alternative to traditional dumpsters or other trash receptacles, below grade (deep well) refuse collection and recycling systems shall be screened by a decorative wall, solid fence, or year-round landscaping. The wall, fence, or plantings must be of a height equal to or greater than the height of the refuse collection and recycling equipment being screened.

ANALYSIS

The Metro Zoning Code establishes special screening requirements for unsightly areas, such as dumpsters and trash or recycling receptacles. The code currently requires that dumpsters and trash receptacles be enclosed and includes standards for materials, access and service openings. The proposed amendment adds a screening standard specific to below grade refuse collection systems. As these systems are located partially or entirely below grade, enclosure and screening is accomplished primarily by the ground itself. The proposed standard requires that a fence, wall or decorative landscaping be installed at a height equal to or greater than the height of the refuse collection or recycling equipment, to ensure that the intent of the Code to screen any visible portions of refuse collection areas is met.

ZONING ADMINISTRATOR RECOMMENDATION

No exception taken to this bill.

FISCAL IMPACT RECOMMENDATION

The Metro Codes Department will implement this section of the Zoning Code at the time of building permit review as is their current enforcement practice. The Codes Department anticipates the proposed amendment to be revenue neutral.

STAFF RECOMMENDATION

Staff recommends approval.



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ORDINANCE BL2020-405

An ordinance to amend Title 17 of the Metropolitan Code, Zoning Regulations, pertaining to dumpsters and other trash receptacles (Proposal No. 2020Z-011TX-001).

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

Section 1. That Section 17.24.060 of the Metropolitan Code of Laws is hereby amended by amending subsection A. by adding the following new subsection A.9:

When used as an alternative to traditional dumpsters or other trash receptacles, below grade (deep well) refuse collection and recycling systems shall be screened by a decorative wall, solid fence, or year-round landscaping. The wall, fence, or plantings must be of a height equal to or greater than the height of the refuse collection and recycling equipment being screened.

Section 2. Be it further enacted, that this ordinance shall take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

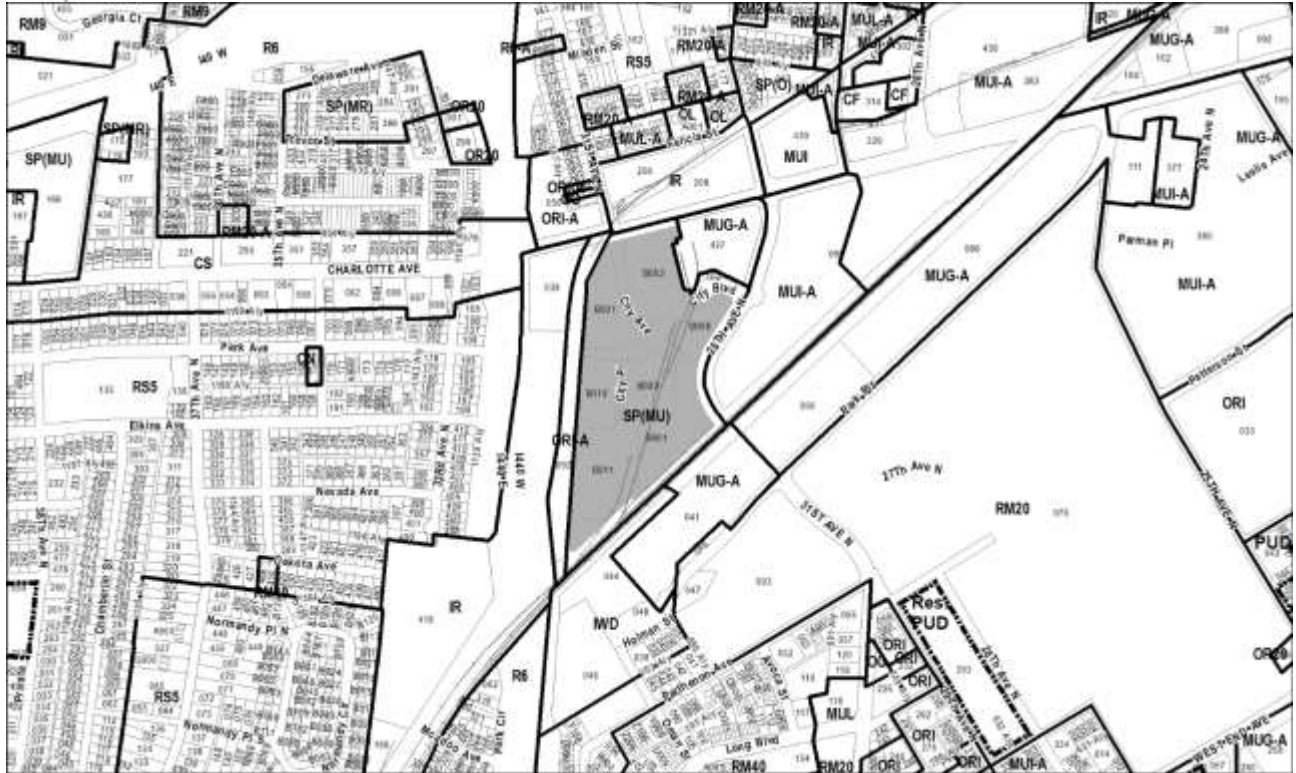
Sponsor(s)
Colby Sledge



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2011SP-009-008

ONECITY (AMENDMENT #3)

Map 094-01-0-B, Parcel(s) 001-004,008, 010, 011, 901

10, Green Hills - Midtown

21 (Brandon Taylor)



Project No.	Specific Plan 2011SP-009-008
Project Name	ONE CITY (Amendment # 3)
Council District	21 – Taylor
School District	5 – Buggs
Requested by	Civil Site Design Group, applicant; Cambridge Nashville Medical Center LP, Nashcam LP, NF IV-VA Nashville LLC, Shay/LB-WC-LC LLC, owners.
Staff Reviewer	Swaggart
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Amend SP to increase the permitted residential units from 600 to 850.

SP Amendment

A request to amend the preliminary plan for properties located at 1 City Avenue, 4, 5, 6, and 8 City Boulevard, 7 and 9 City Place, and City Boulevard (unnumbered), at the southwest corner of City Boulevard and 28th Avenue North, zoned Specific Plan-Mixed Use (SP-MU) (18.93 acres), to increase the maximum allowed residential units from 600 to 850 multi-family residential units.

Existing Zoning

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

GREEN HILLS-MIDTOWN COMMUNITY PLAN

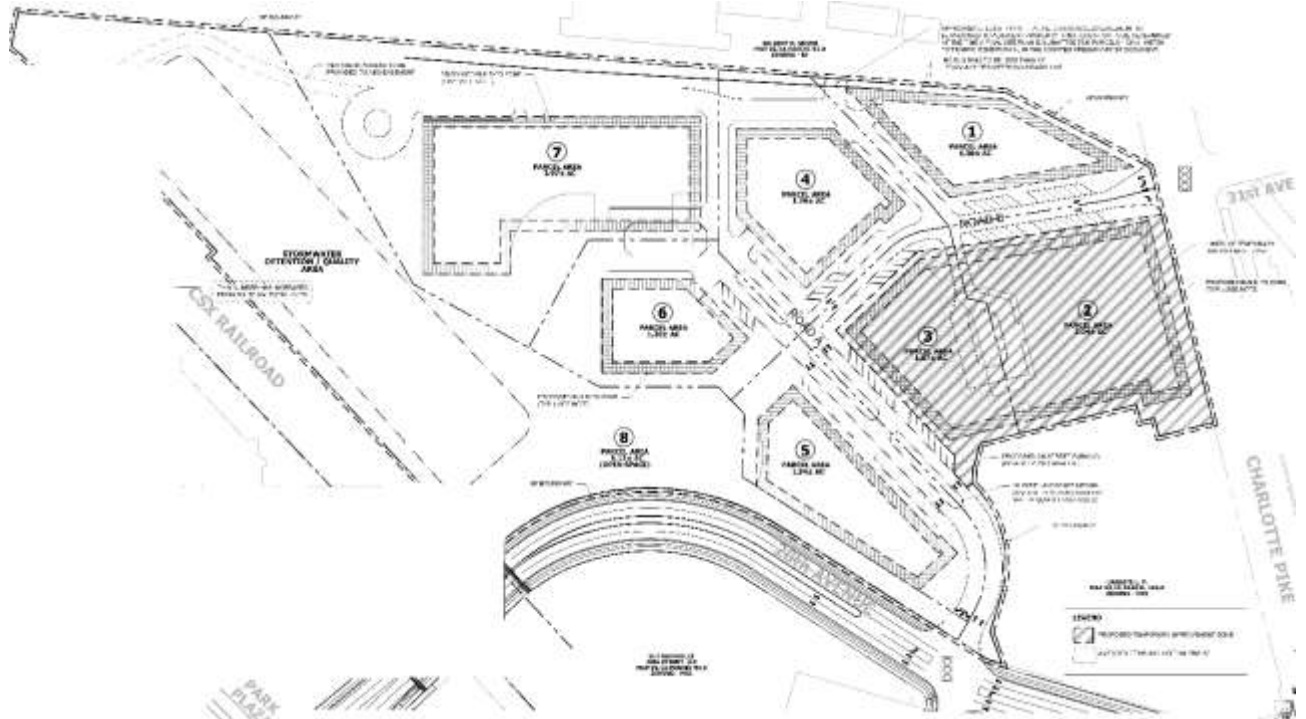
T5 Urban Mixed-Use Neighborhood (T5 MU) policy is intended to preserve and enhance urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include the County’s major employment centers, representing several sectors of the economy including health care, finance, retail, the music industry, and lodging.

PLAN DETAILS

The ONE CITY development is located at the southwest corner of the intersection of Charlotte Pike and 28th Avenue North. Various sections of the development have been built and are occupied but other development entitlements remain. The SP was originally approved by Metro Council on May 20, 2011. The SP was amended in 2014, to permit an increase in the maximum number of residential units from 300 to 600. This request is to increase the maximum number of residential units from 600 to 850. No other changes are proposed.



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Proposed Site Plan



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ANALYSIS

The SP is primarily regulatory and includes permitted uses, bulk standards, design and architectural standards as well as streetscape standards. The proposed change only requires a note in the regulatory document to be updated to reflect that the SP permits a maximum of 850 multi-family residential units. No other changes to the regulatory document are necessary. All future development will continue to be reviewed against the regulatory document. The T5 MU policy supports a mixture of uses including high density residential. The proposed increase in density is consistent with the policy and is appropriate given the site's location on Charlotte Pike, which is a mixed-use corridor and the site's proximity to downtown.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary only. The applicant will need to update their availability request since there is an addition of Residential Units before final SP approval.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- All previous conditions apply.
- TIS may be required with each Final SP.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Uses shall be limited to all uses listed in the Council approved SP plan. Multi-family residential is limited to a maximum of 850 units.
2. All applicable requirements specified in BL2011-891 and 2014-887 not specifically being amended under this application shall remain in effect.



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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 MUI-A zoning district as of the date of the applicable request or application.
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. 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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Project No.	Specific Plan 2020SP-029-001
Project Name	1604 Wheless Street SP
Council District	21 - Taylor
School District	1 - Gentry
Requested by	Pete Connerth, applicant and owner.
Staff Reviewer	Dunnivant
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Zone change from RS5 to SP-R zoning

Preliminary SP

A request to rezone from Single-Family Residential (RS5) to Specific Plan – Residential (SP-R) zoning for property located at 1604 Wheless Street, at the northwest corner of Wheless Street and 16th Ave N, (0.2 acres), to permit a maximum of 2 detached residential units..

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

Proposed Zoning

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.

NORTH NASHVILLE COMMUNITY PLAN

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

PLAN DETAILS

The 0.2-acre site is located at 1604 Wheless Street, at the northwest corner of Wheless Street and 16th Ave N. The site is vacant. The site is on a corner lot and has an alley. The proposed SP would permit a maximum of two residential units.



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1604 Wheless Street (SP)

Development Summary	
SP Name	1604 Wheless Street SP
SP Number	2019SP-029-001
Council District	21
Map & Parcel	Map 080-11, Parcel 598

Site Data Table	
Site Acreage	0.2 ac
Existing Zoning	RS5
Proposed Zoning	SP-R
Allowable Land Uses	All uses permitted by R6-A

Specific Plan (SP) Standards

1. Uses within this SP shall be limited to all uses permitted by the R6-A zoning district.
2. If two-family residential is proposed, the units shall be fully detached. One unit shall be oriented to 16th Avenue North and the other unit shall be oriented to Wheless street.
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 R6-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
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.

Proposed Regulatory SP



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ANALYSIS

The adjacent properties along Wheless Street and 16th Avenue North are zoned RS5 and have primarily been established with single family residential uses. A duplex lot on at this location would not negatively impact the existing character of the neighborhood and is consistent with the T4 NM policy. While the T4 NM policy is intended to preserve character, Neighborhood Maintenance also supports diversity of housing in areas with high connectivity and good access to transit. There are several existing bike routes nearby as well as a bike boulevard. The neighborhood also has an established pattern of existing sidewalks. The surrounding blocks around Wheless have a pattern of exterior lots oriented toward Wheless. As this lot is an exterior lot and oriented toward Wheless, the plan brings the neighborhood into a consistent development pattern.

The SP requires that if two-family residential is proposed, the units shall be fully detached. One unit shall be oriented to 16th Avenue North and the other unit shall be oriented to Wheless street. This meets the goals of the T4 NM policy area to develop consistent building patterns in terms of bulk, massing, and spacing.

PUBLIC WORKS RECOMMENDATION

Approve with conditions

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

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approved

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single-Family Residential (210)	0.20	8.712 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.20	-	2 U	19	2	2

*Based on two-family lots



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Traffic changes between maximum: RS5 and SP

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

METRO SCHOOL BOARD REPORT

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

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

The proposed SP-R zone district will not generate any additional students than what could be generated under the existing RS5 zoning. Students would attend Churchwell Elementary, John Early Middle School, and Pearl-Cohn High School.

STAFF RECOMMENDATION

Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

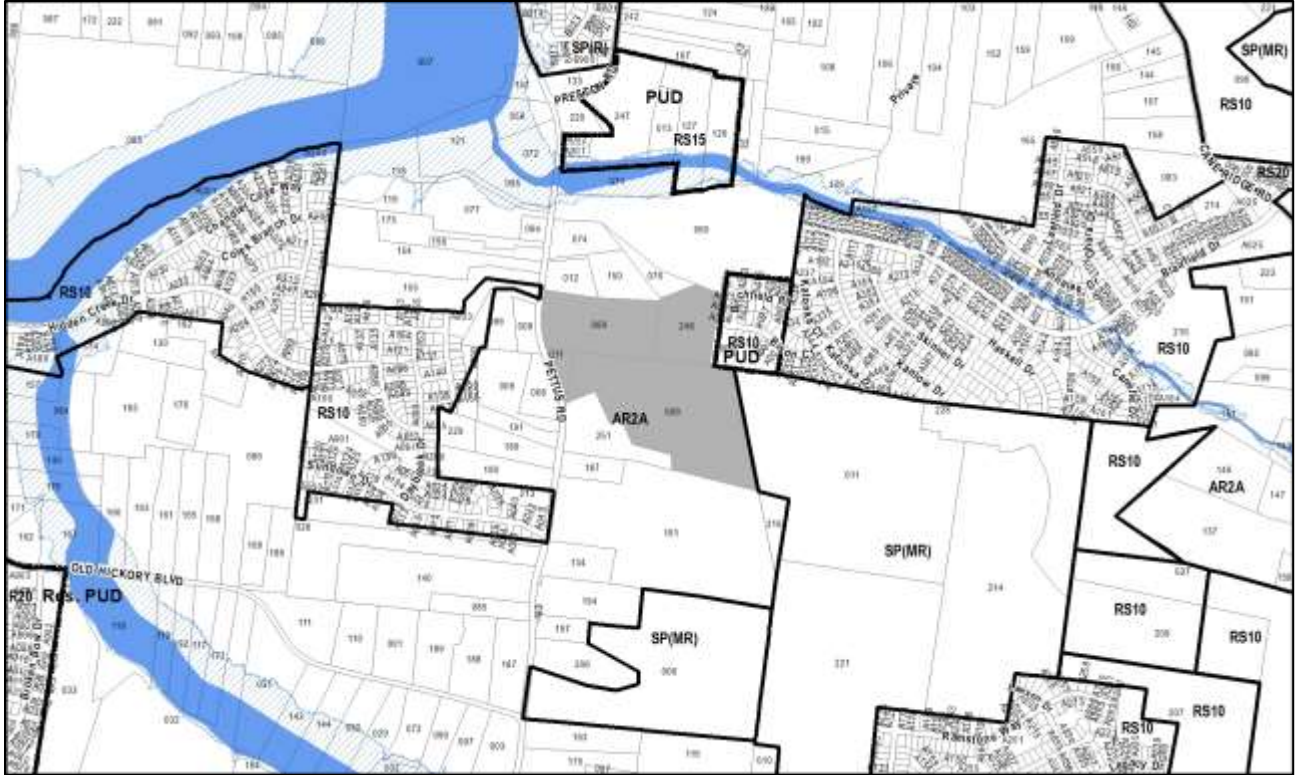
1. Permitted uses shall be limited to all uses permitted by the R6-A zoning district. If two-family residential is proposed, the units shall be fully detached. One unit shall be oriented to 16th Avenue North and the other unit shall be oriented to Wheless street.
2. Vehicular access shall be limited to alley.
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 R6-A zoning district as of the date of the applicable request or application.
4. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
5. 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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Metro Planning Commission Meeting of 9/24/20



2020SP-038-001

CEDARS AT CANE RIDGE

Map 174, Parcel(s) 011.01, 009, 069, 248

12, Southeast

31 (John Rutherford)



Project No.	Specific Plan 2020SP-038-001
Project Name	Cedars at Cane Ridge
Council District	31 – Rutherford
School District	6 - Bush
Requested by	Land Solutions Company, LLC, applicant; Green Trails, LLC, owner.
Staff Reviewer	Lewis
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST

Preliminary SP to permit 136 units.

Zone Change

A request to rezone from Agricultural/Residential (AR2a) to Specific Plan – Residential (SP-R) zoning for properties located at 5866 Pettus Road and Pettus Road (unnumbered), approximately 1,120 feet north of Sundown Drive (44.44 acres), to permit 136 detached single family and attached single-family units.

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 22 lots, based solely on a minimum lot size of two acres as required by the zoning. This calculation does not account for infrastructure, road layout, functional lot configuration, duplex eligibility or meeting all requirements of the Metro Subdivision Regulations.*

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 two residential building types.

SITE CONTEXT AND PLAN DETAILS

The 44.44 acre site is located on the east side of Pettus Road, north of Old Hickory Boulevard. The site consists of four parcels, one which is developed with a single-family unit, and the other three parcels are vacant. The surrounding area is primarily residential, with a mix of unit types. The properties to the west across Pettus Road are zoned AR2a and Single-Family Residential (RS10), and to the north and south of the site are zoned AR2a. To the east of the site the properties are zoned AR2a, RS10, and SP. The adjacent SP permits over 600 residential units.



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Site Plan

The proposed SP is to permit 136 single-family attached and detached unit types. The plan includes 84 detached single-family units and 52 attached townhomes. Each unit is proposed to be on an individual lot and all units have frontage along proposed streets. The proposed townhomes are located at the center of the site. The single-family detached homes are located on individual lots with a minimum frontage of 50 feet and have front loaded garages. The townhome units are rear loaded with access provided by the proposed alleys. The plan proposes a maximum building height of 2 stories in 35 feet for all unit types.

The plan also includes architectural standards requiring raised foundations, minimum glazing requirements, exterior façade requirements, and prohibited materials. The final SP will include architectural elevations that demonstrate compliance with the proposed architectural standards.

The site gains vehicular access from Pettus Road. There are two proposed road connections to adjacent developments. The northeast road connection connects to Bison Road and the southeast connection sets up a connection for future development to connect into this side and into the adjacent SP. All internal roads have 5' wide sidewalks and 4' wide grass strips. The Major and Collector Street Plan (MCSP) plans for a future collector road at the southeast corner of the site, which is shown on the plans. The plan is showing right-of-way dedication along Pettus Road and a six foot wide sidewalk and eight foot wide planting strip in accordance with the MCSP standards.

SOUTHEAST COMMUNITY PLAN

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

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

The site is consistent with the intent of the T3 NE policy to create neighborhoods with a moderate-density development and housing variety also while providing for connectivity within the development and to adjacent developments. The proposed unit types, unit orientation to proposed streets, and proposed two story height are consistent with the guidance in the policy. There are a mix of single-family attached and detached units, which meets the policy intent for housing variety at a suburban level. The location of the townhomes at the center of the site create diversity while placing single-family on the perimeters of the site, consistent with the adjacent single-family development. The deep setbacks along Pettus and open space throughout the site are consistent with suburban development. The policy states that new developments creating their own streets should also provide functional and accessible open space. This is provided for in the development with several large pockets of open space. The site features 11 open space areas for a total open space area of 20.1 acres, which is approximately half of the site.

The CO policy on site is applied for steep slopes on the western portion of the site and two existing streams on the site. The western portion of the site with the steep slopes stays largely undeveloped as the units are more centralized to the site and not along Pettus Road. The eastern stream buffer remains undisturbed. The western stream buffer has a proposed road shown across it. A key component of the policy is to balance conservation while still providing connectivity. At Final SP when the stormwater and grading plans are reviewed, the applicant should work closely with Metro Departments to minimize the environmental impact of this road connection.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Second point of access to be provided within 6 months of start of construction. All dwellings shall be within 500' of fire hydrant. 1000GPM minimum fire flow requirement.

STORMWATER RECOMMENDATION

Approve

WATER SERVICES RECOMMENDATION

Approve with conditions

- Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. W&S Capacity must be reserved before issuance of building permits.

PUBLIC WORKS RECOMMENDATION

Approve

TRAFFIC AND PARKING RECOMMENDATION

Approved with conditions

- Applicant shall conduct an all-way stop analysis for the intersection of Pettus Road at Preston Road with the Final SP submittal. Coordinate with Jon Boghazian on data collection, this analysis may need to be conducted during permitting pending the COVID-19 situation.



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- Applicant shall install all-way stop at this location if warranted and approved by the Traffic and Parking Commission with first phase of development.

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)	44.44	0.5 D	88 U	925	68	90

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	44.44	-	136 U	988	64	78

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
-	-	-	+48	+63	-4	-12

METRO SCHOOL BOARD REPORT

Projected student generation existing AR2a district: 4 Elementary 4 Middle 3 High

Projected student generation proposed SP-R district: 27 Elementary 26 Middle 19 High

This amendment would generate 61 additional students beyond what is generated under the current zoning. Students would attend A.Z. Kelley Elementary, 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 136 attached and detached single-family units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. Rights-of-way shall be dedicated by Final Plat or through instrument prior to the approval of any final site plan.
3. Parking shall comply with requirements of the Metro Zoning Code.
4. Units may be subdivided via horizontal property regime or via a subdivision. The minimum lot size for all detached units shall be 6,000 square feet. The minimum lot size for attached units shall be 3,000 square feet.
5. The final site plan and landscaping plan shall show landscape screening west of the surface parking area located across from units 8-11.
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. Comply with all conditions and requirements of Metro reviewing agencies.



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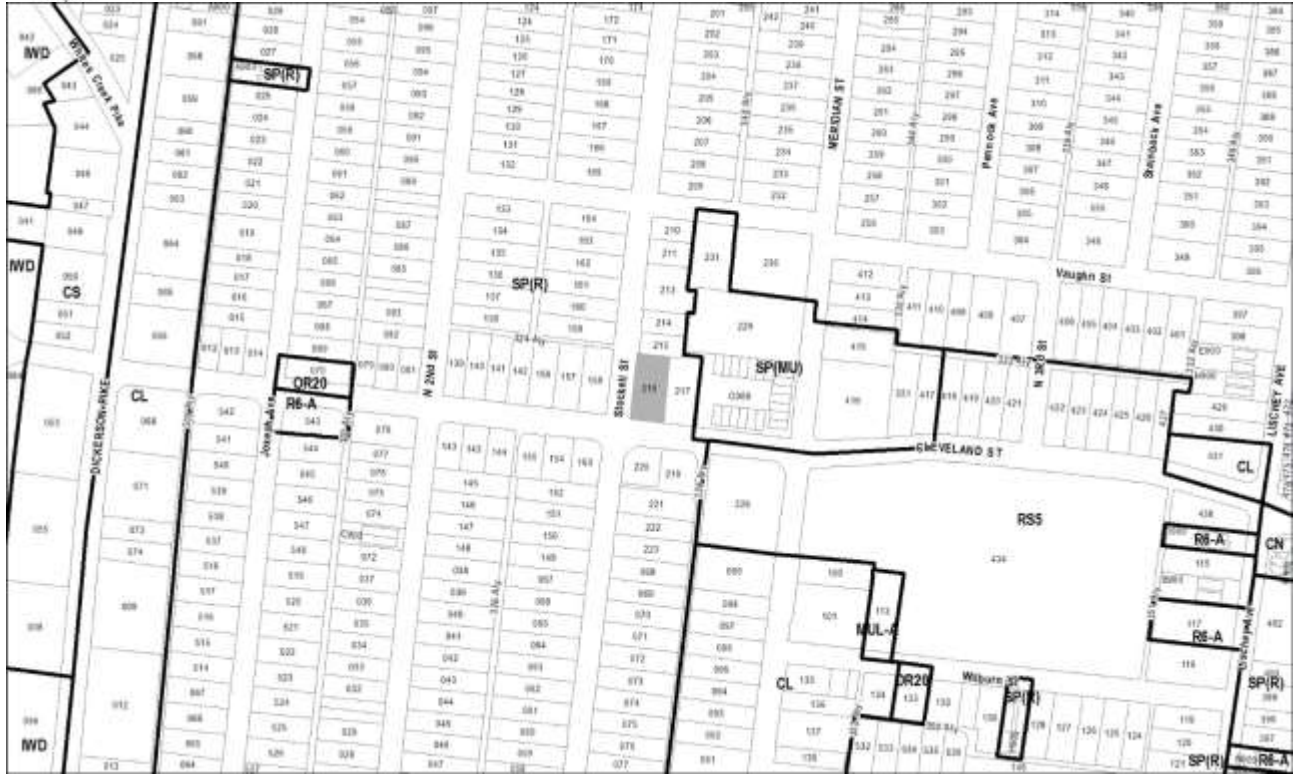
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RS5 zoning district for the detached units and RM9 district for the attached units as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
10. 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.
11. 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.
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.



SEE NEXT PAGE



Metro Planning Commission Meeting of 9/24/20



2020SP-040-001
215 CLEVELAND STREET
Map 082-03, Parcel(s) 216
05, East Nashville
05 (Sean Parker)



Project No.	Specific Plan 2020SP-040-001
Project Name	215 Cleveland Street
Council District	05 – Parker
School District	5 – Buggs
Requested by	Smith Gee Studio, applicant; Myron Dowell, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve with conditions and disapprove without all conditions.</i>

APPLICANT REQUEST
Zone change from SP to SP.

A request to rezone from Specific Plan-Residential (SP-R) to Specific Plan-Residential (SP-R) zoning for property located at 215 Cleveland Street, at the northeast corner of Cleveland Street and Stockell Street (0.26 acres), to permit all uses allowed under Multi-Family Residential - Alternative - No Short-Term Rental (RM15-A-NS) zoning.

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 allows for uses as permitted by RS5 as well as detached accessory dwelling units.

Proposed Zoning

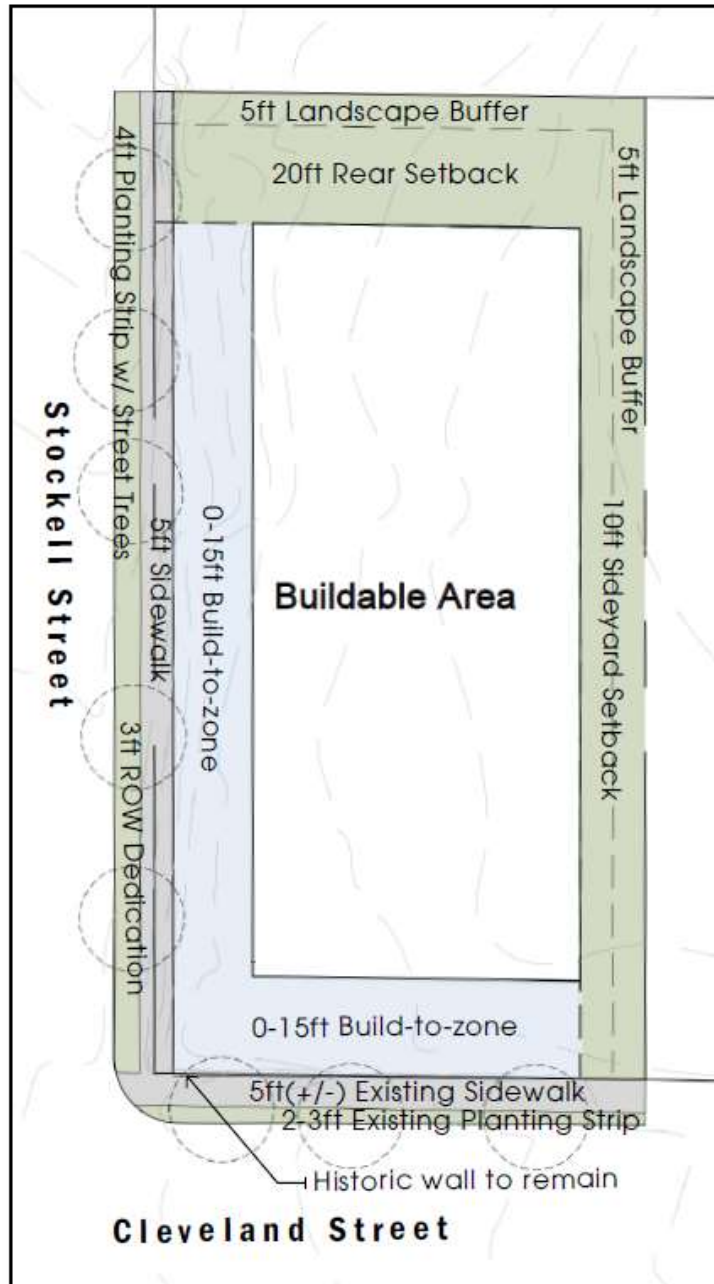
Specific Plan-Residential (SP-R) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan allows for uses as permitted by RM15-A-NS.

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. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.



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Proposed Regulatory Plan



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SITE CONTEXT AND PLAN DETAILS

The site is approximately a quarter acre and sits at the corner of Cleveland Street and Stockell Street in East Nashville. The site currently contains a single-family residence and a site wall running parallel to Cleveland Street. Cleveland Street is classified as Collector Street in the Major and Collector Street Plan. This block also contains a portion of the McGavock House SP and the townhomes that were approved on this block are under construction.

The application is for a regulatory Specific Plan Zoning District and does not include a site plan but does include an illustrative drawing of the proposed standards. The plan proposes a development consistent with the RM15-A-NS zoning district with modifications to the bulk standards. The applicant is proposing to modify the building height standards of the RM15-A-NS zoning district to allow for additional building height in the build-to-zone and to remove the requirement of stepping back after 20 feet of building height. The applicant has drawn the setbacks, build-to-zone, landscape buffers, and sidewalk requirements on the parcel to demonstrate where the future development will be on the site. A Type B landscape buffer yard will be provided along the northern and eastern property lines.

ANALYSIS

The proposed Specific Plan provides a maximum density that is appropriate for this location. The parcel is at the corner of an intersection in the T4 NE policy, fronts onto a Collector Street, and is near a Neighborhood Center policy area that has development of similar and greater density. The proposed development will allow for a transition in development intensity from the Neighborhood Center Policy and from the development on Cleveland Street to the existing development pattern on Stockell Street with the proposed building bulk standards and the proposed landscape buffer yards.

The proposed modifications to the bulk standards would permit the development to extend up to 3-stories near the street. This change to the zoning requirements allows for the building to engage the street in a way that's consistent with the goals of the T4 NE policy. The limited size of the site, the fact that it fronts onto a collector street, and the proximity to a Neighborhood Center policy area makes the proposed bulk standards appropriate.

The existing site wall that runs parallel to Cleveland Street is proposed to remain with this SP application. The location of the site wall prohibits the sidewalk and grass strip adjacent to Cleveland Street from meeting the Major and Collector Street Plan requirement. The existing sidewalk is approximately 5 feet wide and the grass strip varies from approximately 2 to 3 feet where the local standard is a minimum of 5 feet for the sidewalk and 4 feet for the grass strip. The applicant is proposing to maintain the existing site wall, sidewalk, and grass strip similar to the McGavock House SP's approved plans for Cleveland Street.

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.



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STORMWATER RECOMMENDATION

Approve with conditions

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

WATER SERVICES RECOMMENDATION

Approve with conditions

Approved as a Preliminary SP only. Public and/or private water and sanitary sewer construction plans must be submitted and approved prior to Final Site Plan/SP approval. The approved construction plans must match the Final Site Plan/SP plans. The required capacity fees must also be paid prior to Final Site Plan/SP approval, (see Permit #'s T2020047174 and T2020047177).

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.
- Show sidewalks, ramps, curb & gutter per MPW section details.
- Reference utility poles on site plan. There are to be no vertical obstructions in new sidewalks.
- Private hauler required for waste/recycle disposal.
- Comply w/ MPW traffic comments.

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- No driveway is permitted on Cleveland Street.

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* (210)	0.26	8.712 D	4 U	38	3	4

*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.26	-	4 U	30	2	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-8	-1	-1



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METRO SCHOOL BOARD REPORT

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

The proposed SP-R zoning is expected to generate 1 more student than the existing SP-R zoning. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School.

STAFF RECOMMENDATION

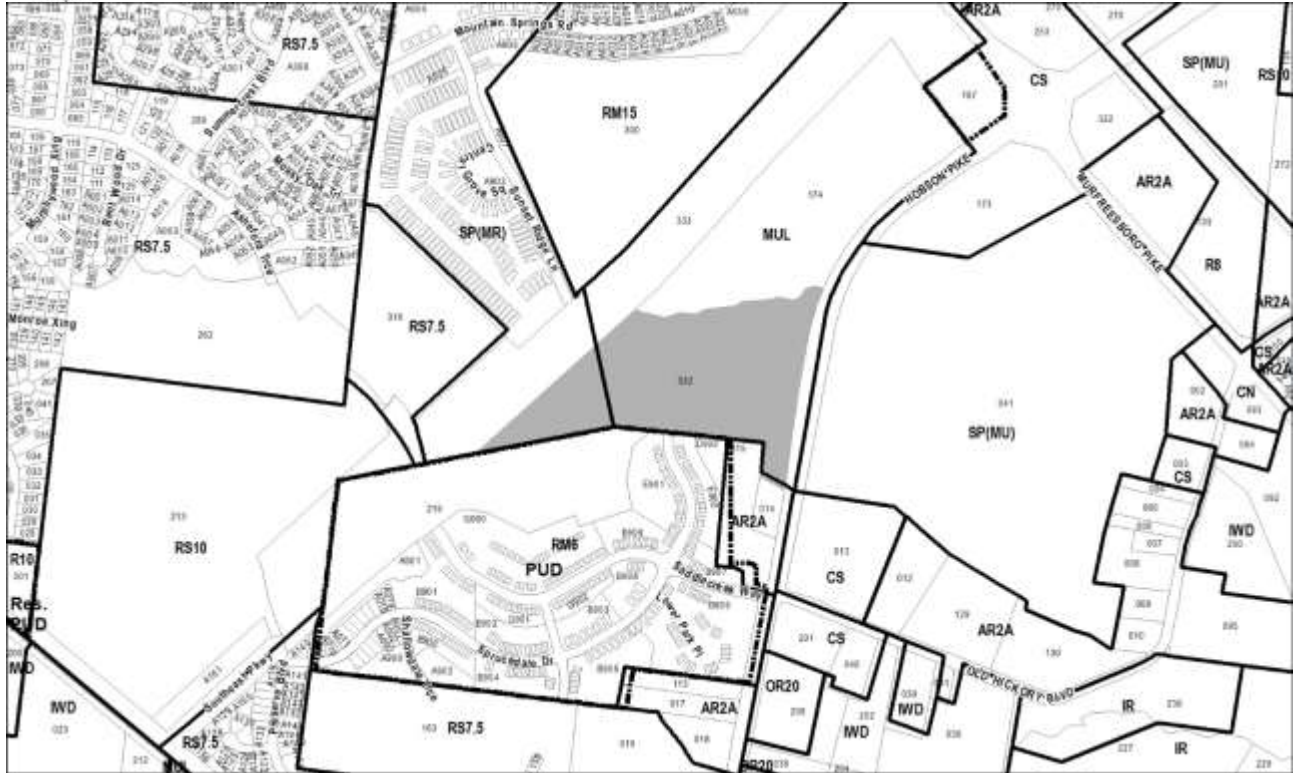
Staff recommends approval with conditions and disapproval without all conditions.

CONDITIONS

1. Permitted uses shall be limited to those permitted by the RM15-A-NS zoning district.
2. Comply with all conditions and requirements of Metro reviewing agencies.
3. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
4. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM15-A-NS zoning district as of the date of the applicable request or application.
5. 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.
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. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



Metro Planning Commission Meeting of 9/24/20



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.

Deferrals This item was deferred at the August 27, 2020, Planning Commission meeting. No public hearing was held.

Staff Reviewer Napier
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST

Create 2 lots and dedicate right-of-way.

Concept Plan

A request for concept plan approval to create 2 lots and dedicate right-of-way 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).

SITE DATA AND CONTEXT

Location: West side of Hobson Pike, approximately 545 feet north of Old Hickory Boulevard. The site is adjacent Old Hickory Commons PUD and the Mountain Springs SP.

Street Type: Hobson Pike is a Scenic Arterial Street with a planned right of way of 92’.

Approximate Acreage: 19.85 acres or 864,666 square feet

Parcel/Site History: This site is comprised of a single parcel. The parcel was originally created by deed in 2020. The parcel configuration has not changed since that time.

Zoning History: This site has been zoned MUL since 2003 and SP since 2011.

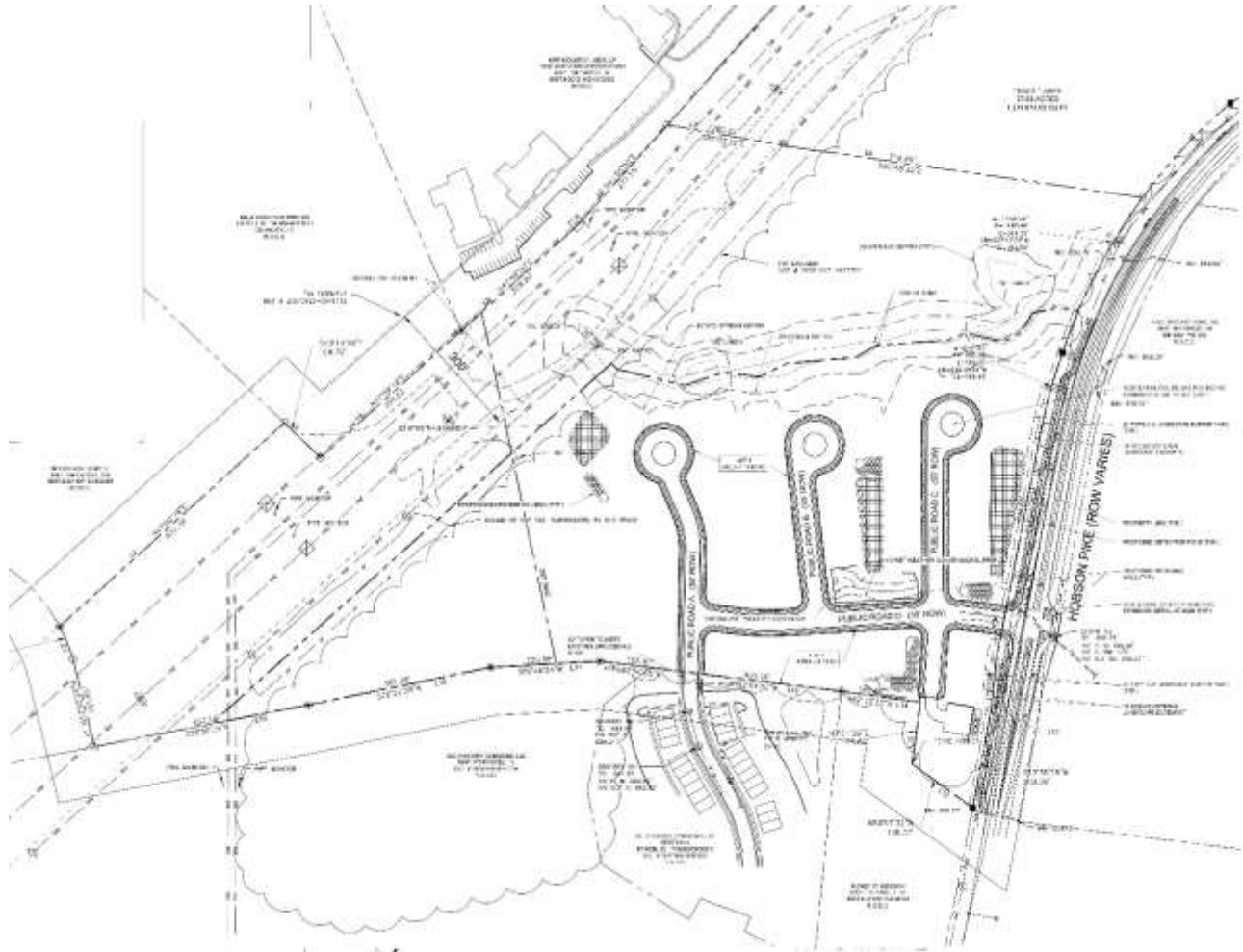
Existing land use and configuration: single parcel, which is currently vacant.

Surrounding land use and zoning:

- North: Mixed Use Limited (MUL)
- South: Residential Multi-Family – Planned Unit Development (RM6) (P.U.D)
- East: Specific Plan (SP)
- West: single-family residential (RS20)



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Proposed Subdivision



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Zoning: Mixed Use Limited (MUL)

- Min lot size: none
- Max. height: 3 stories in 45 feet
- Min. street setback: 40 feet
- Min. rear setback: 20 feet
- Min. side setback: none

PROPOSAL DETAILS

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

Number of lots: 2 mixed use lots.

Lot sizes: The lots range in size from approximately 1.5 acres to 15.5 acres.

Access: Access will be provided through a new public street which will connect to Hobson Pike. The concept plan indicates a public street connection will be made to the south of the site where a public street is currently stubbed to the property line within the Old Hickory Commons PUD. Three cul-de-sac roads will extend to the north of the east/west public street. The proposed roads which will be constructed to a local street standard with 55 feet of right of way. The proposed cul-de-sac roads will include a fire code compliant turnaround.

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

The plan meets the general requirements of the Subdivision Regulations.

3-2 Monument Requirements

Monuments are shown as required for the proposed public streets.

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 MUL zoning at the time of building permit. All proposed lots have frontage on a public 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. The site is currently zoned MUL and therefore the infill compatibility requirements do not apply.

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.

While the site is within a Neighborhood Maintenance policy area, this section is not applicable. There are three adjacent parcels: a single parcel to the north and two to the south. The adjacent parcels are zoned MUL and AR2a and would not be included within infill computability analysis. All parcels front Hobson Pike. The Subdivision Regulations require that new residential lots be compatible with surrounding residential parcels. The Regulations define “surrounding parcels” as parcels zoned R, R-A, RS and RS-A. Since new lots are not required to be consistent with the MUL and AR2a properties, then Section 3-5 does not apply to this proposed subdivision.

3-6 Blocks

Blocks are not proposed within this subdivision.

3-7 Improvements

This subdivision proposes a new public streets and public water line extension. Construction plans for required public improvements and private improvements (private stormwater, water and sewer lines and connections) will be reviewed with the Final Site Plan as required by the Subdivision Regulations.

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

Five-foot wide sidewalks and four-foot wide planting strips will be provided along the proposed roads, per the local street standard.

3-9 Requirements for Streets

The concept plan proposes a new public streets and construction of three permanent cul-de-sac extending into the northern portion of the site. 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.



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3-10 Requirements for Dedication, Reservations, or Improvements

Dedication of right of way is not required for this concept plan along Hobson Pike. Our records indicate the required Hobson Pike currently contains right of way in excess of the 92' requirement of the Major and collector Street Plan. 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.

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.

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

A new public road is proposed. 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. Metro Water has reviewed this plat and found it to be in compliance with all general requirements and detailed specifications for water service

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

Utilities are required to be located underground whenever a new street is proposed. The concept plan identifies utilities to be buried along the new public streets.

PLANNING STAFF COMMENTS

The proposed subdivision meets the standards of the Metro Subdivision Regulations and the standards of the Metro Zoning Code. Staff recommends approval with conditions.



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COMMENTS FROM OTHER REVIEWING AGENCIES

FIRE MARSHAL RECOMMENDATION

Approve with conditions

- Roadway 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 with conditions

- Development shall work with MPW in the next phase of review to determine specific off-site improvements to mitigate traffic. Potential improvements may consist, but not limited to, widening of Hobson Pike along project frontage and/or providing a financial contribution towards future improvements to the intersection of Murfreesboro Pike at Hobson Pike. Slight modifications to the approved concept plan may be requested due to improvements agreed upon.

WATER SERVICES RECOMMENDATION

Approve with conditions

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

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. A pedestrian connection shall be provided from the terminus of Sunset Ridge Lane to the proposed sidewalks along Road A as shown on the concept plan.
2. Construction plans for all vehicular and pedestrian infrastructure to be approved with final site plan.
3. The final site plan shall include buffer yards consistent with the provisions of the Cluster Lot Option, Section 17.12.090 of the Metro Zoning Code.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. 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.
6. 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



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

7. Pursuant to 2-2.5.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-140-001 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.



Project No.	Planned Unit Development 93P-023-003
Project Name	Sam Levy Homes PUD (Cancellation)
Council District	05 - Parker
School District	5 - Buggs
Requested by	S+H Group, applicant; Esker Bowers, ETUX, owner.
Staff Reviewer	Napier
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Cancel a portion of a Planned Unit Development.

Cancel Portion of PUD

A request to cancel a portion of a Planned Unit Development (PUD) for property located at Marina Street (unnumbered), approximately 175 feet east of Neill Avenue (0.09 acres), zoned Residential Single Family (RS5).

Existing Zoning

Single-Family Residential (RS5) requires a minimum 5,000 square foot lot and is intended for single-family dwellings at a density of 7.41 dwelling units per acre. *RS5 would permit a maximum of 1 unit.*

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

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

This PUD is an older “Res-E” residential PUD. The Res-E PUDs were adopted in the early 1970s to recognize existing public housing developments that were put in place prior to



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comprehensive zoning. There was never a master PUD plan adopted for any Res-E PUD. Since the approval, the PUD has not been amended or revised. The site is currently vacant. The base zone district is Single-Family Residential (RS5) which is intended for single-family dwellings. The cancellation of this portion of the PUD will allow the property to develop under the RS5 zone district. The request to cancel a portion of the existing PUD is consistent with the T4 Urban Neighborhood Maintenance; therefore, staff recommends approval.

STAFF RECOMMENDATION

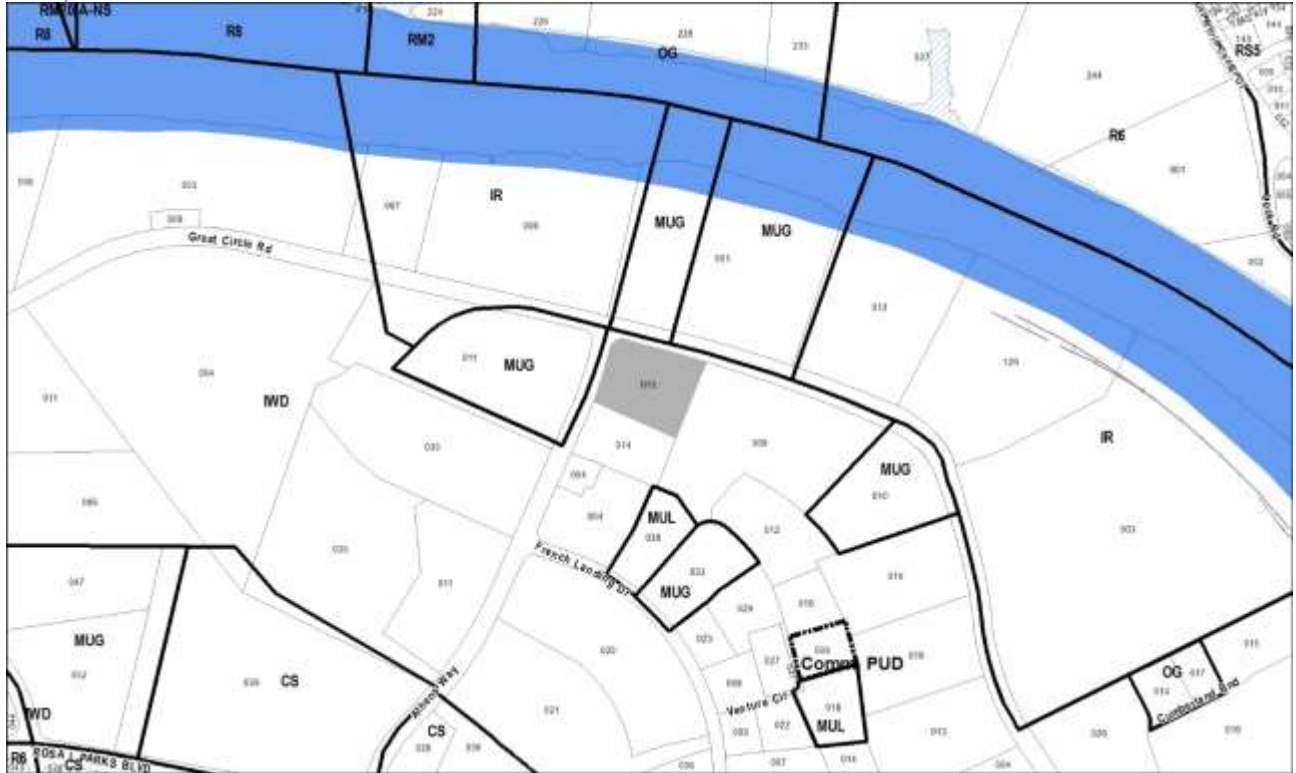
Staff recommends approval.



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2020Z-109PR-001

Map 070-12, Parcel(s) 015

08, North Nashville

02 (Kyonzté Toombs)



Project No.	Zone Change 2020Z-109PR-001
Council District	02 – Toombs
School District	1 – Gentry
Requested by	R H Acquisitions LLC, applicant; Ebon Falcon LLC, owner.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change from IWD to MUG.

Zone Change

A request to rezone from Industrial Warehousing/Distribution (IWD) to Mixed Use-General (MUG) zoning for property located at 100 Athens Way, at the southeast corner of Athens Way and Great Circle Road (3.18 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 (MUG) is intended for a moderately high intensity mixture of residential, retail, and office uses.

NORTH NASHVILLE 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.

SITE AND CONTEXT

The 3.18-acre site is located at the south-east corner of the intersection of Great Circle Road and Athens Way in Metro Center. Both Athens Way and Great Circle Road are local streets. The property is currently used for automobile parking and is surrounded by office, medical office, commercial, multi-family residential, and industrial uses.

ANALYSIS

The subject site is within the District Employment Center land use policy and sits at the corner of a prominent intersection of local streets. The MUG zoning district permits a variety of non-residential and residential uses with a building form that is consistent with the guidance provided for the District Employment Center policy. The surrounding properties at this intersection are



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also zoned MUG. Staff finds the proposed MUG zoning district to be consistent with the District Employment Center land use policy as the requested zoning district will allow for the type of land uses, a level of intensity, and a building form that is appropriate for this area.

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: **IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	3.18	0.8 F	110,816 SF	221	39	42

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

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)	1.60	3.0 F	209 U	1540	97	114

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.79	3.0 F	103,237 SF	6553	329	707

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	0.79	3.0 F	103,237 SF	8656	76	806

Traffic changes between maximum: **IWD and MUG**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+16528	+463	+1585

METRO SCHOOL BOARD REPORT

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



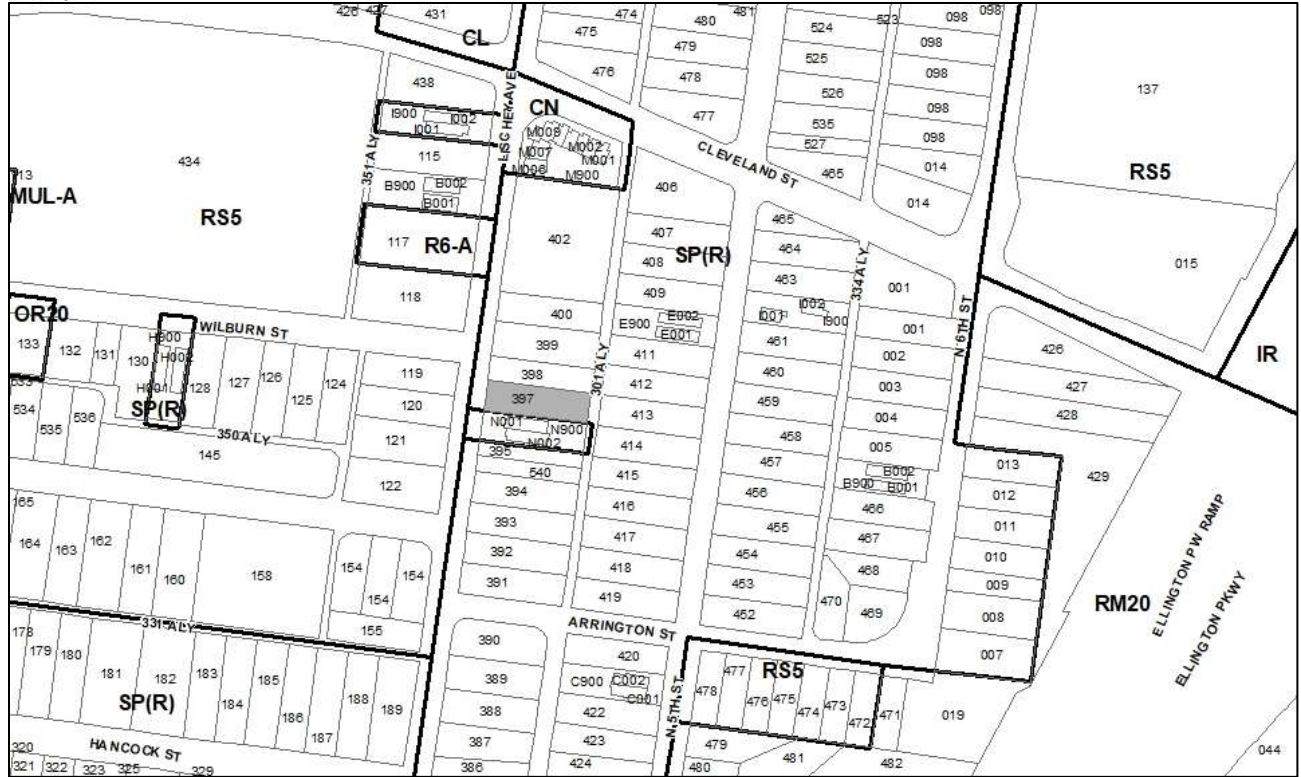
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STAFF RECOMMENDATION

Staff recommends approval of rezoning the property to MUG.



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2020Z-104PR-001
Map 082-07, Parcels 397
05, East Nashville
05 (Sean Parker)



Project No.	Zone Change 2020Z-104PR-001
Council District	05 - Parker
School District	5 - Buggs
Requested by	Frankie McClain, applicant and owner.
Staff Reviewer	Swaggart
Staff Recommendation	Approve.

APPLICANT REQUEST

Zone change from SP to R6-A.

Zone Change

A request to rezone from Specific Plan-Residential (SP-R) to Single-Family Residential (R6-A) zoning for property located at 813 Lischey Avenue, approximately 50 feet south of Wilburn Street (0.19 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 permits single-family residential uses in addition to detached accessory dwelling units.

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. *R6-A would permit a maximum of 1 duplex lot for a total 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 needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

ANALYSIS

The property is located on the east side of Lischey Aveue. Surrounding land uses are primarily single family residential, with SP-R and RS5 zoning. The property is just south of Cleveland Street and just west of Ellington Parkway. The T4 Urban Neighborhood Evolving policy intends



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to create a greater housing choice with improved connectivity and creative development techniques. These policy areas should have moderate-to-high density residential development and regular spaced building with shallow setbacks. The R6-A zoning is consistent with the policy by allowing for a variety of housing types. This zoning category will create a more walkable street through the use of appropriate building placement and bulk standards which support the intent of the policy, in addition to requiring all access be taken from the alley. The proposed R6-A zoning district is also consistent with the zoning pattern in the area. The adjacent parcel to the south is also zoned R6-A and was approved by Council last year.

FIRE MARSHAL RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

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

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

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)	0.19	8.71 D	1 U	16	6	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential* (210)	0.19	7.26 D	2 U	29	7	3

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+1 U	+13	+1	+1

METRO SCHOOL BOARD REPORT

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

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

The proposed R6-A zoning district would generate no more students than what is typically generated under the existing SP-R zoning district. Students would attend Ida B. Wells Elementary School, Jere Baxter Middle School, and Maplewood High School.

STAFF RECOMMENDATION

Staff recommends approval.



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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. New public notices were sent for the September 24, 2020, Planning Commission hearing.

Staff Reviewer	Lewis
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Apply Historic Preservation Overlay District.

Historic Preservation Overlay District

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

Existing Base Zoning

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

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

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

Proposed Overlay

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

NORTH NASHVILLE COMMUNITY PLAN

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



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

Consistent with Policy?

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

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

REQUEST DETAILS

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

Background:

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

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

Analysis and Findings:

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

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



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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

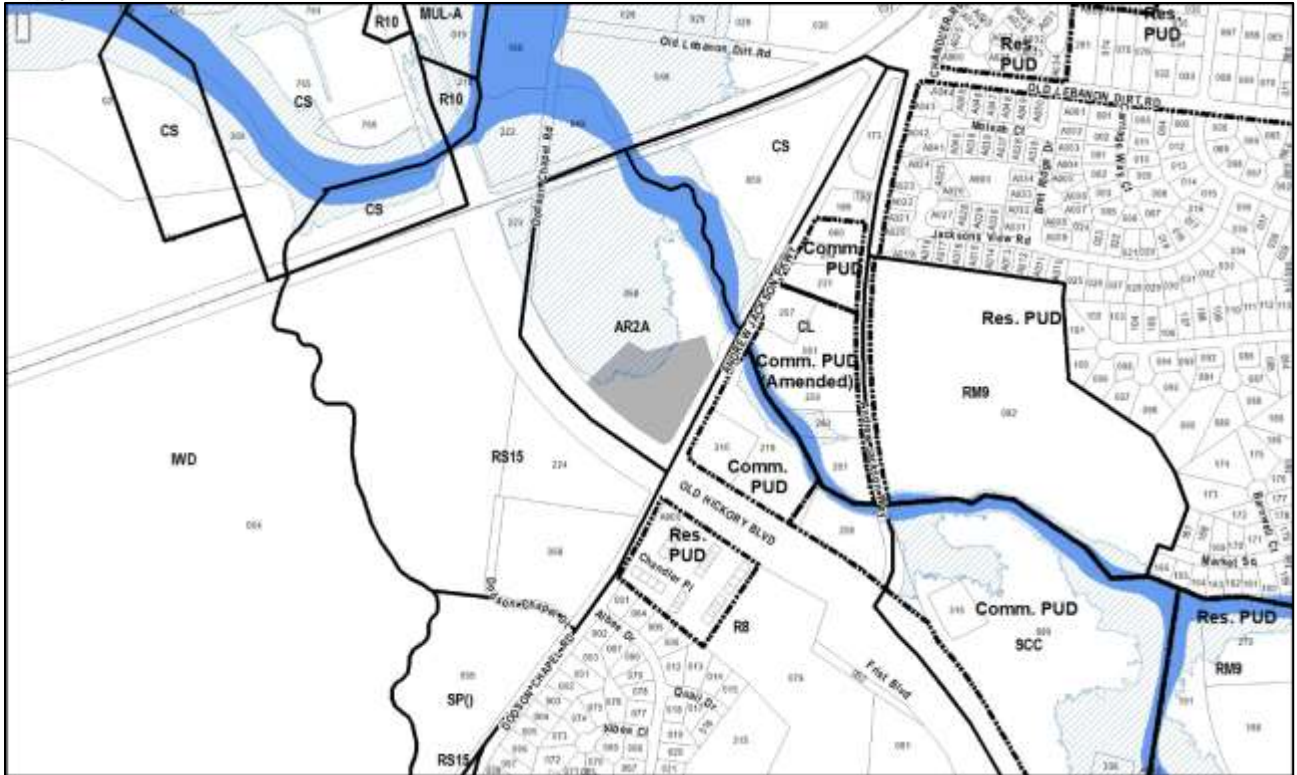
On February 19, 2020, the Metro Historic Zoning Commission voted unanimously to recommend a historic preservation zoning overlay for Marathon Village.

STAFF RECOMMENDATION

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



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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 heard at the August 27, 2020, Planning Commission hearing. A public hearing was held and closed.

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.

HISTORY

This case was heard at the August 27, 2020, Planning Commission hearing. The public hearing was held and closed. The item was deferred in order to provide additional time for the applicant to coordinate with the existing tenant on the property to explore additional options. The applicant has reached out to the current tenant and they are in ongoing conversations, including options for relocation on the site and continuing operations through the current existing lease.

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.



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FIRE RECOMMENDATION

Approve with conditions

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

TRAFFIC AND PARKING RECOMMENDATION

Approve with conditions

- A 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.



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2020Z-102PR-001

Map 105-03, Parcel(s) 156, 158, 192

11, South Nashville

17 (Colby Sledge)



Project No.	Zone Change 2020Z-102PR-001
Council District	17 – Sledge
School District	5 - Buggs
Requested by	Waller Lansden Dortch and Davis, applicant; Nashville Phase I Property Holder, LLC and Arthur Daws, III, owners.
Deferrals	This item was deferred from the September 10, 2020, Planning Commission meeting. No public hearing was held.
Staff Reviewer	Rickoff
Staff Recommendation	<i>Defer to the October 8, 2020, Planning Commission meeting.</i>

APPLICANT REQUEST

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

Zone Change

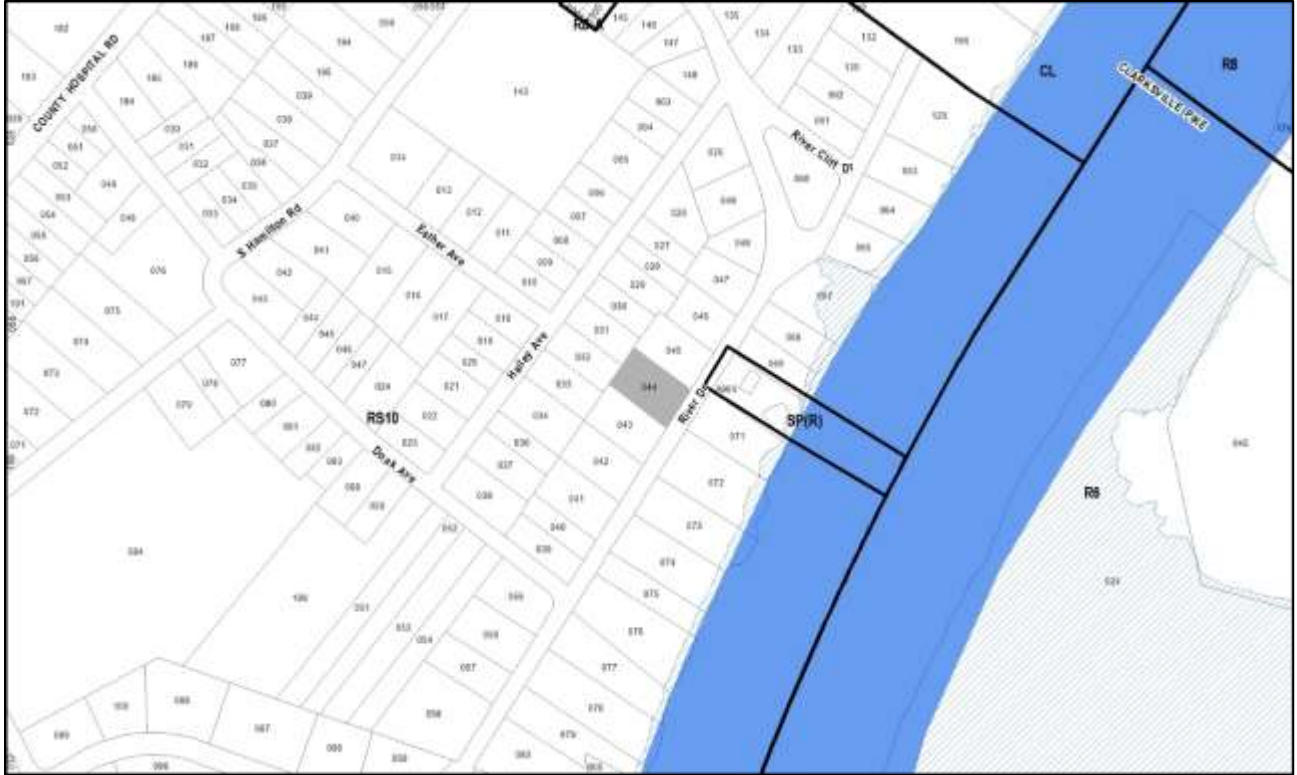
A request to rezone from Commercial Service (CS) and Mixed Use Limited (MUL) to Mixed Use Limited-Alternative-No Short Term Rentals (MUL-A-NS) zoning for properties located at 1209 and 1211 Martin Street and 448 Humphreys Street, at the southwest corner of Houston Street and Brown Street (2.17 acres).

STAFF RECOMMENDATION

Staff recommends deferral to the October 8, 2020, Planning Commission meeting at the request of the applicant.



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2020Z-103PR-001

Map 081-01, Parcel(s) 044

03, Bordeaux – Whites Creek – Haynes Trinity

02 (Kyonzté Toombs)



Project No.
Council District
School District
Requested by

Zone Change 2020Z-103PR-001
02 - Toombs
1 - Gentry
C&H Properties, LLC, applicant and owner.

Deferrals

This item was deferred at the September 10, 2020, Planning Commission hearing. No public hearing was held.

Staff Reviewer
Staff Recommendation

Lewis
Disapprove the requested R8-A zoning district and approve the R10-A zoning district.

APPLICANT REQUEST

Zone change from RS10 to R8-A.

Zone Change

A request to rezone from Single-Family Residential (RS10) to One and Two-Family Residential (R8-A) zoning for property located at 1819 River Drive, approximately 430 feet northeast of Doak Avenue (0.39 acres), requested by C & H Properties LLC, applicant and owner.

Existing Zoning

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

Proposed Zoning

One and Two-Family Residential - Alternative (R8-A) requires a minimum 8,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 5.79 dwelling units per acre including 25 percent duplex lots. *R8-A would permit a maximum of two duplex lots for a maximum of four units, based solely on a minimum lot size of 8,000 square feet as required by the zoning. Metro Codes would make a final determination on duplex eligibility.*

Recommended Zoning

One and Two-Family Residential - Alternative (R10-A) 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-A would permit a maximum of one duplex lot for a total of two units.*

BORDEAUX – WHITES CREEK – HAYNES TRINITY COMMUNITY PLAN

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



Metro Planning Commission Meeting of 9/24/20

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

ANALYSIS

The 0.39 acre site is located on the north side of River Drive, north of the intersection of Doak Avenue and River Drive. The property has been developed with a single-family residential structure. The surrounding properties are zoned RS10 and have been developed primarily with single-family uses, some two-family uses, and some vacant properties. The property across the street is zoned Specific Plan (SP) which permits a maximum of two units.

When considering opportunities for infill and redevelopment in T3 NE Policy areas, the guidance states that elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors should be considered. There are several characteristics of the site, such as the existing mix of one and two-family units in the area and the large size of the lot, that support a rezoning from the existing RS10 zoning district to a one and two-family zoning district. However, the site is located on the edge of a policy area, away from nearby corridors and centers and the size of the site would permit a subdivision and permit the development of up to four units.

Four units, as what could be developed under R8-A zoning, on this property is likely too intense for the policy with the intent to create and enhance suburban neighborhoods. Staff recommends the R10-A zoning district, which would permit the development of no more than two units, to allow the development of additional housing consistent with the intent of the policy to create housing at a level compatible with the evolving neighborhood. The R10-A district is also consistent with the policy to create suburban neighborhoods with moderate density and additional housing choice.

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: **RS10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.39	4.356 D	1 U	10	1	1



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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)	0.39	5.445 D	4 U	38	3	4

*Based on two-family lots

Traffic changes between maximum: **RS10 and R8**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+28	+2	+3

METRO SCHOOL BOARD REPORT

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

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

Projected student generation recommended R10-A district: 0 Elementary 0 Middle 0 High

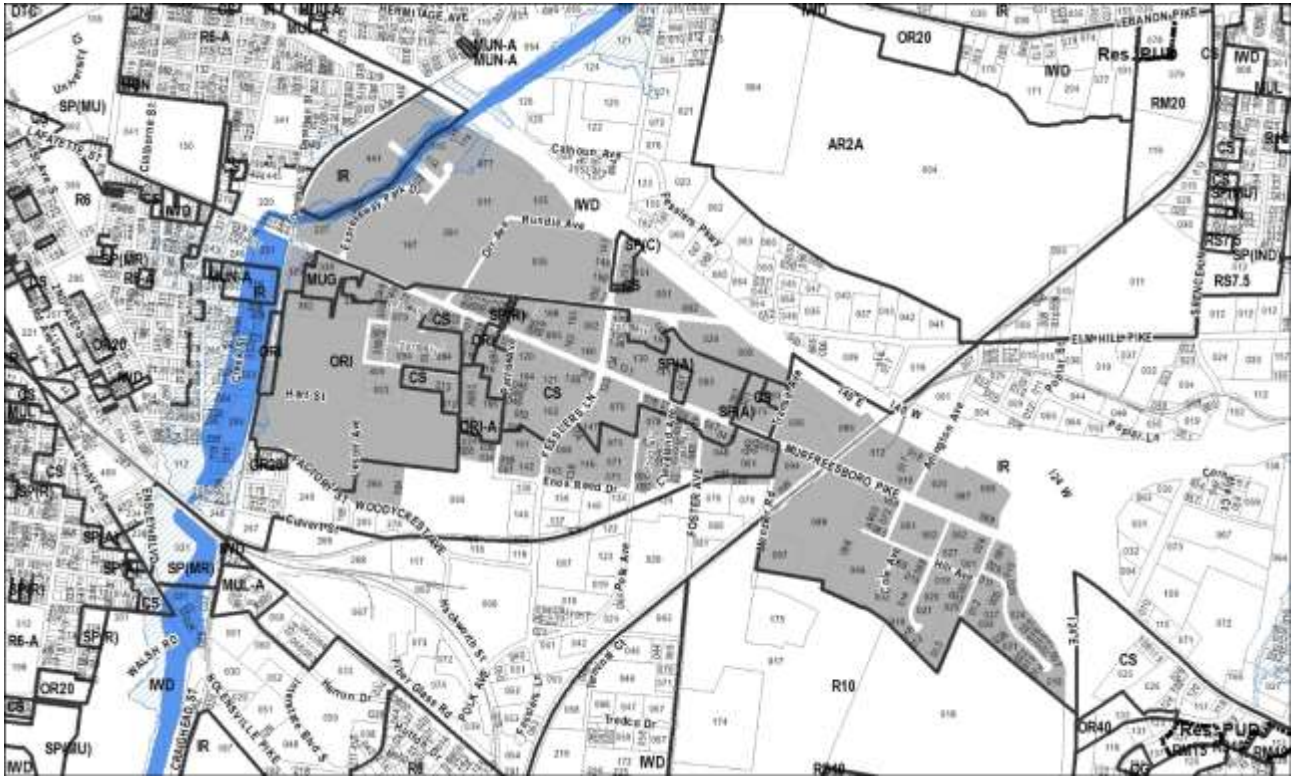
The proposed and recommended zoning districts are not anticipated to generate any more students than the existing RS10 zoning district. Students would attend Cumberland Elementary School, Joelton Middle School, and Whites Creek High School.

STAFF RECOMMENDATION

Staff recommends disapproval of the requested R8-A zoning district, and approval of the R10-A zoning district.



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2020Z-112PR-001

Various Maps, Various Parcels

11, South Nashville

17 (Freddie O'Connell)

19 (Colby Sledge)



Project No.	Zone Change 2020Z-112PR-001
Council Bill No.	BL2020-435
Council District	17 – Sledge; 19 – O’Connell
School District	5 – Buggs
Requested by	Councilmembers Colby Sledge and Freddie O'Connell, applicants; various property owners.
Staff Reviewer	Elliott
Staff Recommendation	<i>Approve.</i>

APPLICANT REQUEST

Zone change to apply the Urban Zoning Overlay.

Zone Change

A request to expand the Urban Zoning Overlay District (UZO) for various properties located along Murfreesboro Pike, from Donelson Street to Interstate 24 and north of Woodycrest Avenue, zoned Commercial Service (CS), Office/Residential (OR), Office/Residential Intensive - Alternative (ORI-A), Mixed Use General (MUG), Industrial Restrictive (IR), Industrial Warehousing/Distribution (IWD) and Specific Plan (SP) (439.93 acres).

Proposed Zoning

Urban Zoning Overlay (UZO) The intent of the UZO district is to preserve and protect existing development patterns that predate the mid-1950s in portions of Metro Nashville that were originally developed before that time and to ensure the compatibility of new development in those older portions of the city. In addition, the UZO district is intended to promote reinvestment in areas of Metro Nashville originally developed before the mid-1950s by modifying development standards that could add unnecessary expense without improving the safety or compatibility of resulting development. The UZO is also intended to implement provisions of adopted plans that call for particular areas to evolve to a development pattern characterized predominantly by lot sizes, street patterns, and alley systems commonly used before the mid-1950s.

SOUTH NASHVILLE COMMUNITY PLAN

The area proposed for application of the UZO includes properties located within numerous land use policies. The area centers around Murfreesboro Pike and the properties fronting onto the pike have T4 Urban Mixed Use Corridor policy. As you move away from Murfreesboro pike, the area is largely District Industrial land use policy. Other polices present in the application are T4 Urban Mixed Use Neighborhood, Civic, Open Space, and District Major Institutional. The District Major Institutional policy recognizes the campus of Trevecca Nazarene University. Conservation policy is also present throughout the UZO application area and recognizes the presence of streams, floodplains, slopes and other sensitive environmental features.



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SITE AND CONTEXT

The approximately 439-acre area is located in South Nashville, focuses around Murfreesboro Pike, and comprises 286 parcels. The area is bounded by I-40 to the north, I-24 to the east, a railway to the west and Woodycrest Avenue and other various streets to the south. Currently, the railway at the western boundary is the limit of the Urban Zoning Overlay.

The land use in the area is primarily commercial, industrial, multi-family residential, community or institutional, with some office or medical and vacant land uses. The properties included in the proposal are mostly within non-residential zoning districts. The implications of application of the UZO will vary from parcel to parcel, depending on the existing zoning and the development proposed. Some of the properties in the area are currently zoned Specific Plan and the effects of the UZO on these properties are limited, as the Specific Plan will continue to govern the development of those properties.

Murfreesboro Pike runs down the center of the subject area and is primarily fronted by commercial land uses. Murfreesboro Pike, Elm Hill Pike, Fesslers Lane, and Foster Avenue are classified as Arterial Boulevard roadways in the Major and Collector Street Plan. Woodycrest Avenue is classified as Collector Street in the Major and Collector Street Plan.

ANALYSIS

The area proposed for application of the UZO is contiguous to the existing boundary of the UZO to the west. Although portions of the area proposed for application of the UZO were platted or developed after the mid-1950s, the majority of the area has an established development pattern of small to moderately sized lots with connected streets. As redevelopment or infill development occurs on the remaining larger parcels, the standards of the UZO will support a development form that is coherent and connected with what exists today. The varied standards of the UZO, which are specific to certain zoning districts and uses, make the UZO an adaptable zoning tool to ensure that development and redevelopment occur in a context-sensitive manner without impact existing entitlements or base zoning. Application of the UZO will help to achieve a wide range of goals identified in NashvilleNext and in the community plans for this area, including enhanced pedestrian connectivity, activation of the streetscape in centers and along corridors, and support for existing and future transit service in the area.

STAFF RECOMMENDATION

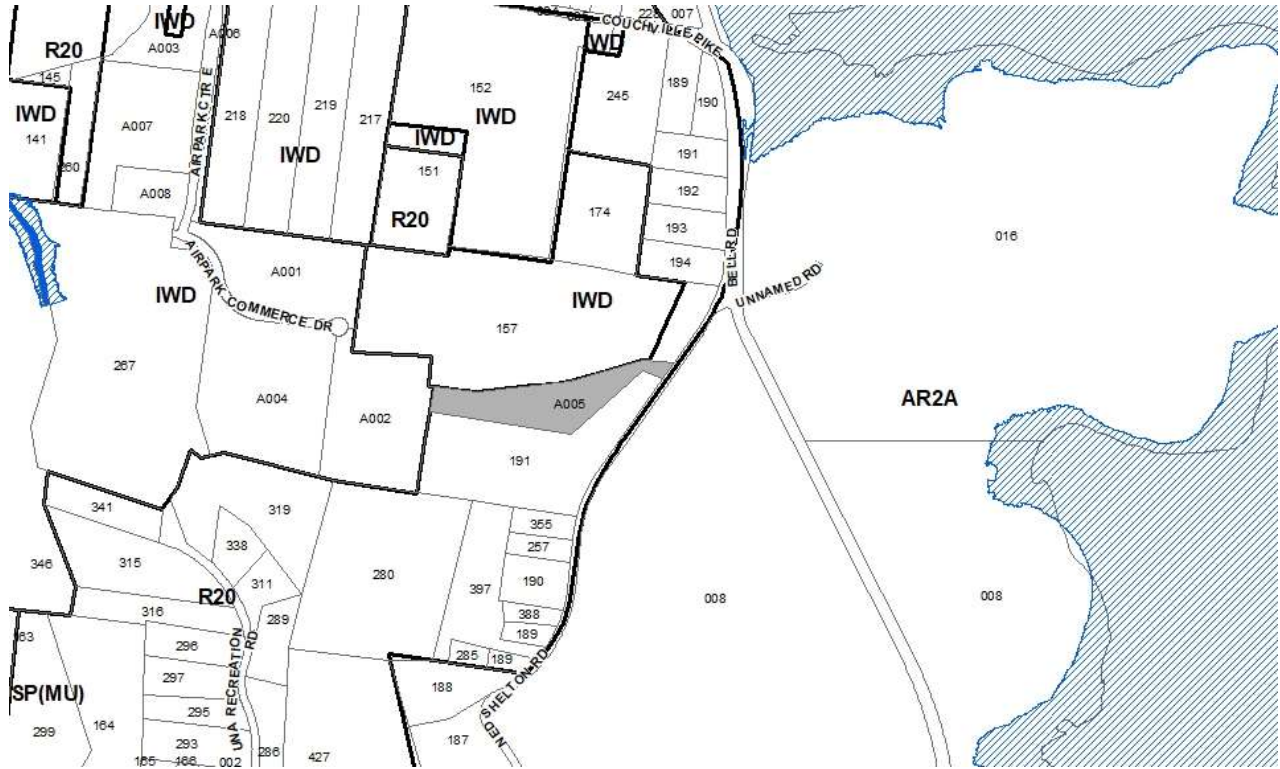
Staff recommends approval.



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2020Z-128PR-001 (formerly 2020SP-015-001)

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

13, Antioch-Priest Lake

29 (Delishia Porterfield)



Project No. 2020Z-128PR-001
(formerly 2020SP-015-001)
Council District 29 – Porterfield
School District 7 – Player-Peters
Requested by StateStreet Group, LLC, applicant; Duke-Weeks Realty L.P., owners.

Deferrals This case was previously noticed as 2020SP-015-001. Under this case number, it was deferred from the March 26, 2020, April 9, 2020, May 28, 2020, June 25, 2020, August 27, and September 10, 2020, Planning Commission meetings. No public hearing was held.

Staff Reviewer Rickoff
Staff Recommendation *Approve with conditions.*

APPLICANT REQUEST
Zone change from R20 to IWD.

Zone Change
 A request to rezone from One and Two-Family Residential (R20) to Industrial Warehousing/Distribution (IWD) zoning for property located at Ned Shelton Road (unnumbered), southwest of the intersection of Ned Shelton Road and Bell Road (7.27 acres) (formerly case # 2020SP-015-001).

Existing Zoning
One and Two-Family Residential (R20) requires a minimum 20,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 2.31 dwelling units per acre including 25 percent duplex lots. *R20 would permit a maximum of 15 lots with 3 duplex lots for a total of 18 units. This calculation does not account for infrastructure, road layout, functional lot configuration, or meeting all requirements of the Metro Subdivision Regulations*

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

HISTORY
 This case was previously noticed as a request for a regulatory SP under case number 2020SP-015-001, which proposed to permit all uses of the IWD zoning district. The SP comprised several parcels located on 72.99 total acres and proposed to limit access at the front of the site, along Ned Shelton Road. A staff report for case 2020SP-015-001 was previously published for the August 27, 2020, Planning Commission meeting, with a staff recommendation to approve with conditions and disapprove without all conditions.



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The SP has since been converted to a straight rezone request under case number 2020Z-128PR-001, which proposes Industrial/Warehousing (IWD) zoning for one of the parcels that was included in the previous request. The parcel proposed for IWD zoning comprises approximately 7.27 acres. No rezoning is currently proposed on the remaining parcels that were included with case 2020SP-015-001.

SITE CONTEXT AND PLAN DETAILS

The vacant parcel comprises approximately 7.27 acres located on the west side of Ned Shelton Road, south of Couchville Pike and southeast of the intersection of Ned Shelton Road and Bell Road. A small portion of the site contains street frontage, with the majority of parcel jogging to the south and west, away from the road. Surrounding properties along Ned Shelton Road are primarily zoned for residential uses. In 2019, a portion of the adjacent parcel to the north was rezoned from R20 to IWD, resulting in R20 zoning being retained along Ned Shelton Road and IWD zoning located on the back half. Properties located directly to the west and on the south side of Couchville Pike are predominantly zoned for and contain existing industrial uses.

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 a small area of potential steep slopes and a potential stream/steam buffer which clip the northeastern corner.

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. Given the surrounding non-industrial uses along Ned Shelton Road, staff has included a condition prohibiting access to Ned Shelton Road, consistent with policy guidance to ensure compatibility with the non-industrial uses in the area and to protect the health, safety, and welfare of the surrounding community.



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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

In the event the parcels originally intended for the SP are developed:



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- Any public road infrastructure is to be designed and constructed in accordance with MPW standards and specifications.
- The design of a future development should discourage industrial truck traffic utilizing Ned Shelton for ingress and egress.
- Comply w/ MPW traffic comments for rezoning.

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

- A detailed TIS is required with permit submittal to determine specific transportation improvements.

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)	7.27	2.178 D	18 U	215	18	20

*Based on two-family lots

Maximum Uses in Proposed 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)	7.27	0.8 F	253,344 SF	446	56	59

Traffic changes between maximum: **R20 and IWD**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+231	+38	+39

STAFF RECOMMENDATION

Staff recommends approval with conditions.

CONDITIONS

1. No access to Ned Shelton Road shall be permitted.