

# Metropolitan Planning Commission



## Staff Reports

**November 12, 2020**



## Metro Planning Commission Meeting of 11/12/20

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



**SEE NEXT PAGE**



**NO SKETCH**



<b>Project No.</b>	<b>Text Amendment 2020Z-012TX-001</b>
<b>Project Name</b>	<b>Billboard Orientation</b>
<b>Council Bill No.</b>	BL2020-460
<b>Council District</b>	Countywide
<b>School District</b>	Countywide
<b>Requested by</b>	Councilmember Brett Withers
<b>Staff Reviewer</b>	Shepard
<b>Staff Recommendation</b>	<i>Defer to the December 10, 2020, Planning Commission meeting.</i>

**APPLICANT REQUEST**

Amend the Zoning Code pertaining to orientation of Type II billboards.

**PROPOSED AMENDMENTS TO TITLE 17**

The proposed bill would amend Section 17.32.150 of the Zoning Code by deleting Subsection B.12 in its entirety and replacing it with the following:

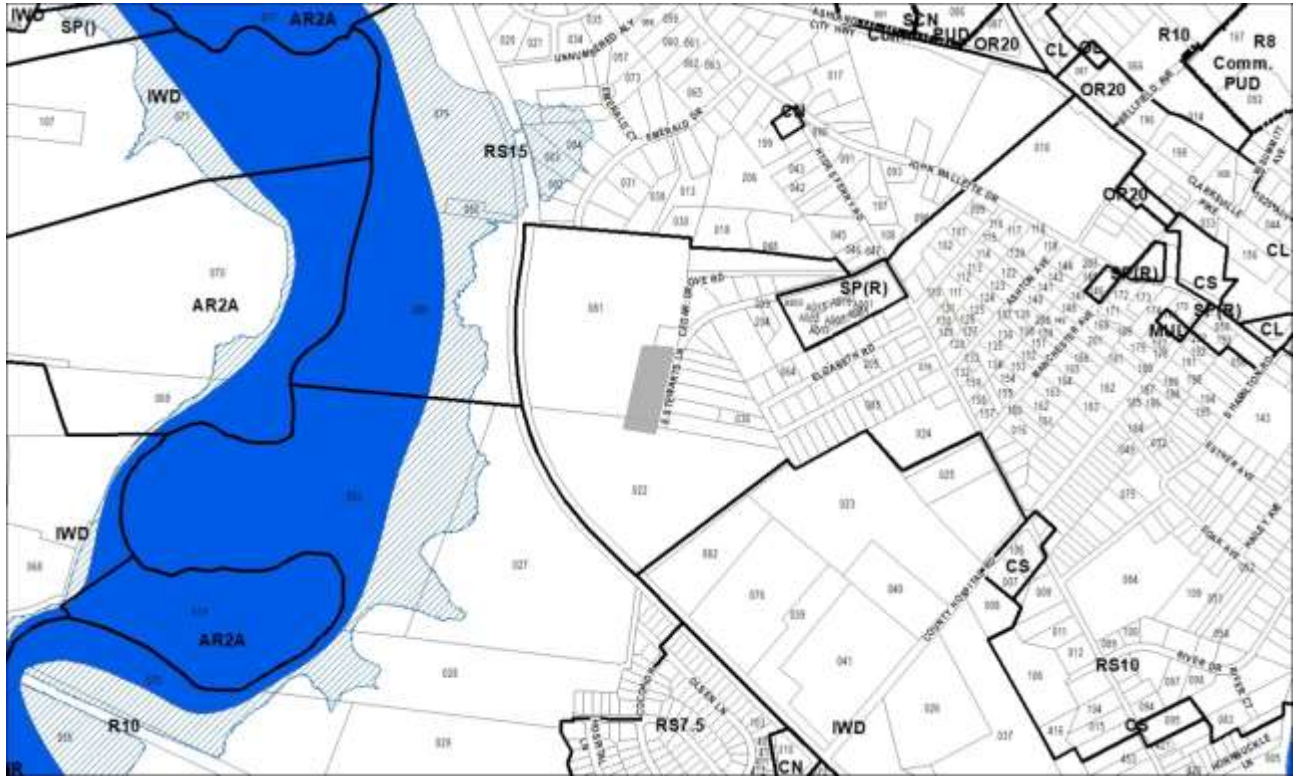
12. Type II billboards shall be located only on lots that have frontage on public streets with four or more travel lanes or that are located within three hundred feet of a limited access highway. Paired one-way streets with a minimum of two travel lanes in each direction shall be considered a four-lane road in applying this provision. Type II billboards shall be oriented toward public streets with four or more travel lanes or limited access highways.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 11/12/20



### **2019S-109-001**

**RICHARDS FARMS SUBDIVISION**

Map 008, Part of Parcel(s) 022

Map 069, Parcel(s) 081

03, Bordeaux - Whites Creek - Haynes Trinity

02 (DeCosta Hastings)



<b>Project No.</b>	<b>Final Plat 2019S-109-001</b>
<b>Project Name</b>	<b>Richards Farms Subdivision</b>
<b>Council District</b>	02 – Hastings
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Clint Elliott Survey, applicant; Gus Richards, Jr, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Defer to the December 10, 2020, Planning Commission meeting.</i>

---

**APPLICANT REQUEST**

**Final Plat to create up to 11 lots.**

Concept Plan

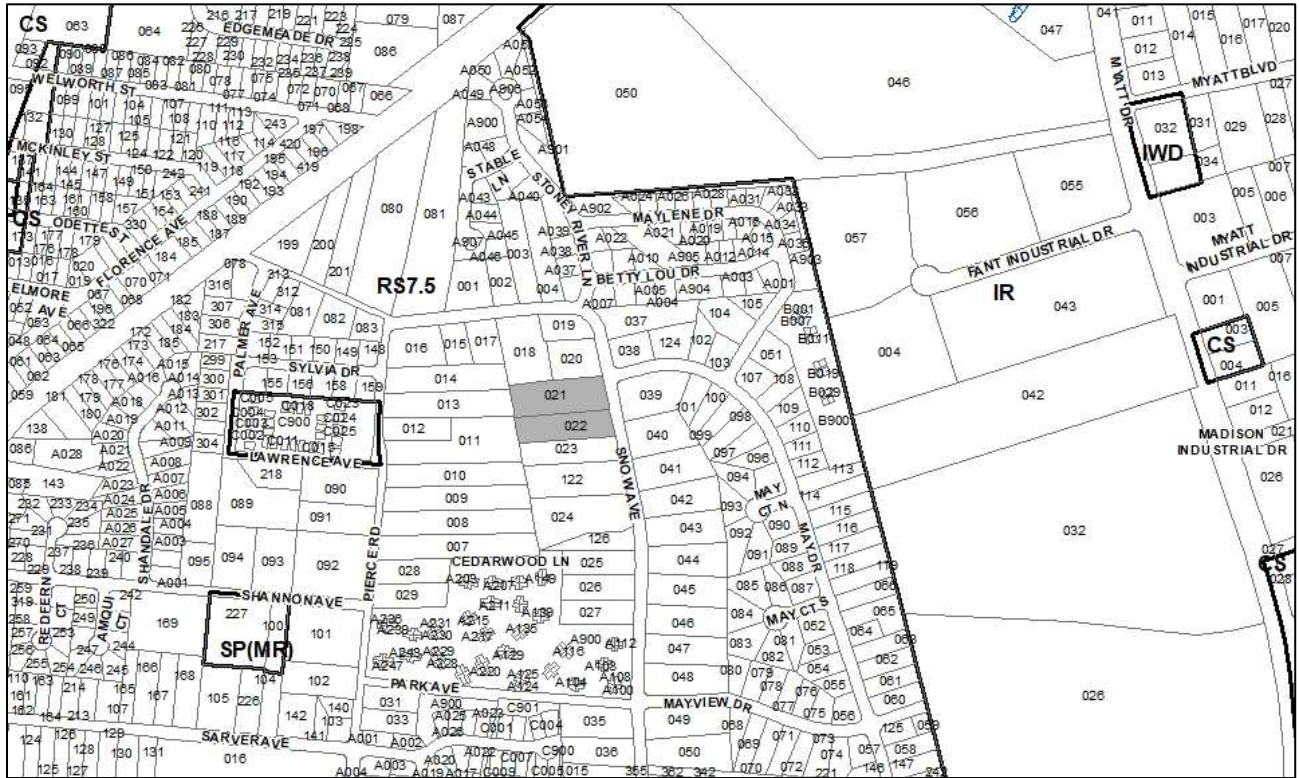
A request for final plat approval to create 11 lots on property located at 1601 East Stewarts Lane and a portion of property at 1501 East Stewarts Lane, approximately 375 feet south of Cedar Grove, zoned Single-Family Residential (RS10) (2.55 acres).

**STAFF RECOMMENDATION**

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



# Metro Planning Commission Meeting of 11/12/20



**2020S-113-001**  
RESUB OF LOTS 8A AND 8B ON THE RESUB OF LOT 8 ON THE PLAN OF  
DIXIE PURE FOOD COMPANY'S SUBDIVISION  
Map 043-02, Parcel(s) 021-022  
04, Madison  
09 (Tonya Hancock)





<b>Project No.</b>	<b>Final Plat 2020S-113-001</b>
<b>Project Name</b>	<b>Resub of Lots 8A And 8B On The Resub of Lot 8 On The Plan of Dixie Pure Food Company's Subdivision</b>
<b>Council District</b>	09 - Hancock
<b>School District</b>	3 - Masters
<b>Requested by</b>	Clint Elliott Survey, applicant; Diane Rabago, owner.
<b>Deferrals</b>	This item was deferred at the July 23, 2020, August 27, 2020, September 10, 2020, September 24, 2020, October 8, 2020, and October 22, 2020 Planning Commission hearings. No public hearing was held.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Defer indefinitely.</i>

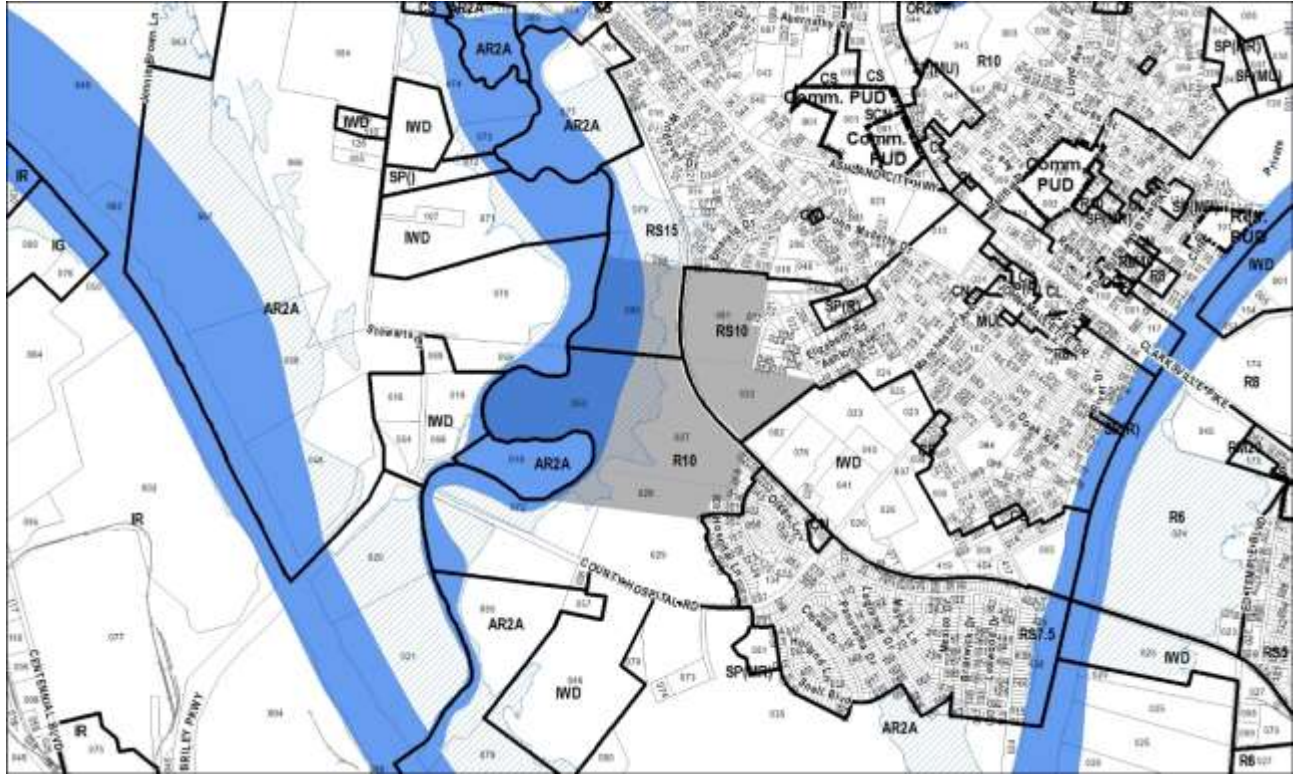
**APPLICANT REQUEST**  
**Final plat to create eight lots.**

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 indefinite deferral of this item at the request of the applicant.



## Metro Planning Commission Meeting of 11/12/20



### **2020S-145-001**

#### **BORDEAUX AGRIFOOD**

Map 069, Parcel(s) 080-081

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

03, Bordeaux - Whites Creek - Haynes Trinity

01 (Jonathan Hall); 02 (Kyonzté 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, September 10, 2020, and September 24, 2020, Planning Commission meetings. No public hearing was held.

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

---

**APPLICANT REQUEST**

**Concept plan approval to create 407 cluster lots.**

Concept Plan

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

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 11/12/20



### **2020S-176-001**

### **RESUBDIVISION OF LOT 2 FINAL PLAT OF THE SWINGING BRIDGE SUBDIVISION**

Map 044-01, Parcel(s) 013

14, Donelson – Hermitage – Old Hickory

11 (Hagar)



**Project No.**  
**Project Name**

**Final Plat 2020S-176-001**  
**Resubdivision Of Lot 2 Final Plat Of The**  
**Swinging Bridge Subdivision**

**Council District**  
**School District**  
**Requested by**

11 - Hagar  
4 - Nabaa—McKinney  
CESO Inc., applicant; Cobalt Ventures, LLC, owner.

**Deferrals**

This item was deferred at the October 22, 2020, Planning Commission hearing. No public hearing was held.

**Staff Reviewer**  
**Staff Recommendation**

Lewis  
*Defer to the December 10, 2020, Planning Commission hearing.*

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

Final Plat

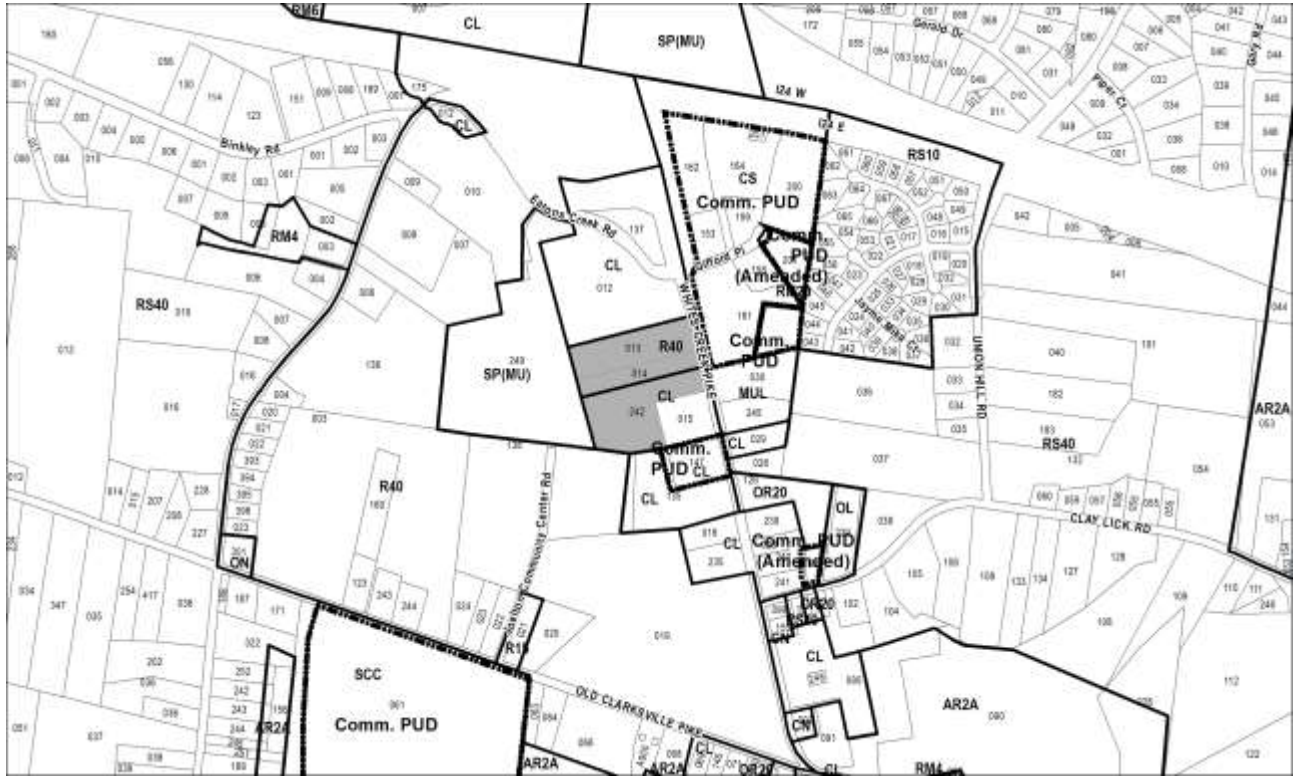
A request for final plat approval to create eight lots on property located at Swinging Bridge Road (unnumbered), at the southern corner of Hickerson Street and Swinging Bridge Road, zoned Single-Family Residential (RS10) (6.51 acres).

**STAFF RECOMMENDATION**

Staff recommends deferral to the December 10, 2020, Planning Commission hearing at the request of the applicant.



## Metro Planning Commission Meeting of 11/12/20



**2020SP-045-001**

**KABOTA AT WHITES CREEK PIKE**

Map 022, Parcel(s) 013-014, 242

01, Joelton

01 (Jonathan Hall)



**Project No.** Specific Plan 2020SP-045-001  
**Project Name** Kabota at Whites Creek Pike  
**Council District** 01 – Hall  
**School District** 1 - Gentry  
**Requested by** Dale and Associates, applicant; Ronald Waller and Debora Waller, owners.

**Staff Reviewer** Swaggart  
**Staff Recommendation** *Defer to the December 10, 2020, Planning Commission meeting.*

---

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from One and Two-Family Residential (R40) and Commercial Limited (CL) to Specific Plan-Mixed Industrial (SP-MI) zoning for properties located at 7215, 7221 and 7227 Whites Creek Pike, approximately 210 feet south of Gifford Place (9.26 acres), to permit farm equipment sales and service.

**STAFF RECOMMENDATION**

Defer to the December 10, 2020, Planning Commission meeting as requested by the applicant.



**NO SKETCH**





<b>Project No.</b>	<b>SUBSTITUTE BL2020-197</b>
<b>Project Name</b>	<b>120-Day Multi-family Permit Moratorium in the Antioch Area</b>
<b>Council District</b>	28 – Vercher 29 – Porterfield
<b>School District</b>	6 – Bush 7 – Player-Peters
<b>Requested by</b>	Councilmember Tanaka Vercher
<b>Staff Reviewer</b>	Claxton
<b>Staff Recommendation</b>	<i>Defer to the January 21, 2021, Planning Commission meeting.</i>

---

**APPLICANT REQUEST**

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

**STAFF RECOMMENDATION**

Staff recommends deferral to the January 21, 2021, Planning Commission meeting to align with Council schedule.



## Metro Planning Commission Meeting of 11/12/20



### **2016SP-083-003**

50 MUSIC SQUARE WEST (AMENDMENT #1)

Map 092-16, Parcel(s) 439

10, Green Hills - Midtown

19 (Freddie O'Connell)



<b>Project No.</b>	<b>Specific Plan 2016SP-083-003</b>
<b>Project Name</b>	<b>50 Music Square West (Amendment #1)</b>
<b>Council District</b>	19 – O’Connell
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Barge Cauthen & Associates, applicant; SAI RAM 009 LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Defer to the December 10, 2020, Planning Commission meeting.</i>

---

**APPLICANT REQUEST**

**Amend SP to add multi-family residential as a permitted use.**

SP Amendment

A request to amend a Specific Plan for property located at 50 Music Square West, at the southeast corner of Chet Atkins Place and Music Square West (0.52 acres), to add multi-family residential as a permitted use.

**STAFF RECOMMENDATION**

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



## Metro Planning Commission Meeting of 11/12/20



### **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, September 24, 2020, October 8, 2020, and October 22, 2020, Planning Commission meetings. No public hearing was held.

**Staff Reviewer** Rickoff  
**Staff Recommendation** *Defer to the December 10, 2020, Planning Commission meeting.*

---

**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 December 10, 2020, Planning Commission meeting at the request of the applicant.



## Metro Planning Commission Meeting of 11/12/20



**2020CP-011-001**

SOUTH NASHVILLE COMMUNITY PLAN AMENDMENT

Map 105-08, Parcel(s) 249 and 198

11, South Nashville

17 (Colby Sledge)



<b>Project No.</b>	<b>Minor Plan Amendment 2020CP-011-001</b>
<b>Project Name</b>	<b>South Nashville Community Plan Amendment</b>
<b>Associated Cases</b>	2020SP-048-001
<b>Council District</b>	17 – Sledge
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Catalyst Design Group, applicant; 101 Factory Street LLC, owner.
<b>Staff Reviewer</b>	McCullough
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

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

Minor Plan Amendment

A request to amend the South Nashville Community Plan by changing from District Industrial (D IN) Policy to T4 Urban Mixed Use Neighborhood (T4 MU) Policy for properties located at 101 Factory Road and 525 Lester Avenue, bound by Factory Street, Lester Avenue, Culvert Street, and Geysler Street, zoned Industrial Warehousing/Distribution (IWD) (6.8 acres).

**SOUTH NASHVILLE COMMUNITY PLAN**

**Current Policy**

The current policies for the properties are District Industrial (D IN) and Conservation (CO).

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

Conservation Policy (CO) is intended to preserve environmentally sensitive land features through protection and remediation. This policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether they have already been disturbed. In this instance, the CO policy is applied to a man-made area with a 20 – 25% steep slope along Factory Street. As such, CO policy does not indicate an environmental feature that should be preserved.

**Proposed Policy**

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



## **Metro Planning Commission Meeting of 11/12/20**

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

### **BACKGROUND**

The two-parcel study area, approximately 6.8 acres, is located at 101 Factory Street and 525 Lester Avenue. It is bordered by Lester Street on the east, Geysler Street on the west, Factory Street to the north, and Culvert Street to the south. It is south of the Trevecca Nazarene University Campus (located on the north side of Factory Street), and east of the Chestnut Hill neighborhood.

The study area is located adjacent to a block of properties on the western side of Geysler Street with T4 MU policy applied. The uses in this policy area are currently industrial; it should be noted that light industrial is an appropriate use in the proposed policy. Trevecca University, located north of the study area across Factory Street, is within the District Major Institutional (D MI) policy. D MI policy is intended to maintain, enhance, or create Districts where major institutional uses (such as colleges and universities) are predominant and where the development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.

This plan amendment request was made by the applicant in conjunction with Case # 2020SP-048-001: a request to rezone the property from Industrial Warehousing and Distribution (IWD) to Specific Plan (SP) zoning, to permit 204 residential multi-family units. The applicant's property is currently vacant, while the adjacent property is used for storage by its owner, who operates their business from a building on a parcel across Lester Street from the property in the study area. The adjacent property (525 Lester Avenue) has no current application on file for rezoning, but was included in the study area since it abuts the property that has requested the policy change.

### **COMMUNITY PARTICIPATION**

As part of the application process, the Executive Director determined the plan amendment request to be a minor amendment and required the applicant to hold a community meeting. Planning staff coordinated with the applicant and Councilmember to schedule a virtual community meeting for Tuesday, October 27. Notices were mailed to approximately 65 property owners in the 600 foot buffer area. Notice of the virtual meeting was on the Department's website calendar.

During the virtual meeting, Planning staff discussed the long-range planning process and the proposed amendment, and the applicant discussed their Specific Plan application. Approximately 15 people participated in the meeting, including staff, the applicant team, and the district councilmember. The meeting was streamed live to the Metro Nashville Network's Facebook page, and posted on the Planning Department's YouTube Channel so that additional people may watch.

None of the attendees of the online meeting expressed any opinions regarding the project. As a result, meeting attendees were encouraged to review the presentation and provide feedback via email or phone call to Planning staff. A link to the meeting video was provided on the South Nashville Community Plan webpage to encourage the community to provide feedback. Contact information for the staff reviewer was provided on the mailed meeting notice, in the online event notice, and within the presentation given during the meeting. No emails or phone calls have been received at that time of writing this report.





## Metro Planning Commission Meeting of 11/12/20

### **ANALYSIS OF URBAN MIXED USE NEIGHBORHOOD POLICY**

The expansion of T4 MU policy is appropriate considering the surrounding policy currently applied to properties to the west of the site along Factory Street, and the intent of Transition areas considered in *NashvilleNext*.

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

The Growth and Preservation Concept Map reflects Nashville's desires for future growth and preservation. The Concept Map designates the study area as a "Transition and Infill" area between a "Center" located at Trevecca University and the "Special Impact Area" to the south. All Centers are anticipated to grow, develop, and/or redevelop over time. The Transition and Infill area provides a buffer between the Center and Special Impact Area, which contains industrial uses that often should be kept separate from residential areas. In this case, the policy for the Special Impact Area is District Industrial (D IN), and its current uses are non-hazardous.

The *NashvilleNext* planning process applied the concept map designations generally rather than at the parcel-specific level. Transition or Infill areas support a variety of uses that serve as a transition in scale and intensity of use between areas. In this case, these areas are anticipated to provide a transition between the Center including Trevecca University (D MI policy) and the adjacent Special Impact Area with its D IN policy. Doing so gives Nashville the opportunity to locate more people close to key amenities, like transit lines and shopping, and to add more diverse housing types.

#### **Key Finding**

- The Concept Map's vision for the area to serve as Transition and Infill between a Center and Special Impact Area, supports the change in policy from D IN to T4 MU, extending this policy from the properties to the west of the study area.

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

Center, Transition and Infill, and Special Impact Areas are explained in greater detail through the Community Character Policies. These policies provide guidance for zoning decisions.

Community Plans provide history and context for Nashville's 14 Community Planning areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. The South Nashville Community Plan uses Community Character Policies that are tailored to the urban and suburban character of neighborhoods throughout its geographic area. The plan's policies encourage additional housing options in strategic locations, generally in existing commercial centers or corridors, but also in transition areas. The plan also encourages the preservation and expansion of affordable housing options, enhancement of commercial centers and corridors to provide more desired retail and services, the preservation of established residential areas, protection of floodway/floodplain areas, and the addition of more connectivity for multiple means of mobility.

The Community Character Manual and the South Nashville Community Plan provide more refined guidance on the design of transition and infill areas in the T4 Urban Transect. Transition and infill areas may have moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods, or in this case, a transition to the special impact area with D IN policy. These



## Metro Planning Commission Meeting of 11/12/20

transition areas provide housing and offices in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs.

The T4 Urban Transect category fits between the T3 Suburban and T5 Center Transect areas. Historic, inner-ring neighborhoods as well as new neighborhoods intended to be developed in a more intense urban fashion are part of the T4 Urban Transect. Complete urban communities feature an integrated mixture of housing within walking distance of commercial and neighborhood-scaled open space. They feature highly connected street systems with sidewalks, bikeways, and facilities for mass transit providing many transportation options. In T4 Urban Transect areas, the balance tips toward the built environment, with buildings framing the street. By comparison, open space is the priority, with vegetation framing the street in T3 Suburban Transect areas.

T4 MU policy should be applied to areas that are zoned residential, commercial, and light industrial, where those are the primary land uses, or that are envisioned to become primarily mixed use with residential and ancillary commercial and light industrial. T4 MU is typically applied to areas that are in close proximity to evolving centers or corridors, areas with high vacancy rates, or where there is an expressed interest in the area's development pattern progressing to promote a mixture of housing types, commercial, light industrial land uses, and greater connectivity. Additionally, buildings at the edges of the T4 MU form transitions in scale and massing where it adjoins lower-intensity policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings.

The South Nashville Community Plan also provides guidance on the design and location of residential development in Urban areas. While the area has a range of housing options, additional housing types should be provided in strategic locations, generally in existing commercial centers or corridors. The D IN policy is applied to the study area because of its previous use. The study area is at the edge of the policy. While there have been concerns countywide regarding the loss of industrial land across the county, the adjacency of the study area to D MI and T4 MU, as well as its proximity to Murfreesboro Pike, makes this area appropriate for extension of the T4 MU policy.

### Key Findings

- The proximity of the study area to a center and evolving corridor is in accordance with the characteristics of T4 MU policy.
- The vacant property provides an opportunity for infill development that can serve as a transition between the D MI and D IN policies.
- Application of the T4 MU policy to the study area provides an opportunity for additional housing types in the larger area.

### **Transportation and Connectivity**

The proposed expansion of the T4 MU policy to include the study area is appropriate, based on its proximity to an arterial-boulevard (Murfreesboro Pike), as well as its location on a collector-avenue (Factory Street). The study area is approximately one-half mile from Murfreesboro Pike, which is an evolving corridor with a variety of transit options. Arterial-boulevards are medium- to high-speed, high-volume streets that serve longer trips within and between different communities within the city, with access provided by driveways, alleys or frontage roads. Murfreesboro Pike has the infrastructure to accommodate a variety of mobility types, including bus rapid transit.



## Metro Planning Commission Meeting of 11/12/20

Factory Street, which becomes Woodycrest east of Lester Avenue, is classified as a collector-avenue. Collector-avenues are streets which are low-speed, and low- to medium-volume that provide circulation within and between neighborhoods. The intent of the collector-avenue is to balance the mobility needs of multiple transportation modes, while providing access via driveways, alleys, or side streets to businesses and residences.

### Key Finding

- Existing transportation infrastructure is adequate to support the change to T4 MU policy.

### **Relationship to Surrounding Policies**

The study area is surrounded by three policy areas: T4 Urban Mixed Use Neighborhood (T4 MU), District Major Institutional (D MI), and District Industrial (D IN). There is a large area of Conservation (CO) west of the T4 MU area. There are six types of Districts described in the Community Character Manual, some of which require greater separation or buffering from adjacent uses due to their potential significantly negative impact on surrounding neighborhoods, centers, corridors, and open spaces. The uses within the D IN policy adjacent to the study area, warehouse and distribution (east of study area) and paint manufacturing within an enclosed building (south of the study area) do not require separation from residential areas. The D MI policy applied to Trevecca University does not require a distinct border, and may interact with adjacent neighborhoods centers and corridors, and provide resources and positive benefits for the community. These areas are part of the fabric of the surrounding area.

### Key Findings

- Expansion of the T4 MU policy to the study area is appropriate due to the proximity to the existing T4 MU area, the permeable nature of the D MI policy, and the evolving uses in the D IN policy.
- Extension of the T4 MU policy does not negatively impact the current uses within the adjacent policies, nor does it prohibit or interfere with uses within the adjacent D IN policy area.

### **Analysis Summary**

Amending the Community Character Policy to T4 MU is appropriate at this location. This change in policy is appropriate due to the following:

- The Concept Map's vision for the area to serve as Transition and Infill between a Center and Special Impact Area, supports the change in policy from D IN to T4 MU, extending this policy from the properties to the west of the study area.
- The proximity of the study area to a center and evolving corridor is in accordance with the characteristics of T4 MU policy.
- The vacant property provides an opportunity for infill development that can serve as a transition between the D MI and D IN policies.
- Application of the T4 MU policy to the study area provides an opportunity for additional housing types in the larger area.
- Existing transportation infrastructure is adequate to support the change to T4 MU policy.
- Expansion of the T4 MU policy to the study area is appropriate due to the proximity to the existing T4 MU area, the permeable nature of the D MI policy, and the evolving uses in the D IN policy.



## **Metro Planning Commission Meeting of 11/12/20**

- Extension of the T4 MU policy does not negatively impact the current uses within the adjacent policies, nor does it prohibit or interfere with uses within the adjacent D IN policy area.

### **STAFF RECOMMENDATION**

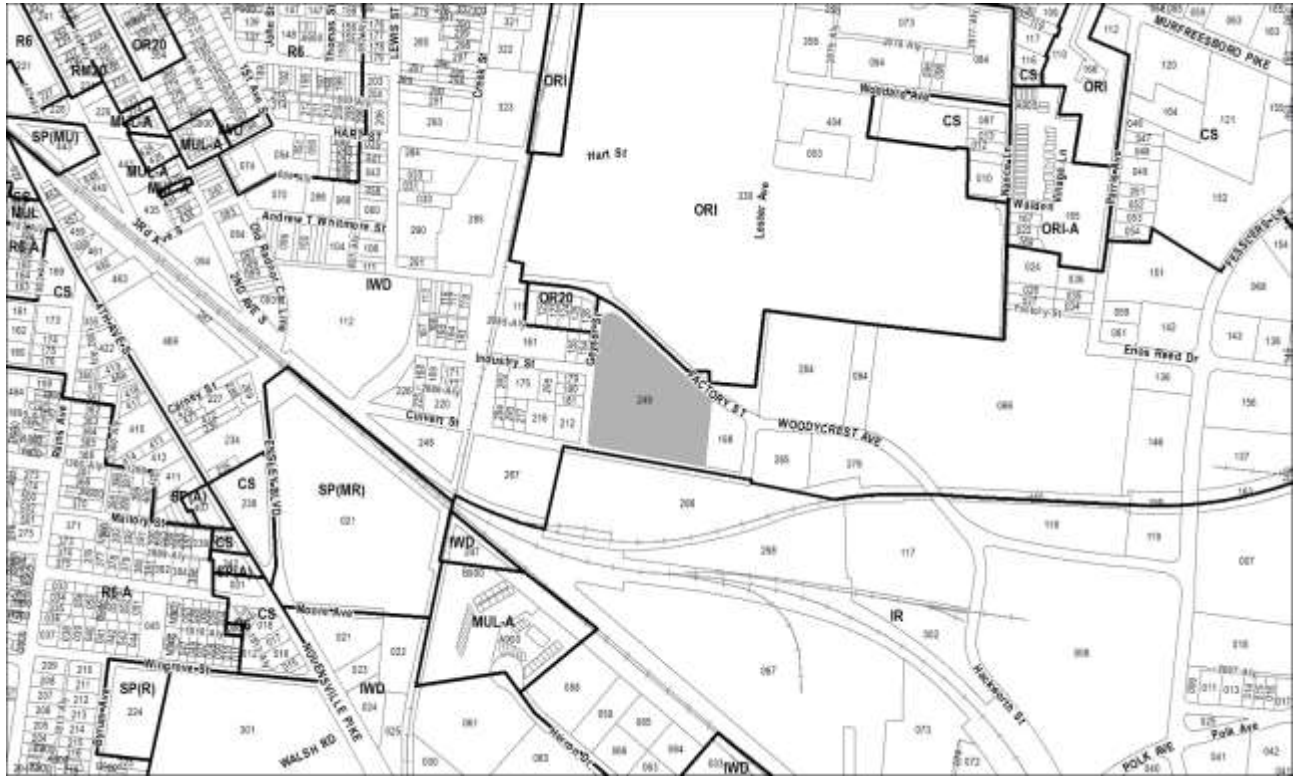
Staff recommends approval.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 11/12/20



### **2020SP-048-001**

101 FACTORY STREET MULTI-FAMILY SP

Map 105-08, Parcel(s) 249

11, South Nashville

17 (Colby Sledge)



**Project No.** Specific Plan 2020SP-048-001  
**Project Name** 101 Factory Street Multi-Family SP  
**Associated Case** 2020CP-011-001  
**Council District** 17 - Sledge  
**School District** 5 - Gentry  
**Requested by** Catalyst Design Group, applicant; 101 Factory Street LLC, owner.

**Staff Reviewer** Napier  
**Staff Recommendation** *Approve with conditions and disapprove without all conditions subject to the approval of the associated plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.*

**APPLICANT REQUEST**

**Rezone from IWD to SP-R to permit 204 multi-family residential units.**

Preliminary SP

A request to rezone from Industrial Warehousing/Distribution (IWD) to Specific Plan – Residential (SP-R) zoning for property located at 101 Factory Street, at the southeast corner of Factory Street and Geyser Street (5.89 acres), to permit 204 residential multi-family units.

**Existing Zoning**

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

**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 residential uses in addition to office and/or commercial uses.

**SOUTH NASHVILLE COMMUNITY PLAN**

**Current Policy**

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

**Proposed Policy**

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



# Metro Planning Commission Meeting of 11/12/20



**Proposed Site Plan**





## Metro Planning Commission Meeting of 11/12/20

with mixed use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. In this instance the conservation policy indicates the presence of steep slopes which appear to be man made from previous grading on the site.

### PLAN DETAILS

The site is located at 101 Factory Street, at the southeast corner of Factory Street and Geyser Street and contains 5.89 acres. The site is relatively flat and is currently vacant. Factory Street is classified as a Residential Collector on the Major and Collector Street Plan. Culvert Street and Geyser Street run along the site to the west and south respectively. Both streets are local streets. Trevecca Nazarene University is located across Factory Street to the north

#### Site Plan

The plan proposed a multi-family residential development, including a maximum of 204 multi-family residential units. The plan consists of three structures. Buildings 1 and 2 are located along the primary frontage, Factory Street, in the northern portion of the site. Building 3 is located towards the rear of the site and fronts Culvert Street. The plan limits height for all structures to four stories in 65 feet. Parking, meeting the requirement of the Zoning Code, is provided in the form of surface parking spaces primarily on the interior of the site.

The plan calls for three points of access, one from each street on which the site has frontage. The plan includes an eight-foot wide sidewalk and four-foot wide planting strip along Factory Street. Sidewalks which meet the standard for a local street will be provided along Culvert and Geyser Streets. Sidewalks connections will be provided from the internal sidewalk network to the sidewalks proposed along each street frontage. The plan provides architectural standards pertaining to, but not limited to, glazing, materials, stoops and articulation.

### ANALYSIS

The plan is inconsistent with the existing policy. The plan is consistent with the proposed T4-MU policy. The T4-MU policy is intended to enhance urban neighborhoods by providing a greater mix of higher density and mixed use development. While the policy allows for a mixture of uses, it is envisioned to lean towards higher intensity residential uses with commercial uses punctuating prominent locations within the policy area, such as the intersections of major streets. The plan calls for a multi-family development which will provide additional density and housing options as well as improvements to pedestrian connectivity along Factory Street. The plan and architectural standards are consistent with the urban nature of the policy. The form and location of the structure and sidewalks shown fronting each street will enhance the pedestrian realm and achieve the primary goals of the T4-MU policy.



# Metro Planning Commission Meeting of 11/12/20

## FIRE MARSHAL RECOMMENDATION

### Approve with conditions

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

## WATER SERVICES RECOMMENDATION

### Approve with conditions

- Approved as a Preliminary SP only. Private water and/or sanitary sewer site utility construction plans must be submitted and approved prior to Final SP approval. The approved site utility plans must match the Final Site Plan/SP plans. A Capacity Study has taken place and the required capacity must be reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval.

## STORMWATER RECOMMENDATION

### Approve with conditions

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

## 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.
- For final SP approval, show all public roadway infrastructure per MPW standards and specifications.
- Private hauler for waste/recycle disposal will be required for site
- For final SP approval, additional mill and overlay may be required on Geyser and Culvert.
- Comply w/MPW traffic comments.

## TRAFFIC AND PARKING RECOMMENDATION

### Approve with conditions

- Adhere to the recommendations outlined within the TIS for off-site improvements along Factory Street.

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)	5.89	0.8 F	205,254 SF	370	50	53

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)	5.89	-	204 U	1402	94	112



## Metro Planning Commission Meeting of 11/12/20

Traffic changes between maximum: IWD and SP

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+1032	+44	+59

### METRO SCHOOL BOARD REPORT

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

**Projected student generation existing SP-R district: 32 Elementary 27 Middle 21 High**

The proposed SP-R zoning is expected to generate 80 more students than the existing IWD zoning district. Students would attend Cockrill Elementary School, McKissack Middle School, and Pearl-Cohn High School. All three schools are reported as having additional capacity.

### STAFF RECOMMENDATION

Approve with conditions and disapprove without all conditions subject to the approval of the community plan amendment. If the associated plan amendment is not approved, staff recommends disapproval.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 204 multi-family residential units. Short term rental property – owner occupied short-term rental property – not owner occupied shall be prohibited.
2. The submittal of the final site plan shall incorporate all the minimum standards of the Major and Collector Street Plan.
3. Comply with all conditions and recommendations of Metro agencies.
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 RM40 zoning district.
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.



# Metro Planning Commission Meeting of 11/12/20



**2020SP-046-001**  
NEWTOWN INFILL HOMES  
Map 133-06, Parcel(s) 005  
11, South Nashville  
16 (Ginny Welsch)



<b>Project No.</b>	<b>Specific Plan 2020SP-046-001</b>
<b>Project Name</b>	<b>Newtown Infill Homes</b>
<b>Council District</b>	16 – Welsch
<b>School District</b>	7 – Player-Peters
<b>Requested by</b>	Dale and Associates, applicant; Robert Cecil and Jeri Lynn Hoffman, owners.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

**Zone change from RS7.5 to SP.**

Zone change

A request to rezone from Single-Family Residential (RS7.5) to Specific Plan-Mixed Residential (SP-MR) zoning for property located at 200 Raymond Street, approximately 180 feet north of Veritas Street (0.33 acres), to permit seven multi-family units.

**Existing Zoning**

Single-Family Residential (RS7.5) requires a minimum 7,500 square foot lot and is intended for single-family dwellings at a density of 4.94 dwelling units per acre. *RS7.5 would permit a maximum of 2 units.*

**Proposed Zoning**

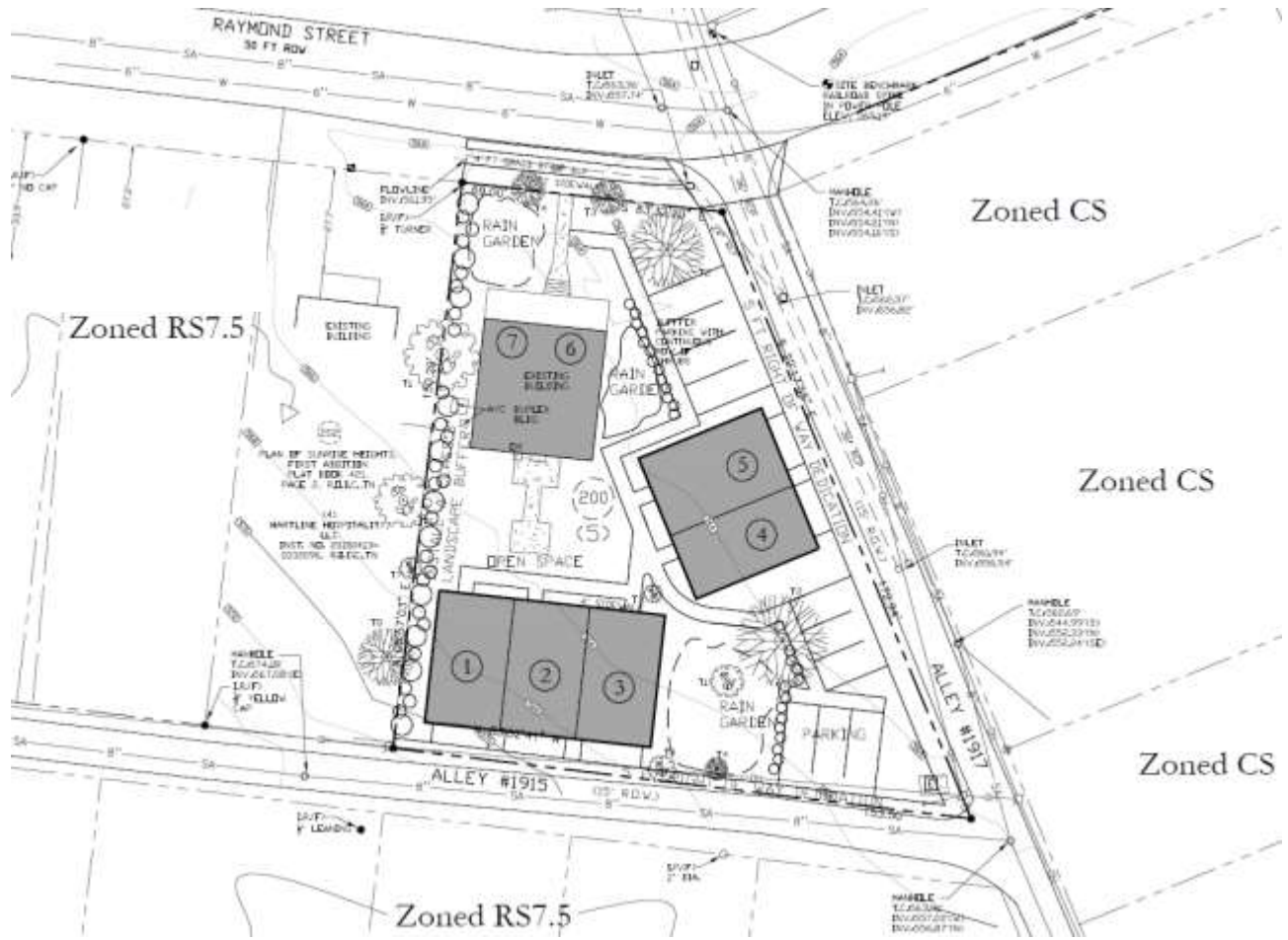
Specific Plan-Mixed Residential (SP-MR) is a zoning district category that provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types.

**SOUTH NASHVILLE COMMUNITY PLAN**

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



# Metro Planning Commission Meeting of 11/12/20



**Proposed Site Plan**



## Metro Planning Commission Meeting of 11/12/20

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

The site is approximately one-third of an acre and is located on the south side of Raymond Street. The site the last parcel on Raymond Street before the Nolensville Pike corridor to the east. The site currently contains a single-family residence. Raymond Street is a local street and this portion of Nolensville Pike is classified as an Arterial Boulevard in the Major and Collector Street Plan. The surrounding land uses are a mixture of single-family residential and two-family residential with commercial, office, and auto parking nearby on the Nolensville Pike corridor. The site is bounded by a public alley on the eastern and southern boundaries. The alley network serves both the residential units on Raymond Street/Veritas Street as well as the non-residential uses that front onto Nolensville Pike.

#### Site Plan

The site plan proposes 7 multi-family residential units in 3 individual structures. The existing residential structure is proposed to be preserved and converted to a duplex and two attached townhome structures are proposed. The existing residential structure is oriented to Raymond Street and surface parking is provided off the eastern alley for these two units. The attached townhome units are oriented to internal open space and have two car garages that are accessed via the alleys. Additional surface parking is being provided beyond what the zoning code would require for this number of units.

The proposed townhome units are limited to a maximum height of 35 feet and architectural standards are included to prohibit certain materials. The plan also requires units to address public streets and open space with pedestrian entrances and glazing. A landscape buffer is being provided on the western property boundary consistent with what the zoning code would require for a development of this intensity. Also, the surface parking areas will be subject to the landscape screening requirements of the zoning code.

### **ANALYSIS**

The proposed Specific Plan proposes an infill development with a mixture of housing types in a development pattern and intensity that is appropriate for the area given the land use policy, existing alley network, and proximity to the Nolensville Pike corridor. The Urban Neighborhood Evolving policy describes successful infill development as considering and being sensitive to things such as timing and elements of the existing developed character; such as the street network, block structure, and proximity to Centers and Corridors. Staff finds the proposed plan to be consistent with this guidance. The proposed site plan is sensitive to the surrounding residential properties with the proposed landscape buffer, location of the new structures, and preservation of the existing residential structure. Additionally, the site is immediately adjacent to the Nolensville Pike corridor and is appropriate for additional density. The existing alleys will be improved with this development and the alley infrastructure will permit access to the additional units in a way that preserves the pedestrian realm on Raymond Street.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

- Alley 1915 and 1917 to provide 20' pavement width.
- Units will be limited to 30' in height unless aerial apparatus access provisions are met (See IFC Appendix D105).



## Metro Planning Commission Meeting of 11/12/20

- All units are to be within 500' of fire hydrant capable of supplying the required fire-flow rate.
- Provide architectural elevations, details, and flow test for review prior to final SP.

### STORMWATER RECOMMENDATION

**Approve**

### WATER SERVICES RECOMMENDATION

**Approve with conditions**

- Approved as a Preliminary/New SP only. Public/water/san and/or Private site utility construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. Any required capacity fees must also be paid prior to Final Site Plan/SP approval.

### PUBLIC WORKS RECOMMENDATION

**Approve with conditions**

- Final constructions plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Private hauler will be required for waste/recycle disposal.

### TRAFFIC AND PARKING RECOMMENDATION

**Approve with conditions**

- See Public Works - Roads comments.

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.33	5.808 D	2 U	19	2	2

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)	0.33	-	7 U	52	4	4

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+5 U	+33	+2	+2





## Metro Planning Commission Meeting of 11/12/20

### METRO SCHOOL BOARD REPORT

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

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

The proposed SP-MR zoning is expected to generate 2 more students than the existing RS7.5 zoning. Students would attend Glencliff Elementary School, Wright Middle School, and Glencliff High School.

### STAFF RECOMMENDATION

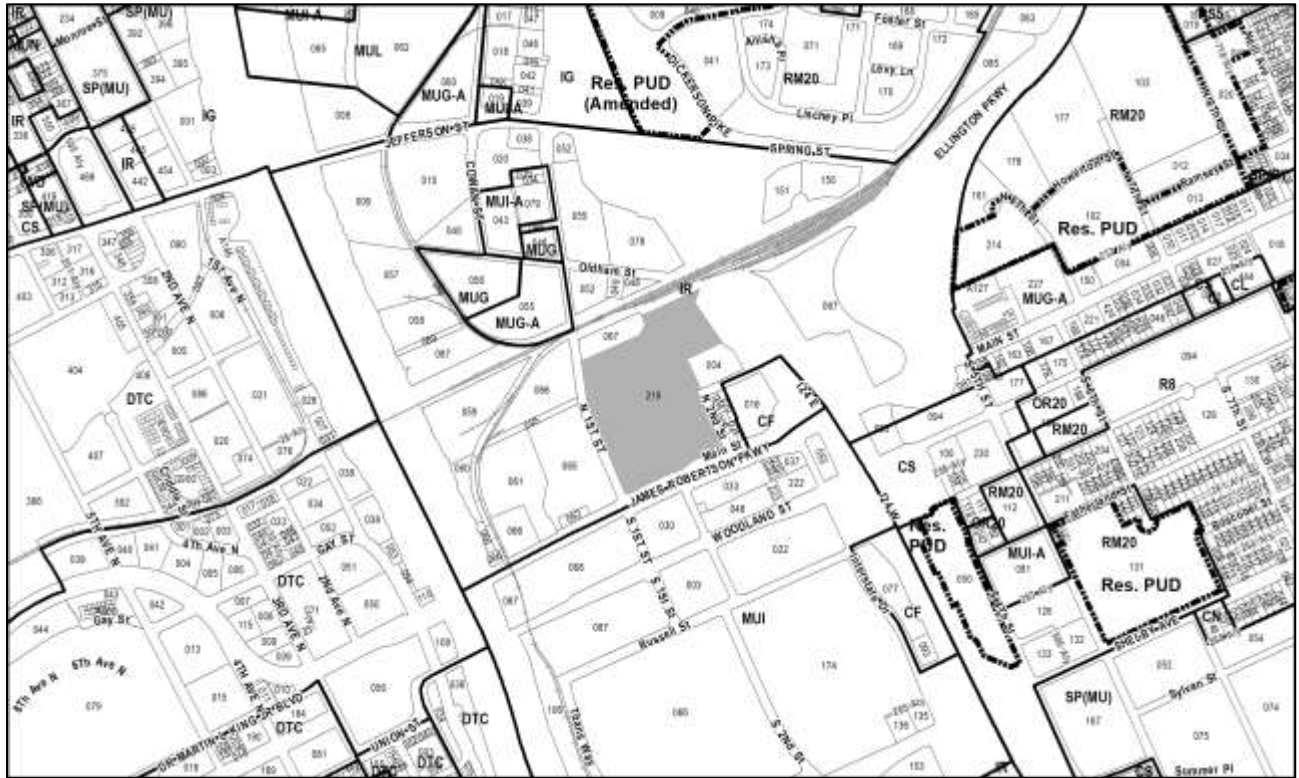
Staff recommends approval with conditions and disapproval without all conditions.

### CONDITIONS

1. Permitted uses shall be limited to a maximum of 7 multi-family residential units. Short term rental properties – owner occupied and short term rental properties – not owner occupied are prohibited.
2. Bicycle parking shall be provided consistent with the requirements of the Metro Zoning Code.
3. The surface parking area that is accessed via Ally #1917 and adjacent to Raymond Street shall have a continuous row of shrubs planted between the parking area and Raymond Street to act as a buffer.
4. Comply with all conditions and requirements of Metro reviewing agencies.
5. The development shall provide adequate access that meets the requirements of the Fire Marshal's Office and Department of Public Works.
6. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM20-A zoning district as of the date of the applicable request or application.
7. The Preliminary SP plan is the site plan and associated documents. Remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
8. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
9. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



## Metro Planning Commission Meeting of 11/12/20



**2020SP-047-001**

111 N 1<sup>ST</sup> STREET

Map 082-15, Parcel(s) 219

09, Downtown

05 (Sean Parker)



<b>Project No.</b>	<b>Specific Plan 2020SP-047-001</b>
<b>Project Name</b>	<b>111 N. 1<sup>st</sup> Street</b>
<b>Council District</b>	05 – Parker
<b>School District</b>	5 – Buggs
<b>Requested by</b>	Hastings Architecture, applicant; and HPT TA Properties Trust, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve with conditions and disapprove without all conditions.</i>

**APPLICANT REQUEST**

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

Zone Change

A request to rezone from Industrial Restrictive (IR) to Specific Plan (SP) zoning for property located at 111 N. 1<sup>st</sup> Street, at the northeast corner of James Robertson Parkway and N. 1<sup>st</sup> Street (16.72 acres), to permit a mixed-use development.

**Existing Zoning**

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

**Proposed Zoning**

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

**DOWNTOWN COMMUNITY PLAN**

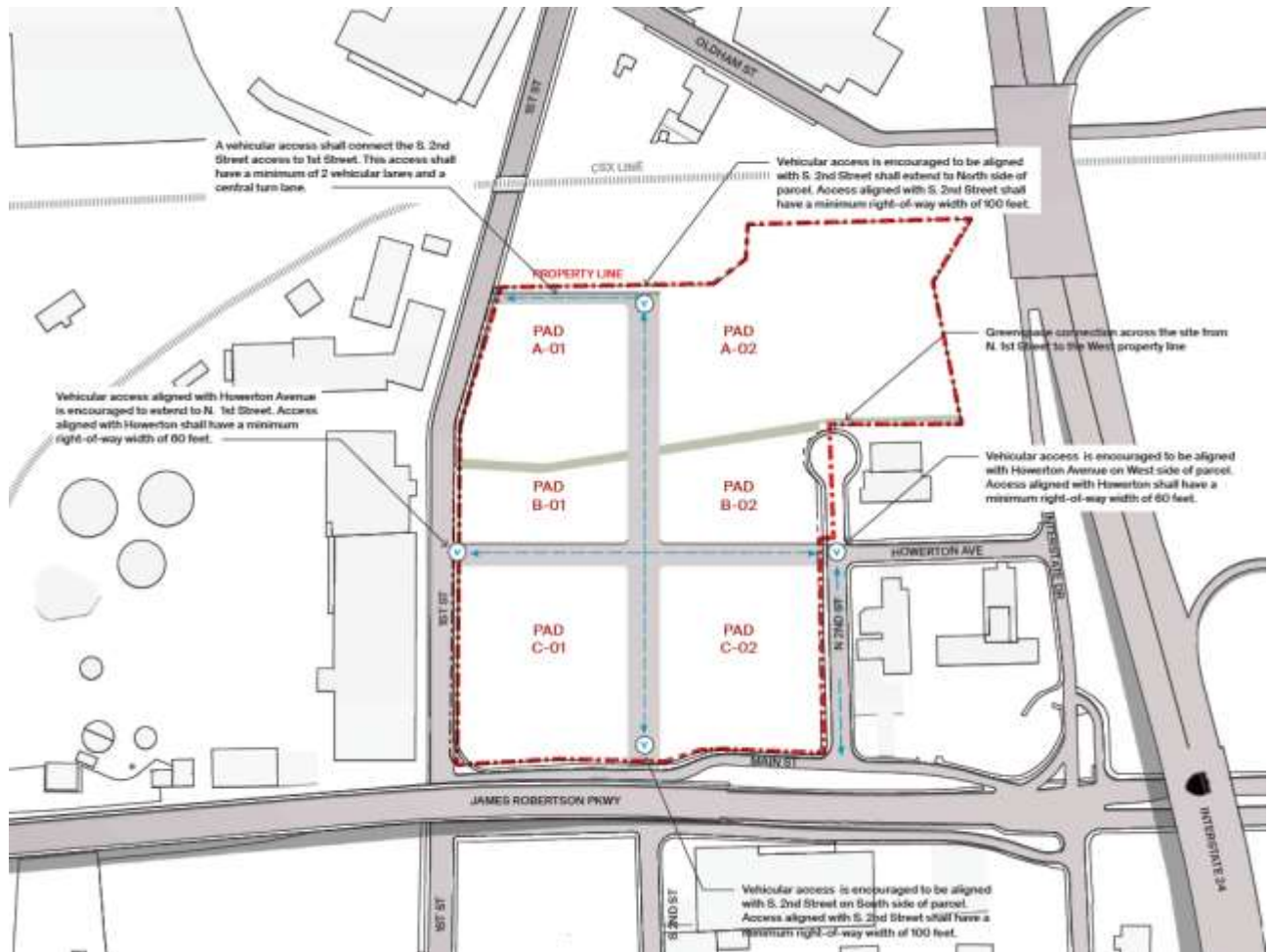
T6 Downtown Neighborhood (T6 DN) is intended to maintain and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed-use development.

**Supplementary Policy**

The site is within the 09-T6-DN-EB-01 supplementary policy area. Supplementary policy areas are intended to provide additional guidance beyond the CCM policies, often identifying a smaller area and providing guidance based on context and specific goals for this area. This supplemental policy area is for the East Bank Neighborhood, generally bounded by Jefferson Street to the north; I-24 and I-65 to the east; and the Cumberland River to the south and west. The site is located in the northern area of the supplemental policy and is intended to accommodate a mixture of residential, office, and commercial uses. Further analysis of the goals of the supplemental policy is addressed below.



# Metro Planning Commission Meeting of 11/12/20



**Proposed site plan**



## Metro Planning Commission Meeting of 11/12/20

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

The 16.72 acre site is located at the northeast corner of Main Street and N. 1<sup>st</sup> Street. The site is one parcel and has been developed with a truck stop. The parcel has right of way along three of the property lines. The western property line of the parcel abuts N. 1<sup>st</sup> Street, a portion of the eastern property line abuts N. 2<sup>nd</sup> Street, and the southern property line abuts Main Street. Main Street is located at grade and parallel to the elevated James Robertson Parkway which also extends along the southern property line. To the north of the site is an existing parcel, also zoned IR, not included in the SP proposal, and north of the subject parcel and the adjacent parcel is a CSX rail line.

The properties on the west side of N. 1<sup>st</sup> Street are zoned IR. These properties are bordered by the Cumberland River on their western property line. The properties to the south of the site are also zoned IR. The properties to the east of the site, also bounded by James Robertson Parkway and Interstate 24 are zoned IR and Commercial Frame (CF). The properties to the north of the CSX rail line are a mix of IR and mixed-use zoning, Mixed-Use General (MUG), MUG-A and Mixed-Use Intensive – Alternative (MUI-A). The larger area to the north, north of Jefferson Street up to I-65, is within the River North Urban Design Overlay (UDO). River North is intended to be a dense, mixed-use, urban neighborhood. The UDO also focuses on providing connections to surrounding neighborhoods, providing activated, consolidated, usable greenspace and open space within UDO area.

#### Site Plan

The proposed development is intended to provide for a dense, mixed-use development across the site. The SP would permit all uses of the Mixed-Use Intensive – Alternative (MUI-A) zoning district and the following uses: microbrewery, tasting room, light manufacturing, artisan manufacturing, artisan distillery, and theatre. The MUI-A zoning district permits high intensity mixture of residential, retail, and office uses.

As it exists today, the 16.72 acre site does not have any internal roadways. The proposed site plan is proposing several public roads to establish an internal street system to enhance connectivity through and around the site. The site plan shows an east-west public street as an extension of the existing Howerton Avenue. This proposed section of road would connect Interstate Drive to N 1<sup>st</sup> Street. There is a proposed north-south road, 100 feet in width, which is shown to align with S. 2<sup>nd</sup> Street, south of Main Street and James Robertson Parkway. As the site exists today, there is a wall under James Robertson Parkway, which would prevent this serving as a through connection, at this time. The proposed north-south road extends to the north property line and extends east creating another connection to N. 1<sup>st</sup> Street.

The Major and Collector Street Plan (MCSP) identifies N. 1<sup>st</sup> Street as an arterial boulevard. The proposed SP meets the requirement along this street frontage by providing a 13.5 foot right-of-way dedication to accommodate a 10-foot wide sidewalk, five foot wide bike lane, two foot wide bike buffer, four foot wide planting strip, and four foot wide frontage zone. All future public roads designed with the Final SP shall provide for wide sidewalks and planting strips to create an urban and walkable environment. The plan proposes a greenway to go through the site, connecting the eastern portion of the site to N. 1<sup>st</sup> Street.



## Metro Planning Commission Meeting of 11/12/20

There is an overall maximum building height of 30 stories for the site, except for properties located along N. 1<sup>st</sup> Street. The height is regulated along N. 1<sup>st</sup> Street by the amount of street frontage occupied by the building. If the building occupies less than 60 percent of the street frontage along N. 1<sup>st</sup> Street, it is permitted to up to 30 stories in height; if the building occupies 97 to 100 percent of the street frontage, it is limited to a maximum height of 15 stories. This is to prevent wide, towering buildings from creating a canyon like effect along N. 1<sup>st</sup> Street.

As a regulatory SP Plan, there are design guidelines to regulate the built form. These include standards for build-to-lines, entrances, glazing, and prohibited building materials. The build-to-lines and requirement that a primary entrance be located on all buildings fronting public rights-of-way (with the exception of Main Street) ensure an urban built form to have buildings engage with the pedestrian realm. Activation between the buildings and the pedestrian realm will be critical to the design of the project.

Parking is proposed to be per the Downtown Code (DTC). In order to meet the intent for a cohesive development across the whole site, shared parking across uses is also permitted. Any surface parking shall only be placed at the sides and rears of buildings, except along Main Street. If structured parking is provided and visible from public streets, the structure shall include architectural cladding.

### ANALYSIS

The intent of the Downtown Neighborhood Policy (T6-DN) is to maintain and create downtown neighborhoods with a mix of uses, including high density residential. These neighborhoods should have high levels of connectivity and complete street networks with sidewalks, bikeways, and transit.

The supplemental policy, 09-T6-DN-EB-01, provides detailed goals for this portion of the East Bank area, including:

- Buildings are encouraged to have active retail, restaurant, or offices uses with transparent windows and doors along the first floor.
- In floodplain areas, creative design will be required to balance the need for raised finished floor elevations with maintaining an active streetscape.
- As the area redevelops, the East Bank will need a strong north/south connection.

As indicated by the T6-DN Policy and the supplemental policy, the SP zoning district is an appropriate zoning for this site. The ability to establish design standards and a street network are critical to meeting the more specific goals of the supplemental policy. Design standards in the proposed SP include entrance requirements for buildings along rights-of-way, minimum glazing requirements, a flexible build-to-line to accommodate open space and structures in the floodplain, and requirements for active uses. The plan also proposes three new public streets to create connectivity across the existing parcel and to the surrounding 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.



## Metro Planning Commission Meeting of 11/12/20

### **STORMWATER RECOMMENDATION**

**Approve**

### **WATER SERVICES RECOMMENDATION**

**Approve with conditions**

- Approved as a Preliminary or New SP only. Public water and/or sanitary sewer and private site utility construction plans must be submitted and approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. Any required capacity must be reserved by confirmation of capacity fee payment prior to Final Site Plan/SP approval.

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- Final construction plans shall comply with the design regulations established by the Department of Public Works. Final design and improvements may vary based on actual field conditions. Prior to submitting final SP, coordinate meeting w/ Planning and MPW to discuss street sections and access. See MPW traffic comments.

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve with conditions**

A TIS was submitted which assessed the impacts to the existing roadway network with a hypothetical build-out of approximately 1,425 residential units, 1,050,000 square feet of office, 135,00 square feet of commercial, and 640 hotel rooms. It was determined that reasonable traffic mitigation is feasible to offset the development's impact to the existing network. The following conditions are recommended:

- A detailed transportation study is required with each Final SP to determine specific improvements.
- Development shall contribute \$66,825 towards the future East Nashville Backbones bikeway project.
- Development shall coordinate with Public Works and Planning at least three months prior to first Final SP submittal to discuss the need to conduct additional analysis for general transportation improvements along James Robertson Parkway, Woodland Street, Ellington Parkway, and Interstate Drive. Contribution / installation of improvement(s) may be applicable.
- Proposed north/south roadway shall align with 2nd Street.
- Proposed east/west roadway shall align with Howerton Avenue.
- ROW dedication for internal roadways shall permit the installation of WeGo bus stops, location to be finalized with each Final SP.
- Preliminary SP shows 1st Street as a three-lane roadway with bike lanes. Additional analysis on proposed east/west roadway onto 1st Street may be necessary prior to first Final SP submittal.



## Metro Planning Commission Meeting of 11/12/20

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Warehousing (150)	16.72	0.6 F	436,992 SF	736	78	81

### 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)	8.36	5.0 F	1,820 U	13719	751	782

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	4.18	5.0 F	910,404 SF	57784	2896	6228

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	4.18	5.0 F	910,404 SF	76329	665	7102

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+147096	+4234	+14031

## METRO SCHOOL BOARD REPORT

As the mix of uses in the SP could vary, assumption of impact at this point is premature. Any students generated as a result of this project would attend Ida B. Wells Elementary, Jere Baxtor 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 all uses permitted by the MUI-A zoning district in addition to the following permitted uses: microbrewery, tasting room, light manufacturing, artisan manufacturing, artisan distillery, and theatre, and live work uses. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. With the first final proposing to include live-work units, a definition for live-work and standards for the live-work units shall be included and subject to review by Planning. Live-work uses are limited to the uses permitted in the preliminary SP.
3. Prior to any final site plan submittal, a pre application meeting shall be held to address design considerations and access. Access and back of house functions shall be coordinated with





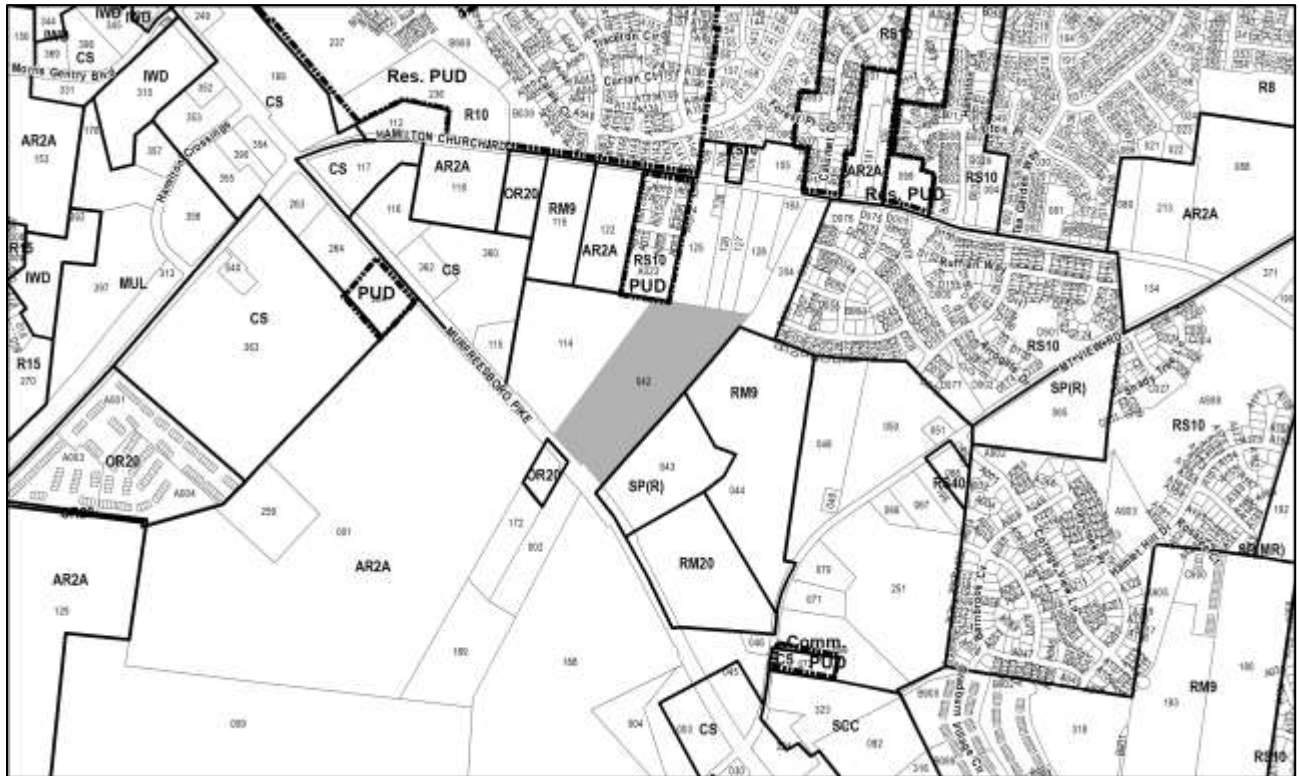
## Metro Planning Commission Meeting of 11/12/20

Planning and Public Works and limited to the greatest extent possible with priority given to secondary streets for location of access and back of house functions.

4. For sites with frontage along Main Street, if at the time of final site plan approval there are agreements in place to change the alignment of James Robertson to at grade then glazing standards, parking restrictions, and other design considerations applicable to other portions of the development may apply to the Main Street sites.
5. The proposed roads rights-of-way shall be dedicated by Final Plat prior to the approval of the first building permit, or as determined by the Executive Director of Planning.
6. With the first phase of development and approval of the Final SP, the applicant shall meet with Planning and Parks to determine a final design for the greenway as shown on the preliminary SP plans.
7. Parking shall comply with requirements of the Metro Zoning Code.
8. With the submittal of the final site plan, provide architectural elevations complying with all architectural standards outlined on the Preliminary SP for review and approval.
9. Comply with all conditions and requirements of Metro reviewing agencies.
10. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.
11. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
12. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
13. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
14. Minor modifications to the preliminary SP plan may be approved by the Planning Commission or its designee based upon final architectural, engineering or site design and actual site conditions. All modifications shall be consistent with the principles and further the objectives of the approved plan. Modifications shall not be permitted, except through an ordinance approved by Metro Council, that increase the permitted density or floor area, add uses not otherwise permitted, eliminate specific conditions or requirements contained in the plan as adopted through this enacting ordinance, or add vehicular access points not currently present or approved.
15. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.



## Metro Planning Commission Meeting of 11/12/20



**2020SP-049-001**

3124 MURFREESBORO PIKE

Map 164, Parcel(s) 042

13, Antioch – Priest Lake

33 (Antoinette Lee)



<b>Project No.</b>	<b>Specific Plan 2020SP-049-001</b>
<b>Project Name</b>	<b>3124 Murfreesboro Pike</b>
<b>Council District</b>	33 – Lee
<b>School District</b>	6 – Bush
<b>Requested by</b>	Civil Site Design Group, applicant; and James Michael Elkins and Deborah Jean Elkins, owners.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<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 property located at 3124 Murfreesboro Pike, approximately 2,340 feet southeast of Hamilton Church Road (15.48 acres), to permit 136 multi-family residential 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 seven 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, 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 only one residential building type.

**ANTIOCH-PRIEST LAKE COMMUNITY PLAN**

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

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



# Metro Planning Commission Meeting of 11/12/20



**Proposed site plan**





## Metro Planning Commission Meeting of 11/12/20

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

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

The 15.48 acre site is located along the north side of Murfreesboro Pike. The site is located north of the intersection of Murfreesboro Pike and Mt. View Road. The properties at the intersection are zoned Commercial Services (CS) and are either vacant or have been developed with commercial uses. The properties across from the subject site on the south side of Murfreesboro Pike, are zoned Office/Residential (OR20) and AR2a. These properties are primarily large lots developed with single-family structures or remain vacant. The properties to the north, east, and west of the subject site are a mix of AR2a, SP-R, multi-family (RM20 and RM9), and single-family (RS10) zoning. The properties have been or are being developed with primarily residential uses.

#### Site Plan

The plan proposes 136 townhome units across the 15.48 acre site. The attached units are a mix of front and rear loaded units. The proposed height at the setback line is 2 stories at 34 feet.

A majority of the units are front loaded with the exception of the units fronting the proposed east-west collector that bisects the site. The Major and Collector Street plan calls for an east-west collector road across the site, labeled as Proposed Road B. Road B is shown at 66 feet and the final design shall be determined at Final SP. Road B connects to an adjacent collector road approved with the SP to the east of the site. Proposed Road A, as shown on the site plan, connects Murfreesboro Pike to Road B, is also a public street. All other roads on the street are private. All private roads have 5-foot wide sidewalks adjacent to them for internal pedestrian connectivity.

The site has one vehicular entrance from Murfreesboro Pike. Along Murfreesboro Pike, the plan shows a 1.5-foot right of way dedication and 6-foot wide bike lane, 2-foot wide bike lane buffer, 6-foot wide planting strip, and 8-foot wide sidewalk, in accordance with the Major and Collector Street Plan.

There is a 20-foot wide TVA easement that runs along the northern portion of this site. There are 16 units located north of the TVA easement. With the proposed intensity and surrounding zoning districts, a B landscape buffer is shown along the northern and western property lines.

### **ANALYSIS**

The intent of the Suburban Mixed-Use Corridor (T3 CM) Policy is to enhance suburban mixed-use corridors by encouraging a greater mix of higher-density residential and mixed-use development along the corridor, prioritizing higher intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit.

The site is located between intersections along an arterial boulevard. With the distance from any intersections, the proposed site is providing an all residential development consistent with the intent



## **Metro Planning Commission Meeting of 11/12/20**

of the policy. The proposed SP proposes a higher intensity than the existing zoning district would, while remaining consistent with the surrounding development to the north and to the east.

The site plan shows a 6-foot wide right-of-way dedication along Murfreesboro Pike to accommodate the Major and Collector Street Plan requirements, including a bike lane, 8-foot wide sidewalk and 6-foot wide planting strip. In addition to this roadway improvement, the plan proposed to extend a portion of a collector road through the site. These two aspects of the plan address the intent of the policy to improve pedestrian and vehicular access within the area.

The part of the site within Conservation (CO) Policy is limited to a small area on the northwest portion of the site. This area is also largely within the TVA easement which crosses the northern portion of the site. The northeast portion of the site remains largely undeveloped with this plan and is shown to serve as a detention 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.

### **STORMWATER RECOMMENDATION**

#### **Approve**

### **WATER SERVICES RECOMMENDATION**

#### **Approve with conditions**

- Approved as a Preliminary SP only. Public water (19WL0152) and/or sanitary sewer (19SL0109) construction plans must be approved prior to Final SP approval. The approved construction plans must match the Final Site Plan/SP plans. Confirmation of a Capacity Study and the payment of any required capacity fees must take place prior to Final Site Plan/SP approval.

### **PUBLIC WORKS RECOMMENDATION**

#### **Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

#### **Approve with conditions**

- Construct westbound access onto Murfreesboro Pike with two exiting lanes. Left-turn lane shall consist of 100' of storage.
- Provide 66' of ROW for Proposed Road B. Use within the curbs and/or placement of on-street parking to be coordinated with Final SP.



## Metro Planning Commission Meeting of 11/12/20

Maximum Uses in Existing Zoning District: **AR2a**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two-Family Residential (210)	15.48	0.5 D	14 U	171	15	16

\*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)	15.48	-	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
-	-	-	+ 122 U	+817	+49	+62

### METRO SCHOOL BOARD REPORT

**Projected student generation existing AR2a district: 2 Elementary 1 Middle 1 High**

**Projected student generation proposed SP-R district: 19 Elementary 12 Middle 11 High**

The proposed SP would generate 38 additional students beyond what is generated under the current zoning. Students would attend Thomas A. Edison Elementary, J.F. Kennedy Middle School, and Antioch 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 multi-family residential units. Short Term Rental Property (STRP) owner-occupied and not owner-occupied shall be prohibited.
2. The final design of proposed roads rights-of-way shall be dedicated by Final Plat or through instrument prior to the approval of any final site plan.
3. A complete landscape buffer between Murfreesboro Pike and the proposed development shall be shown on the landscape plan at Final SP.
4. EIFS shall be a prohibited building material.
5. A corner unit with each façade that has frontage along a right-of-way or private drive, shall have additional architectural details to address both frontages.
6. Parking shall comply with requirements of the Metro Zoning Code.
7. 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.
8. Comply with all conditions and requirements of Metro reviewing agencies.
9. A corrected copy of the preliminary SP plan incorporating the conditions of approval by Metro Council shall be provided to the Planning Department prior to or with final site plan application.



## Metro Planning Commission Meeting of 11/12/20

10. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the RM9 zoning district as of the date of the applicable request or application. Uses are limited as described in the Council ordinance.
11. The final site plan shall depict the required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within the required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of the required sidewalk. Vertical obstructions are only permitted within the required grass strip or frontage zone.
12. The Preliminary SP plan is the site plan and associated documents. If applicable, remove all notes and references that indicate that the site plan is illustrative, conceptual, etc.
13. 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.
14. 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 11/12/20



### **16-86P-001**

HERMITAGE MARKET PLACE (REVISION AND FINAL)

Map 075, Part of Parcel(s) 176

14, Donelson-Hermitage-Old Hickory

11 (Larry Hagar)



<b>Project No.</b>	<b>Planned Unit Development 16-86P-001</b>
<b>Project Name</b>	<b>Hermitage Market Place (Revision and Final)</b>
<b>Council District</b>	11- Hagar
<b>School District</b>	4- Nabaa-McKinney
<b>Requested by</b>	Bowman Consulting, applicant; Five Thousand B, LLC, owner.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

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

Revise Preliminary PUD and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for a portion of a Commercial Planned Unit Development Overlay District for property located at 5000 B Old Hickory Boulevard, approximately 1,500 feet northwest of Old Lebanon Dirt Road, zoned Shopping Center Regional (SCR) to permit a 2,325 square foot restaurant (0.8 acres).

**Existing Zoning**

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

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

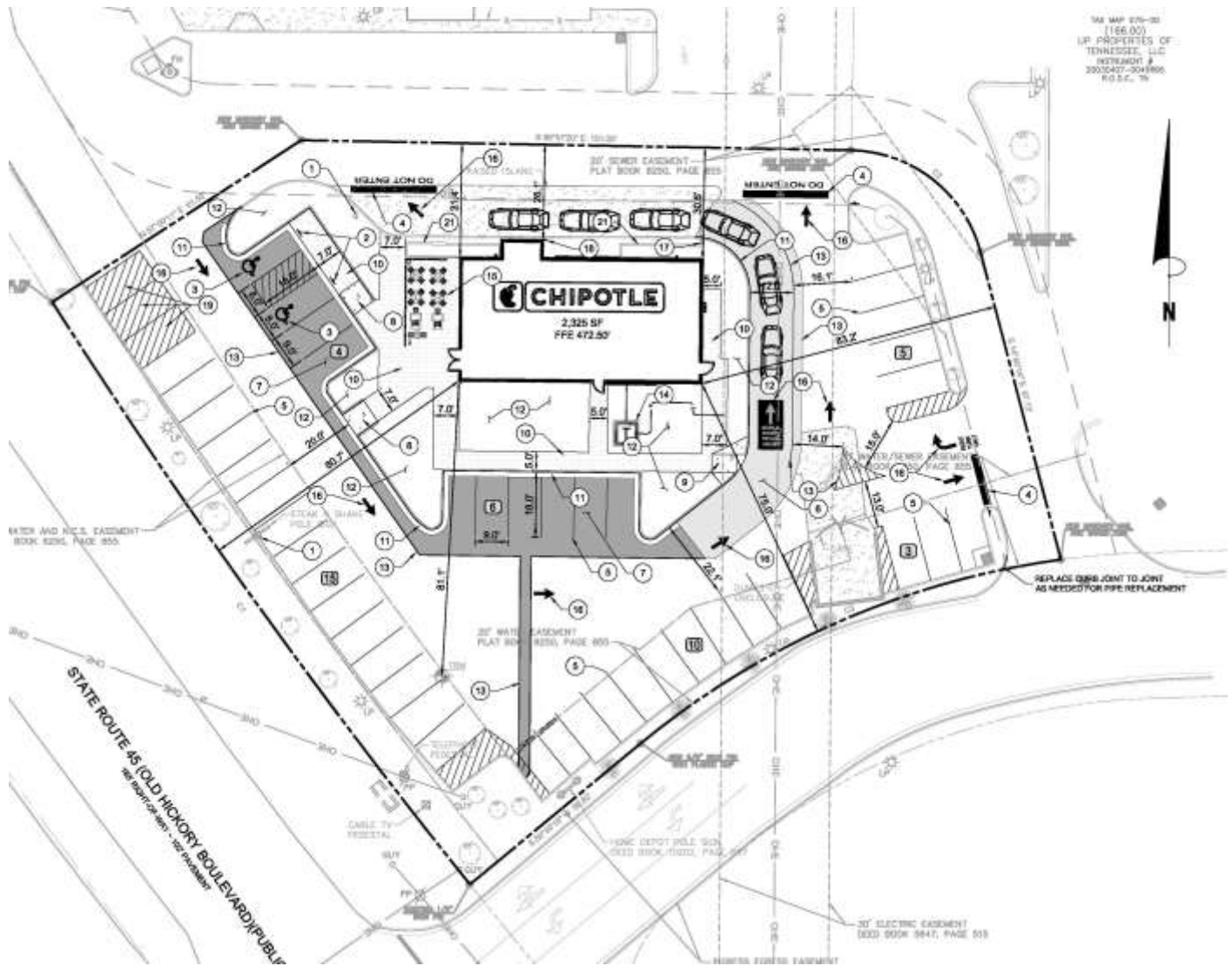
**REQUEST DETAILS**

This is a request to revise the preliminary PUD and for final site plan approval for a portion of the Hermitage Market Place PUD. Metro Council approved the Hermitage Market Place PUD in 1986 to permit commercial uses and the PUD has since developed with a variety of commercial uses including restaurants, retail, and home improvement uses.

In January of 1998, the Planning Commission reviewed and approved a final site plan for this site. The approved 1998 final site plan included a 3,670 square foot restaurant, which has since been developed.



# Metro Planning Commission Meeting of 11/12/20



Proposed Site Plan



## Metro Planning Commission Meeting of 11/12/20

The current request is for approval of a revision to the preliminary plan and for final site plan approval to permit a 2,325 square foot restaurant, replacing an existing 3,670 square foot restaurant.

### PLAN DETAILS

The proposed revision is to permit a restaurant use. The plan proposes to replace the existing 3,670 square foot restaurant with a proposed 2,325 square foot restaurant. The proposed building will be in the same location as the former building, but will include a smaller footprint with surface parking surrounding. The proposed maximum height is approximately 20'-8". A total of 43 parking spaces are provided for the restaurant use, exceeding the requirements of the Metro Zoning Code. Access to the site is maintained from a common drive to the south that connects from Old Hickory Boulevard to the subject site and other properties within the PUD.

No changes are proposed on the remaining portion of the PUD.

### ANALYSIS

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

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

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



## Metro Planning Commission Meeting of 11/12/20

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

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

It is also important to note that a waiver was approved for the sidewalk improvements which would be required along Old Hickory Boulevard. The Major and Collector Street Plan (MCSP) classifies Old Hickory Boulevard as an arterial boulevard with an eight-foot wide sidewalk and six-foot wide planting strip. Currently, this section of Old Hickory Boulevard does not contain a sidewalk due to a draining ditch that runs on the eastern side of the road. The ditch is flanked by a row of existing mature trees located along the western site boundary, in front of the surface parking areas. Due to the drainage swale, sidewalk construction per the MCSP would be difficult. Additionally, the improvements may impact the existing trees. Given these challenges, and that there is no surrounding sidewalk network to tie into, the waiver was approved.

### **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



## **Metro Planning Commission Meeting of 11/12/20**

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**

- Any additional capacity must be reserved before issuance of building permits.

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

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

### **TRAFFIC AND PARKING RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

Staff recommends approval with conditions.

### **CONDITIONS**

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs.
2. Prior to building permit issuance, comply with the Zoning Administrator's decision on the sidewalk waiver request to pay the fee in-lieu of sidewalk construction (permit #20200048846).
3. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
4. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.
5. Prior to the issuance of any permits, confirmation of the final site plan approval of this proposal shall be forwarded to the Planning Commission by the Stormwater Management division of Water Services.
6. Prior to the issuance of any permits, confirmation of the final site plan approval of this proposal shall be forwarded to the Planning Commission by the Traffic Engineering Sections of the Metro Department of Public Works for all improvements within public rights of way.
7. Prior to issuance of any permits, provide one half sized copy and a CD copy of the approved final site plan. Building permits will not be issued until the half sized copy and CD have been accepted.
8. The final site plan as approved by the Planning Commission will be used by the Department of Codes Administration to determine compliance, both in the issuance of permits for construction and field inspection. Significant deviation from these plans may require reapproval by the Planning Commission and/or Metro Council.



## Metro Planning Commission Meeting of 11/12/20



### 2020Z-043PR-001

Map 163, Part of Parcel(s) 339

13, Antioch – Priest Lake

32 (Joy Styles)





<b>Project No.</b>	<b>Zone Change 2020Z-043PR-001</b>
<b>Council District</b>	32 - Styles
<b>School District</b>	6 - Bush
<b>Requested by</b>	Barge, Cauthen and Associates, applicant; RAM SAI LLC, owner.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from SP-MU to MUL.**

Zone Change

A request to rezone from Specific Plan – Mixed Use (SP-MU) to Mixed Use Limited (MUL) zoning for a portion of the property located at 5400 Mt. View Road, at the southeast corner of Crossings Boulevard and Mt. View Road (2.96 acres).

**Existing Zoning**

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

**ANTIOCH – PRIEST LAKE COMMUNITY PLAN**

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed. This property features steep slopes exceeding 20% on the southern and eastern portion of the site. The conservation along the southern property line is due to manmade slopes extending downward to the CSX railroad. Conservation along the eastern property line is due to a stream buffer.

**ANALYSIS**

The 2.96 acre site is located at 5400 Mt. View Road, at the southeast corner of Crossings Boulevard and Mt. View Road. The site is currently vacant and has frontage on Mt. View Road, which is identified as arterial streets within the Major and Collector Street Plan. The existing SP zoning applicable to the site permits two, four-story hotel uses and office/restaurant uses within a



## Metro Planning Commission Meeting of 11/12/20

maximum height of 4 stories, measured to a maximum of 55 feet. None of the development permitted by the existing SP has been constructed. The remaining portion of parcel 339 which is not included in this rezone request will retain the entitlements as stated in the approved SP site plan. Properties in the immediate vicinity include various commercial, restaurant, and multi-family uses.

Properties in the immediate vicinity include various commercial, restaurant, and multi-family uses. The proposed MUL zone district is consistent with the T3 Suburban Mixed-Use Corridor policy. The permitted uses within the MUL zone district will provide an appropriate level of intensity when the site is developed. This site is located within a tier one center which is an area identified within the Nashville Next Growth and Preservation concept plan designated to receive coordinated investments to shape growth and support increased transit. Stormwater requirements will provide protections through required buffers for the stream along the eastern property line. The buffers will provide protection consistent with the Conservation policy guidance. The proposed MUL zone district is consistent with policy as it provides a mixed-use development at a prominent corner of two arterial-boulevards. Sidewalks will be required along with the future development of this site.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve with conditions

- Rezoning analysis was conducted for a maximum theoretical build-out of 215 multi-family units, 70,000 square feet of retail, and 70,000 square feet of restaurant to assess the transportation impacts at the intersection of Bell Road at Mt. View Road, Mt. View Road at Crossings Boulevard, and Crossings Boulevard at Hickory Hollow Parkway.
- The following transportation improvements are needed should the parcel redevelop at maximum density:
  1. Coordinate with Metro Public Works Traffic Division at time of redevelopment on if a corridor retiming project is necessary.

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
Hotel (310)	-	-	277 Rooms	2701	134	182

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
Restaurant (931)	-	-	4,000 SF	336	3	32



## Metro Planning Commission Meeting of 11/12/20

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
Office (710)	-	-	1,000 SF	10	2	2

\*Based on two-family lots

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi-Family Residential (220)	2.96	1.0 F	133 U	967	63	75

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	.74	1.0 F	32,234 SF	4231	213	456

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Restaurant (931)	.74	1.0 F	32,234 SF	5560	48	517

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	+11306	+292	+832

### STAFF RECOMMENDATION

Staff recommends approval.



# Metro Planning Commission Meeting of 11/12/20



**2020Z-127PR-001**  
Map 072-14, Parcel(s) 074  
05, East Nashville  
07 (Emily Benedict)



<b>Project No.</b>	<b>Zone Change 2020Z-127PR-001</b>
<b>Council District</b>	07 - Benedict
<b>School District</b>	5 – Buggs
<b>Requested by</b>	John Matthew Bell, applicant; Michelle Foletta, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change from R6 to RM15-A.**

Zone Change

A request to rezone from One and Two Family Residential (R6) to Multi-Family Residential - Alternative (RM15-A) zoning for property located at 1119 Chester Avenue, approximately 445 feet east of Gallatin Avenue (0.32 acres).

**Existing Zoning**

One and Two Family Residential (R6) requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots. *R6 would permit a maximum of two lots based on acreage alone. Final determinations regarding duplex eligibility would be determined by the Metro Codes Department.*

**Proposed Zoning**

Multi-Family Residential – Alternative (RM15-A) is intended for single-family, duplex, and multi-family dwellings at a density of 15 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM15-A would permit a maximum of five units based on acreage alone.*

**EAST NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The 0.32 acre site is located on north side of Chester Avenue, east of the intersection of Chester Avenue and Gallatin Pike. The southern property line abuts Chester Avenue, the northern property line abuts Alley 1017, and the western property line abuts Alley 1022. The property to east of the subject site is zoned Specific Plan (SP) and permits 16 detached residential units and one common house. The property to the west is zoned Multi-Family Residential Alternative (RM20-A) and has been developed with 16 attached units. The properties on the south side of Chester Avenue and the properties to the north, across Alley 1017 are zoned R6 and have been established with one and two-family uses.



## Metro Planning Commission Meeting of 11/12/20

When considering rezonings, the policy guidance identifies several factors for consideration, including the relationship of the site to centers and corridors, the size of the site, and the character of adjacent policy areas. The site is located just off of the Gallatin Pike Corridor, which has Urban Mixed-Use Corridor (T4 CM). Between the corridor and the site is Urban Neighborhood Evolving (T4 NE) policy. The site is the first property designated as T4 NM along the north side of Chester Avenue. Additional T4 NM policy guidance indicates that higher intensity areas should be thoughtfully placed in relationship to major street systems and Corridor, Neighborhood, and Community Center policy areas. It also states that areas with adequate infrastructure and access are most appropriate for increased density. This site has rights-of-way along three property edges, including two improved alley ways. The size of the site is fairly small, however the proposed zoning district would permit increased intensity at a level appropriate given the size of the site and given the surrounding development pattern. Given the proximity to the corridor, surrounding policy districts, and access opportunities, the proposed zoning district is appropriate.

### **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: **R6**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.32	7.26 D	4 U	38	3	4

\*Based on two-family lots

Maximum Uses in Proposed Zoning District: **RM15-A**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.32	15 D	4 U	30	2	3

Traffic changes between maximum: **R6 and RM15-A**

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



## **Metro Planning Commission Meeting of 11/12/20**

### **METRO SCHOOL BOARD REPORT**

**Projected student generation existing R6 district: 0 Elementary 0 Middle 0 High**

**Projected student generation proposed RM15-A district: 0 Elementary 0 Middle 0 High**

The proposed RM15-A zone district is not anticipated to generate any additional students than what could be generated under the existing R6 zoning. Students would attend Rosebank Elementary, Stratford STEM Middle School, and Stratford High School.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 11/12/20



**2020Z-129PR-001**  
Map 119-01, Parcels 439  
11, South Nashville  
16 (Ginny Welsch)





<b>Project No.</b>	<b>Zone Change 2020Z-129PR-001</b>
<b>Council District</b>	16 – Welsch
<b>School District</b>	7 – Player-Peters
<b>Requested by</b>	Armando Alvarado, applicant and owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Disapprove R6; Approve R6-A.</i>

**APPLICANT REQUEST**

**Zone change from RS5 to R6.**

Zone Change

A request to rezone from Single-Family Residential (RS5) to One and Two-Family Residential (R6) zoning for property located at 340 Peachtree Street, approximately 350 feet west of Wickson Avenue (0.17 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

**SOUTH NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The property proposed to be rezoned is located on the north side of Peachtree Street and is approximately 230 feet east of Nolensville Pike. There is an existing single-family home on the property. There is an improved alley at the rear of the property and the property does not have an existing driveway onto Peachtree Street. The adjacent properties to the north, east and west are zoned R6 and the properties directly opposite the site on the south side of Peachtree Street are zoned commercial (CS).

The additional residential unit that the proposed R6 district would permit is consistent with the policy at this location. This is due to the fact that the zoning on the opposite side of Peachtree is commercial. Other factors include the property’s proximity to Nolensville Pike, which is a major mixed use corridor and the fact that the property has access to an alley. It is important to note that



## Metro Planning Commission Meeting of 11/12/20

future zone changes east of this property would not be appropriate. This is due to the fact that no properties east of the subject property are adjacent to or across the street from a commercial zoning district. While the policy supports additional density at this location, R6 does not implement urban form which is a major component of the policy. Staff is recommending disapproval of R6 and approval of R6-A. R6-A implements the design component of the policy by requiring alley access.

### FIRE MARSHAL RECOMMENDATION

#### Approve with conditions

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

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Single- Family Residential (210)	0.17	8.712 D	1 U	10	1	1

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family Residential* (210)	0.17	7.26 D	2 U	19	2	2

\*Based on two-family lots

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

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 R6 district: 0 Elementary 0 Middle 0 High

The proposed R6 zoning district would not generate any additional students than what is typically generated under the existing RS5 zoning district. Students would attend Whitsitt Elementary School, Cameron College Prep Middle School, and Glincliff High School.

### STAFF RECOMMENDATION

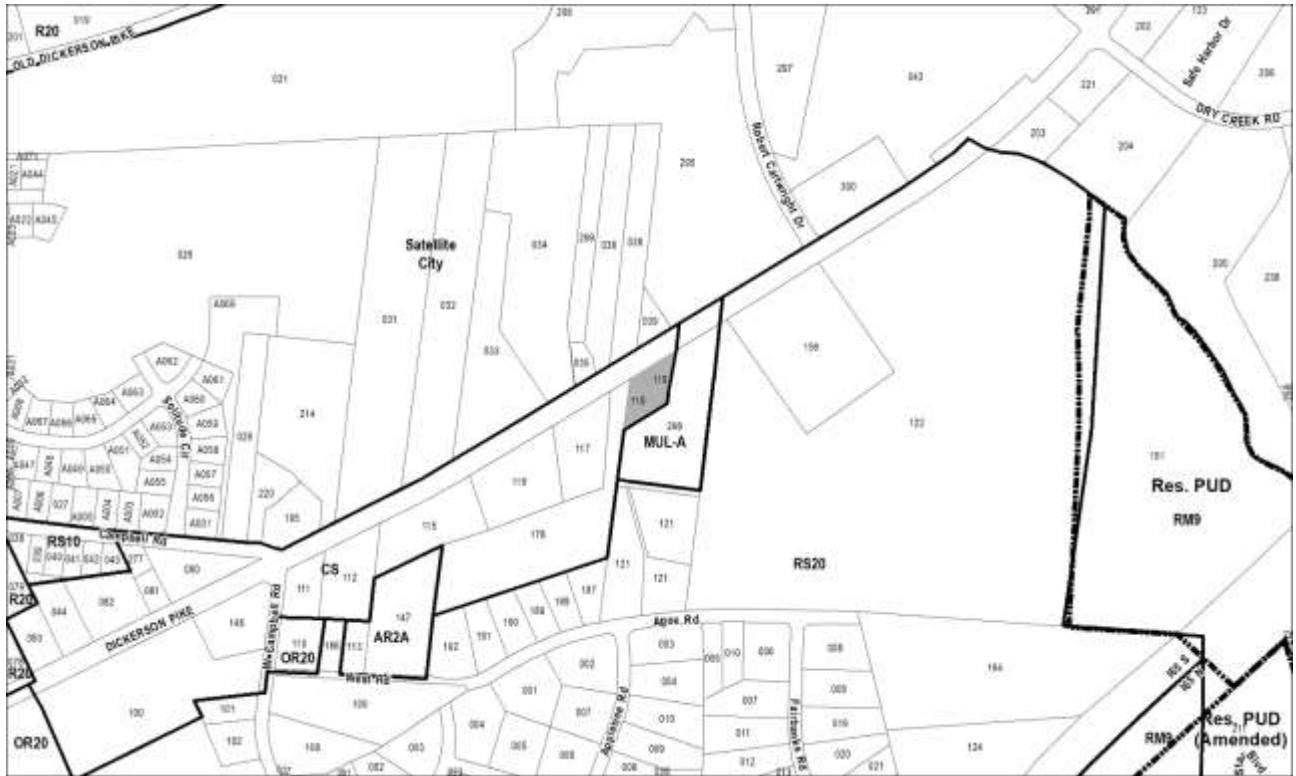
Staff recommends disapproval of R6 and approval of R6-A.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 11/12/20



**2020Z-130PR-001**  
Map 033, Parcel(s) 118-119  
02, Parkwood - Union Hill  
10 (Zach Young)



<b>Project No.</b>	<b>Zone Change 2020Z-130PR-001</b>
<b>Council District</b>	10 – Young
<b>School District</b>	3 – Masters
<b>Requested by</b>	Grassland Home Services LLC, applicant; Robert Moon, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Zone change from CS to RM20-A.**

Zone Change

A request to rezone from Commercial Service (CS) to Multi-Family Residential-Alternative (RM20-A) zoning for properties located at 1176 and 1180 Dickerson Pike, approximately 640 feet southwest of Robert Cartwright Drive (0.72 acres).

**Existing Zoning**

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

**Proposed Zoning**

Multi-Family Residential (RM20-A) is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards. *RM20-A would permit a maximum of 14 units.*

**PARKWOOD - UNION HILL COMMUNITY PLAN**

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

**SITE AND CONTEXT**

The approximately three-quarter of an acre site is located on the south side of Dickerson Pike near the boundary of Metro Nashville with Goodlettsville having jurisdiction directly across Dickerson Pike. The Major and Collector Street Plan classifies this portion of Dickerson Pike as an Arterial Boulevard. The property is currently vacant and the surrounding land uses are a mixture of commercial, office, multi-family residential, single-family residential, and a cemetery.

**ANALYSIS**

The subject site is within the Suburban Mixed Use Corridor land use policy and is comprised of two parcels with frontage onto the Dickerson Pike Corridor. This portion of the Dickerson Pike Corridor



## Metro Planning Commission Meeting of 11/12/20

has recently realized residential developments with a building form and intensity similar to the development potential of the proposed zoning district. Additionally, the requested RM20-A zoning district is compatible with the immediately surrounding zoning districts that permit moderately intense commercial, non-residential, and residential uses. The Suburban Mixed Use Corridor policy also calls for higher intensity residential developments to be located between intersections of the corridor and the subject proposal is consistent with this guidance.

### 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: CS

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Retail (814)	0.72	0.6 F	18,817 SF	1195	60	129

Maximum Uses in Proposed Zoning District: RM20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Multi- Family Residential (220)	0.72	20 D	14 U	103	7	8

Traffic changes between maximum: CS and RM20-A

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-1092	-53	-121

### METRO SCHOOL BOARD REPORT

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

Projected student generation proposed RM20-A district: 3 Elementary 2 Middle 2 High

The proposed RM20-A zoning district would generate 7 more students than what is typically generated under the existing CS zoning district. Students would attend Old Center Elementary School, Goodlettsville Middle School, and Hunters Lane High School.

### STAFF RECOMMENDATION

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



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 11/12/20



## 2020Z-132PR-001

Map 061-16, Parcel(s) 077

05, East Nashville

07 (Emily Benedict)





<b>Project No.</b>	<b>Zone Change 2020Z-132PR-001</b>
<b>Council District</b>	07 - Benedict
<b>School District</b>	3 - Masters
<b>Requested by</b>	Garside & Hunter, applicant; Elizabeth Scharf, owner.
<b>Staff Reviewer</b>	Lewis
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Zone change from RS10 to R10.**

Zone Change

A request to rezone from RS10 to R10 zoning for property located at 1310 Cardinal Avenue, approximately 360 feet east of Kennedy Avenue (0.23 acres).

**Existing Zoning**

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

**Proposed Zoning**

One and Two-Family Residential (R10) requires a minimum 10,000 square foot lot and is intended for single -family dwellings and duplexes at an overall density of 4.63 dwelling units per acre including 25 percent duplex lots. *R10 would permit a maximum of one duplex lot for a total of two units. Final determinations regarding duplex eligibility are made by the Metro Codes Department.*

**EAST NASHVILLE COMMUNITY PLAN**

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

**ANALYSIS**

The property is located on the south side of Cardinal Avenue, near the intersection of Cardinal Avenue and Kennedy Avenue. The property has frontage along both Cardinal Avenue and Greenland Avenue.

The surrounding land use is primarily single-family residential and some two-family residential properties. Across Greenland Avenue is Dan Mills Elementary School. There are two properties along Cardinal within the block between Addine and Kennedy reflective of this two-family residential pattern. One property has been developed with two residential units, one fronting Cardinal Avenue and one fronting Greenland Avenue. Two other properties along this block were rezoned from RS10 to R10 earlier this year, with the potential to develop similarly.



## Metro Planning Commission Meeting of 11/12/20

The goal of the T4 NM policy area is to maintain urban neighborhoods as characterized by their moderate to high-density residential development pattern with regularly spaced buildings with shallow setbacks and minimal spacing in between. The properties along Cardinal Avenue are narrow and deep with double road frontage. The proposed duplex lot, with frontage along two streets, serves the goals of the policy to create moderate to high lot coverage with buildings that are oriented toward the 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.

### TRAFFIC AND PARKING RECOMMENDATION

#### Approve

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)	0.23	4.356 D	2 U	19	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
Two- Family residential* (220)	0.23	4.356 D	4 U	30	2	3

\*Based on two-family lots

Traffic changes between maximum: **RS10 and R10**

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	+2 U	+11	-1	+1

### METRO SCHOOL BOARD REPORT

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

Projected student generation proposed R10 district: 0 Elementary 0 Middle 0 High

The proposed R10 zoning is not anticipated to generate any additional students than the existing RS10 zoning district. Students would attend Dan Mills Elementary School, Litton Middle School, and Stratford High School.

### STAFF RECOMMENDATION

Staff recommends approval.



**SEE NEXT PAGE**



# Metro Planning Commission Meeting of 11/12/20



## 2020Z-133PR-001

Map 060-13, Parcel(s) 010

03, Bordeaux - Whites Creek - Haynes Trinity

02 (Kyonzté Toombs)



<b>Project No.</b>	<b>Zone Change 2020Z-133PR-001</b>
<b>Council District</b>	02 – Toombs
<b>School District</b>	1 – Gentry
<b>Requested by</b>	TKC Architecture and Engineering, LLC, applicant; John Faulkner, owner.
<b>Staff Reviewer</b>	Elliott
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**  
**Zone change from R8 to IWD.**

Zone Change

A request to rezone from One and Two-Family (R8) to Industrial Warehousing/Distribution (IWD) zoning for property located at 437 Haynie Avenue, approximately 1,190 feet west of Brick Church Pike (0.19 acres).

**Existing Zoning**

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

**Proposed Zoning**

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

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

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

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.

*The Conservation policy here recognizes steep slopes.*



## Metro Planning Commission Meeting of 11/12/20

### SITE AND CONTEXT

The 0.19 acre site is located on the north side of Haynie Avenue, west of Brick Church Pike. The property is currently vacant and the surrounding properties are either vacant or contain industrial land uses. Haynie Avenue is a local street and Brick Church Pike is classified as an Arterial Boulevard in the Major and Collector Street Plan. This site was previously developed with a residential structure that has been removed.

### ANALYSIS

The subject site is within the District Industrial land use policy and surrounded by industrial land uses. The proposed zoning district is consistent with the intent of the District Industrial land use policy to create and enhance areas with industrial land uses that are located thoughtfully and not at the expense of the immediate neighbors. The area of the site with steep slopes is limited and were likely created either when this site was previously developed or when the surrounding areas were disturbed and therefore are likely human-made.

### 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: **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* (220)	0.19	5.445 D	2 U	15	1	2

\*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)	0.19	0.8 F	6,621 SF	12	2	2

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

Land Use (ITE Code)	Acres	FAR/Density	Total Floor Area/Lots/Units	Daily Trips (weekday)	AM Peak Hour	PM Peak Hour
-	-	-	-	-3	+1	+1

### STAFF RECOMMENDATION

Staff recommends approval.



**SEE NEXT PAGE**

•







<b>Project No.</b>	<b>Planned Unit Development 8-68P-004</b>
<b>Project Name</b>	<b>Harding Place Center PUD (Revision and Final)</b>
<b>Council District</b>	13 - Bradford
<b>School District</b>	6 – Bush
<b>Requested by</b>	Morelock Engineering LLC, applicant; Mudra Group LLC, owner.
<b>Staff Reviewer</b>	Swaggart
<b>Staff Recommendation</b>	<i>Approve with conditions.</i>

**APPLICANT REQUEST**

**Revise preliminary plan and final site plan to permit two hotels.**

PUD Revision and Final Site Plan

A request to revise the preliminary plan and for final site plan approval for property located at 350 Harding Place, approximately 185 feet west of Metroplex Drive, zoned Commercial Services (CS) and located within a Commercial Planned Unit Development Overlay District (4.44 acres), to permit two hotels.

**Existing Zoning**

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

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

**PLAN DETAILS**

The approximately 4.44-acre site is located on the north side of Harding Place at the on-ramp to I24. The site has been previously disturbed and includes surface parking and a building that was once used as a hotel. Sorghum Branch runs along the western property line and drains into Mill Creek north of the site. A restaurant abuts the eastern property line along Harding Place and shares the drive with the subject property. The Harding Place Center PUD was originally approved in 1968 for various commercial uses including hotel, restaurant, and automobile convenience. The PUD has been revised numerous times. The last approval for the subject site was to permit the construction of a hotel.





## Metro Planning Commission Meeting of 11/12/20

### Site Plan

The plan calls for the construction of two hotels with a total floor area of 92,503 square feet. One building is 50,808 square feet, and the other is 41,695 square feet in size. One building is shown in approximately the same location of the existing building and the other is located at the back of the site. Surface parking is provided and will be shared by the two hotels.

### **ANALYSIS**

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

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



## Metro Planning Commission Meeting of 11/12/20

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

As proposed the plan is consistent with the Council approved plan. The plan does not increase the floor area above what was approved by Council and is under the floor area that would be permitted by the CS zoning district. Hotel is permitted by the Council approved plan and by the CS zoning district. The request does not expand the boundary of the PUD, nor does it include any new access points. Staff recommends approval with conditions, since the plan meets all of the above criteria for Commission review of the revision, and the plan is consistent with the Council approved plan.

It is also important to note that a waiver was approved for the sidewalk improvements which would be required along Harding Place. The Major and Collector Street Plan (MCSP) classifies Harding Place as an arterial and calls for an eight-foot wide sidewalk and six-foot wide planting strip. Currently, there is a substandard sidewalk along Harding Place. The site sits approximately 16 feet below Harding Place, and the slope from the back of the existing sidewalk to the site is approximately 30 percent. Due to the topography, a sidewalk would be very difficult to construct to the MCSP specifications. Due to the challenge and the existence of a sidewalk, the waiver was approved.

### **FIRE MARSHAL RECOMMENDATION**

#### **Approve with conditions**

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



## **Metro Planning Commission Meeting of 11/12/20**

### **STORMWATER RECOMMENDATION**

**Approve**

### **PUBLIC WORKS RECOMMENDATION**

**Approve with conditions**

- Comply with MPW traffic engineer comments.

### **TRAFFIC & PARKING RECOMMENDATION**

**Approve with conditions**

- An access study may be required.

### **WATER SERVICES RECOMMENDATION**

**Approve**

### **STAFF RECOMMENDATION**

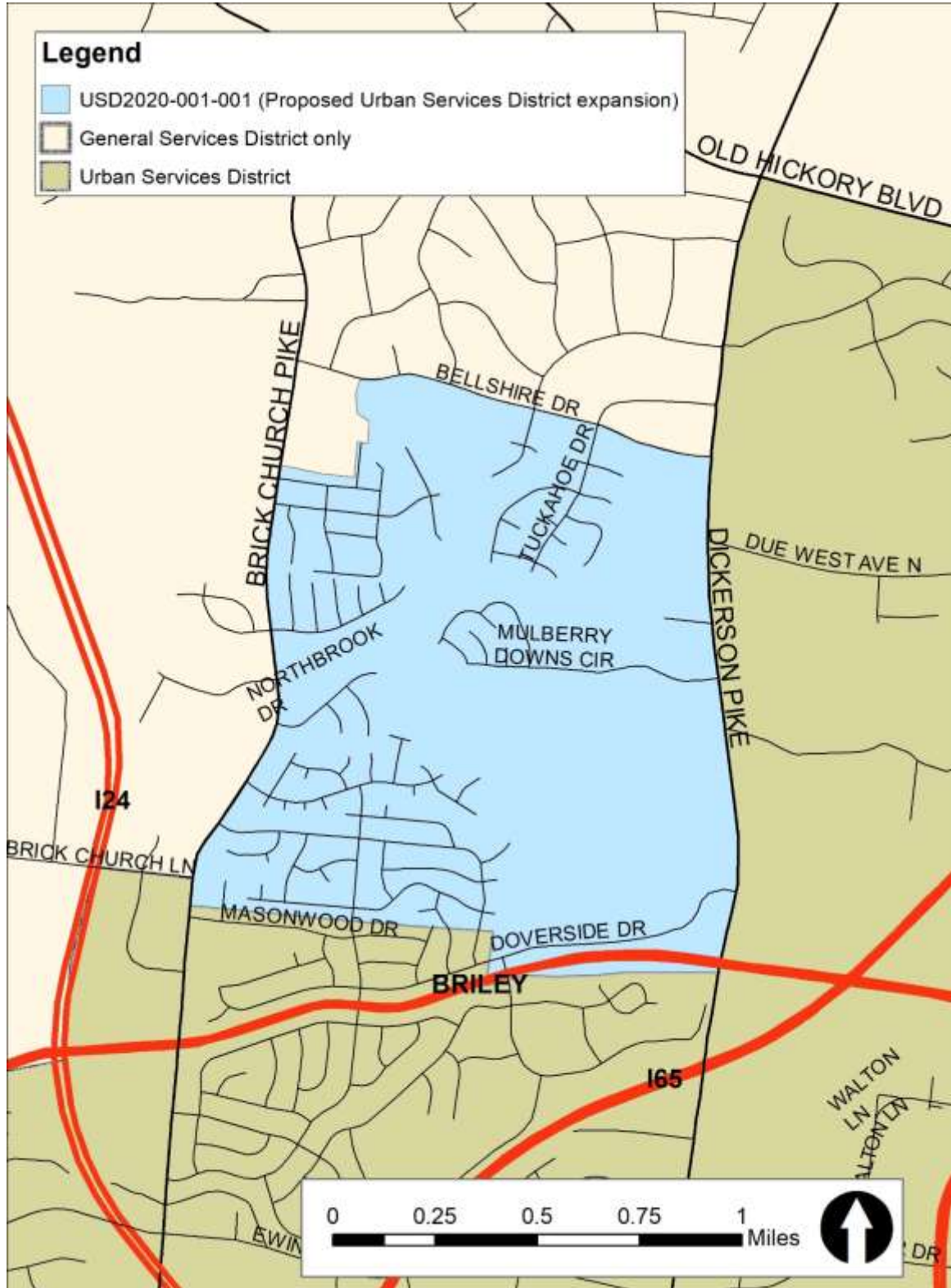
Staff recommends approval with conditions.

### **CONDITIONS**

1. This approval does not include any signs. Signs in planned unit developments must be approved by the Metro Department of Codes Administration except in specific instances when the Metro Council directs the Metro Planning Commission to review such signs. 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.
2. Prior to or with any additional development applications for this property, the applicant shall provide the Planning Department with a corrected copy of the preliminary PUD plan.



# Metro Planning Commission Meeting of 11/12/20



**2020USD-001-001**  
**EXHIBIT A: PROPOSED USD EXPANSION DISTRICT 3**



<b>Project No.</b>	<b>2020USD-001-001</b>
<b>Project Name</b>	<b>Proposed USD Expansion of Services</b>
<b>Council Bill No.</b>	BL2020-491
<b>Council District</b>	03 - Gamble
<b>School District</b>	1 - Gentry
<b>Requested by</b>	Councilmember Jennifer Gamble, applicant.

**Staff Recommendation** *Approve with amendments.*

**APPLICANT REQUEST**  
**Expand Urban Services District**

*A request to expand the boundaries of the Urban Services District by adding an area in the northwest corner of the intersection of Briley Parkway and Dickerson Pike where development has already occurred, is zoned for more development, or is planned for more development as outlined in NashvilleNext (See Exhibit A).*

Councilmember Gamble has proposed expanding the boundaries of the Urban Services District within her district. A Plan of Services consistent with the Metro Charter has been prepared for the Planning Commission’s consideration of a proposed expansion. This request is being made in order to sustain and further promote the welfare and safety of the growing urban areas of the Metropolitan Government.

On October 20, 2020, the Metropolitan Council passed BL2020-491 on first reading. The Finance Director has signed the bill to indicate that funds necessary for the expansion are available.

**METROPOLITAN CHARTER OF NASHVILLE AND DAVIDSON COUNTY**

The Metro Charter established two service districts:

- **General Service District (GSD)**
- **Urban Service District (USD)**

The Metro Charter allows for expansion of the area of the USD when areas of the GSD need urban services and Metro can provide such services within a reasonable period, not greater than one year after taxes in the area are due.

**The Charter states:**

**Sec. 1.03. - Two services districts and their areas.**

The metropolitan government shall, within the geographical limits thereof, comprise two (2) service districts, to wit: A general services district and an urban services district, as to both of which districts the metropolitan government shall have jurisdiction and authority. The general services district shall consist of the total area of the metropolitan government, the same being the total area of Davidson County as fixed



## Metro Planning Commission Meeting of 11/12/20

and established upon the effective date of this Charter.<sup>2</sup> The urban services district shall consist originally of the total area of the City of Nashville at the time of the filing of this Charter with the county commissioners of election, which area is more specifically described and set forth in Appendix One hereto.

### **Sec. 1.04. - Expansion of urban services district.**

The area of the urban services district may be expanded and its territorial limits extended by annexation whenever particular areas of the general services district come to need urban services, and the metropolitan government becomes able to provide such service within a reasonable period, which shall not be greater than one (1) year after ad valorem taxes in the annexed area become due. The tax levy on property in areas hereafter annexed shall not include any item for the payment of any deficit in the pension or retirement funds of the former City of Nashville. Said tax levy shall not include any item (except pursuant to and subject to the provisions of Section 7.04 of this Charter), for the payment of urban bonds of the metropolitan government issued prior to the effective date of such annexation, or debts of the former City of Nashville allocated to the urban services district under section 7.20 of this Charter, except to the extent that it shall be found and determined by the metropolitan county council that the property within the newly annexed area will benefit, in the form of urban services, from the expenditures for which the debt, or a specified portion of the debt, was incurred, to substantially the same extent as the property within the urban services district as same existed prior to such annexation.

Annexation shall be based upon a program set forth in the capital improvements budget provided for by section 6.13. Such annexation shall be accomplished and the validity of the same may be contested, by the methods and procedures specified in Tennessee Code Annotated, sections 6-51-101 to 6-51-105, with respect to annexation by municipalities.

**Sec. 1.05. - Functions within general services district and urban services district.** The metropolitan government may exercise within its general services district those powers and functions which have heretofore been exercised by the County of Davidson or the City of Nashville, or both, and shall supply the residents of said general services district with those governmental services which are now, or hereafter may be, customarily furnished by a county government in a metropolitan area.

The metropolitan government may exercise within its urban services district those powers and functions which have heretofore been exercised by the City of Nashville or the County of Davidson, and shall supply the residents of said urban services district with those kinds of governmental services which are now, or hereafter may be, customarily furnished by a city government in a metropolitan area.

The functions of the metropolitan government to be performed, and the governmental services to be rendered throughout the entire general services district shall include: general administration, police; courts, jails; assessment; health; welfare; hospitals; housing for the aged; streets and roads; traffic; schools; parks and recreation; library; auditorium, fairgrounds; airport; public housing; urban redevelopment; urban renewal;





## Metro Planning Commission Meeting of 11/12/20

planning; electrical code; building code; plumbing code; housing code; electricity; transit; refuse disposal; beer supervision; and taxicab regulation.

The additional functions of the metropolitan government to be performed and the additional governmental services to be rendered within the urban services district shall include: ***additional police protection; fire protection; water; sanitary sewers; storm sewers; street lighting; street cleaning; refuse collections and wine and whiskey supervision.***

Nothing in the foregoing enumeration and assignment of functions shall be construed to require the continued maintenance or furnishing of any governmental service which the council by ordinance has determined to be obsolete and unnecessary.

Nothing in this section shall be deemed to limit the power of the metropolitan government to exercise other governmental functions in either the urban services district or the general services district, or to provide new and additional governmental services in either the urban services district or the general services district.

### COMMUNITY ENGAGEMENT

This area was previously considered as part of the last expansion of the Urban Services District (2016USD-001-001, adopted on 11/15/2016), but ultimately was not included in that expansion. Councilmember Gamble began working with community members on this proposal in 2019. She met in person and virtually with constituents through 2020 and included notice about the proposal in multiple District newsletters. The proposal was particularly discussed at the following community meetings:

- October 22, 2019: a community meeting dedicated to the proposal, held at Bass Street Missionary Baptist Church within the study area. More than 50 people attended.
- November 12, 2019: 26 people attended a second community meeting within the study area.
- January 28, 2020: 36 people attended a community meeting at Whites Creek High School. Most attendees at this meeting lived outside the expansion area, but attended to ensure they were not included in the proposal.
- The Councilmember discussed the proposal during general District community meetings in June and July.

The Councilmember also discussed the proposal in several editions of her District newsletter.

### PLAN OF SERVICES

#### What is the Plan of Services?

This is a plan that outlines how Metro will provide the required services and pay for them over time. This includes:

- Installation of new street lights
- Recycling and trash collection for all new expansion areas
- Providing additional fire protection
- Providing additional police protection



## Metro Planning Commission Meeting of 11/12/20

- Water
- Sanitary sewers
- Storm sewers
- Alcoholic beverage supervision.

The analysis provided includes the costs associated with providing the services.

### **Plan of Services**

Section 1.04 of the Charter of the Metropolitan Government provides that:

The area of the urban services district may be expanded and its territorial limits extended by annexation whenever particular areas of the general services district come to need urban services, and the metropolitan government becomes able to provide such service within a reasonable period, which shall not be greater than one (1) year after ad valorem taxes in the annexed area become due.

Section 1.05 provides that:

The additional functions of the metropolitan government to be performed and the additional governmental services to be rendered with the urban services district shall include: additional police protection; fire protection; water; sanitary sewers; storm sewers; street lighting; street cleaning; refuse collection and wine and whiskey supervision.

The plan of services for the properties proposed to be annexed into the urban services district, to-wit: The lots and lands located within the geographic boundaries on the attached maps, which is hereby referenced and made a part hereof, is as follows:

Additional police protection, fire protection, water, sanitary sewers, storm sewers, and the street cleaning are presently being provided to said property at the same level as all other property within the urban services district.

Not later than one (1) year after ad valorem taxes in the annexed area become due, refuse collection and street lighting shall be provided. Table 1 shows the start-up and annual costs of these services compared with the additional annual revenue from the Urban Services District tax rate. The variance reflects a slight



## Metro Planning Commission Meeting of 11/12/20

**TABLE 1: ESTIMATION OF REVENUE AND COSTS OF STREET LIGHTING AND TRASH AND RECYCLING SERVICE**

### ESTIMATION PURPOSES ONLY - ANNEXATION

Prepared August 2020

District	1st Year Cost (Start-up + Annual)	Annual Cost	Annual Revenue	1st Year Variance	Annual Variance
3	\$ 442,400	\$ 267,000	\$ 275,258	\$ (167,142)	\$ 8,258
Total	\$ 442,400	\$ 267,000	\$ 275,258	\$ (167,142)	\$ 8,258

This proposed expansion adds approximately 1,538 parcels (1,642 dwelling units) on approximately 809 acres (properties only) in Council District 3 into the Urban Services District. The current total land area within the USD is 126,575 acres.

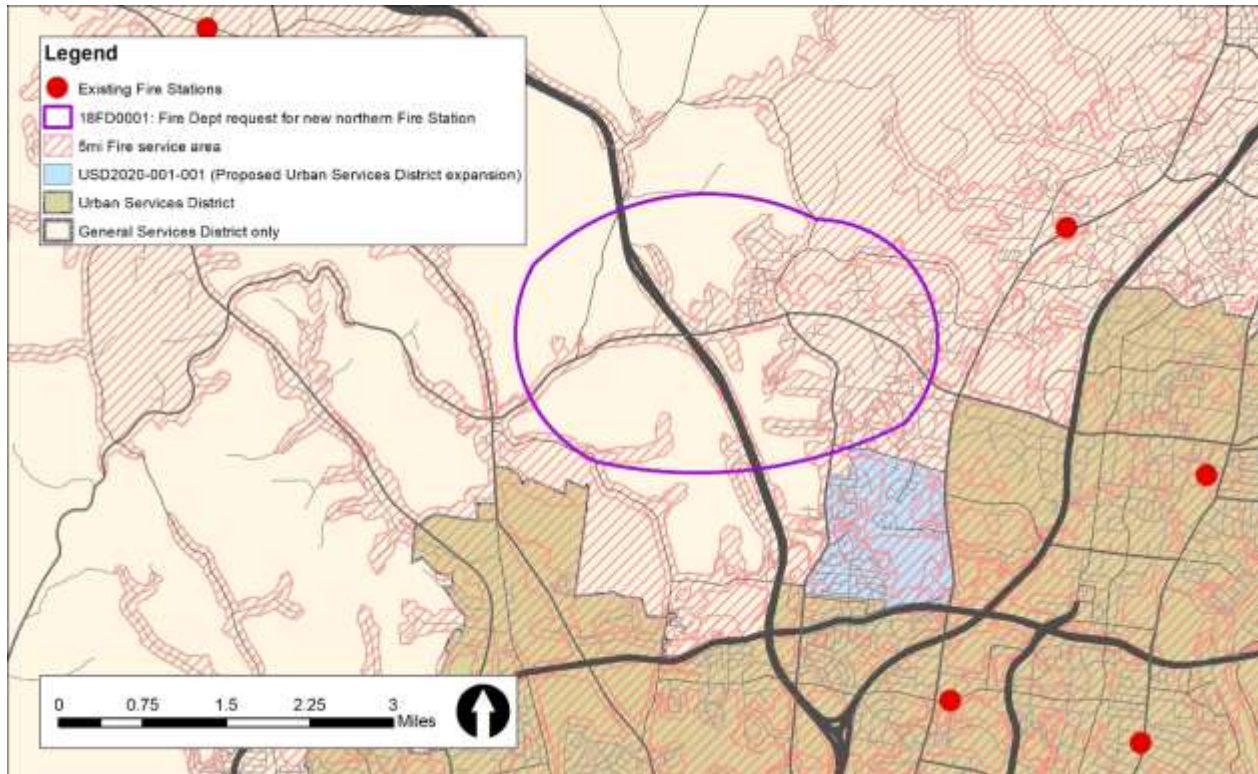
#### Fire Response

Exhibit B shows a recent assessment of the Fire Department’s 5-mile service area, used to identify areas receiving urban levels of service. The proposed expansion area is within the 5-mile service area, although near the edge. Exhibit D also shows the general location of a new proposed fire station included in the Fire Department Capital Improvements Budget request (project number 18FD0001, which includes three other future locations). If constructed as proposed, this new fire hall would improve service in the expansion area.

#### EXHIBIT B: FIRE SERVICE AREAS AND REQUESTED LOCATION OF NEW NORTHERN FIRE STATION



## Metro Planning Commission Meeting of 11/12/20



### Plan of Services findings

Staff finds that the additional benefits of street lights and trash and recycling collection will outweigh the costs in the long term. More funds could also be available for community benefits such as new fire halls and police precincts.

While there is an increase in costs some of these costs will be offset by the fact that there will no longer be the need for properties to secure private trash haulers. Three trash haulers operating in the GSD were surveyed. One was excluded for not providing recycling services. On average between the other two, it costs individual property owners \$389 per year (\$18 per cart for trash and \$9 - \$20 per cart for recycling every month). For a \$200,000 home, this represents a net savings of \$172 each year. For a \$300,000 home, this would result in net savings of \$64 each year.

### NASHVILLENEXT AND COMMUNITY PLAN POLICIES

The proposed expansion area has a suburban character, with a mix of established and still developing areas. See Exhibit C. Starting at the southeastern corner, the area includes the following:

- A suburban community center (T3 CC) at the intersection of Dickerson Pike and Briley Parkway, currently consisting of a big box commercial center, including a Wal-Mart and a Lowes. This part of the expansion area was included in the *Dickerson North Study*, adopted by Planning Commission on September 24, 2020. The site is covered by Planned Unit Development zoning which allows additional commercial development. Further, the *Dickerson North Study* recommends further intensification of the site into the future.



## Metro Planning Commission Meeting of 11/12/20

- Moving north along Dickerson Pike, the area has suburban mixed use corridor policy (T3 CM) which allows additional commercial and residential development, primarily directly along Dickerson Pike.
- Moving east from Dickerson Pike along Bellshire then turning south on Brick Church Pike, the area has a mix of built-out subdivisions and large, undeveloped parcels.
  - The existing subdivisions have Suburban Neighborhood Maintenance (T3 NM) policy. Their existing built form is intended to be maintained with only modest change into the future. Their character aligns with the services provided by the Urban Services District.
  - The undeveloped parcels generally have Suburban Neighborhood Evolving (T3 NE) policy. The zoning is generally R10 close to Brick Church Pike and Bellshire Drive, with the interior parcels zoned RS7.5. This zoning aligns with the services provided by the Urban Services District. The Neighborhood Evolving areas include some recently built subdivisions, as well as some unbuilt but recently subdivided land.
- Additionally, parkland (OS policy) and conservation areas (CO policy, primarily reflecting streams and slopes) cut through some portions of the expansion area. The underlying natural features provide a framework for, but would not generally prohibit, future suburban development.

One effect of incorporation into the Urban Services District is that future subdivisions will be required to provide sidewalks. This will help to provide additional walkable areas to current residents as well as potentially allow them walkable access to services along Dickerson Pike.

### **Planning Findings**

The proposed expansion areas are consistent with NashvilleNext and the Parkwood-Union Hill Community Plan in terms of where development has already occurred and where policies and zoning call for development to occur in the future.



# Metro Planning Commission Meeting of 11/12/20

## EXHIBIT C: CURRENT COMMUNITY CHARACTER POLICY





## Metro Planning Commission Meeting of 11/12/20

### TAX RATE

Tables 2 and 3 show property and tax information for context of the cumulative effect and the effect for individual residential properties. The current tax rates for the GSD and USD are as follows:

- GSD Rate \$3.788 per \$100 of Assessed Value
- USD Rate \$4.221 per \$100 of Assessed Value

**TABLE 2: APPROXIMATE PROPERTY INFORMATION**

Total Assessed Value	Revenue GSD Tax Rate*	Revenue USD Tax Rate*	Tax Increase	Acres	Dwelling Units	# of Parcels
\$68,814,580	\$1,895,842	\$2,171,100	\$275,258	809.38	1,642	1,538

**TABLE 3: SNAPSHOT OF RESIDENTIAL RATES**

Residential				
Property Value	Residential Assessed Value (25%)	GSD Rate (3.788)	USD Rate (4.221)	Change
\$100,000	\$25,000	\$947	\$1,052	\$105
\$200,000	\$50,000	\$1,894	\$2,111	\$217
\$300,000	\$75,000	\$2,841	\$3,166	\$325
\$400,000	\$100,000	\$3,788	\$4,221	\$433
\$500,000	\$125,000	\$4,735	\$5,276	\$541
\$600,000	\$150,000	\$5,682	\$6,332	\$650
\$700,000	\$175,000	\$6,629	\$7,387	\$758
\$800,000	\$200,000	\$7,576	\$8,442	\$866
\$900,000	\$225,000	\$8,523	\$9,497	\$974
\$1,000,000	\$250,000	\$9,470	\$10,553	\$1,083



## Metro Planning Commission Meeting of 11/12/20

### SCHEDULE OF TAX PAYMENTS IF ORDINANCE IS PASSED IN 2020

*January 1, 2021:* Property in annexed areas identified as USD on assessment roles.

*October 2021 to February 28, 2022:* Taxes become due at USD tax rate for properties in annexed areas.

*October 2022:* Plan of Services must be fully implemented one year from date of taxes being collected. (*Many areas will get services sooner than one year.*)

### **TRASH HAULERS**

Metro will issue Request for Proposals for trash haulers to continue to provide services for a period of time in order to provide a smooth transition.

### **OTHER DIFFERENCES BETWEEN USD AND GSD**

- Liquor stores are allowed in USD, with locational requirements determined by zoning and other ordinances.
- Firearms cannot be discharged in USD unless in specified areas.
- Agricultural activities and horses are permitted in GSD in certain *Residential* districts if over 5 acres.
- Sidewalks are required on local streets for new multifamily or commercial development or for significant improvements to multifamily or commercial properties in USD.

### **ADDITIONAL PROPERTIES**

In reviewing the list of properties evaluated by Public Works and Finance and proposed to be included in the USD by the Councilmember, Planning staff identified two additional properties (050160A05300CO and 05015004100; see Exhibit D) that should be included. Both properties are currently split, with parts of each already included in the USD. Not including the remainder of each property would create two small pockets of GSD completely surrounded by the USD. Therefore, staff additionally recommends including these two properties fully in the USD.

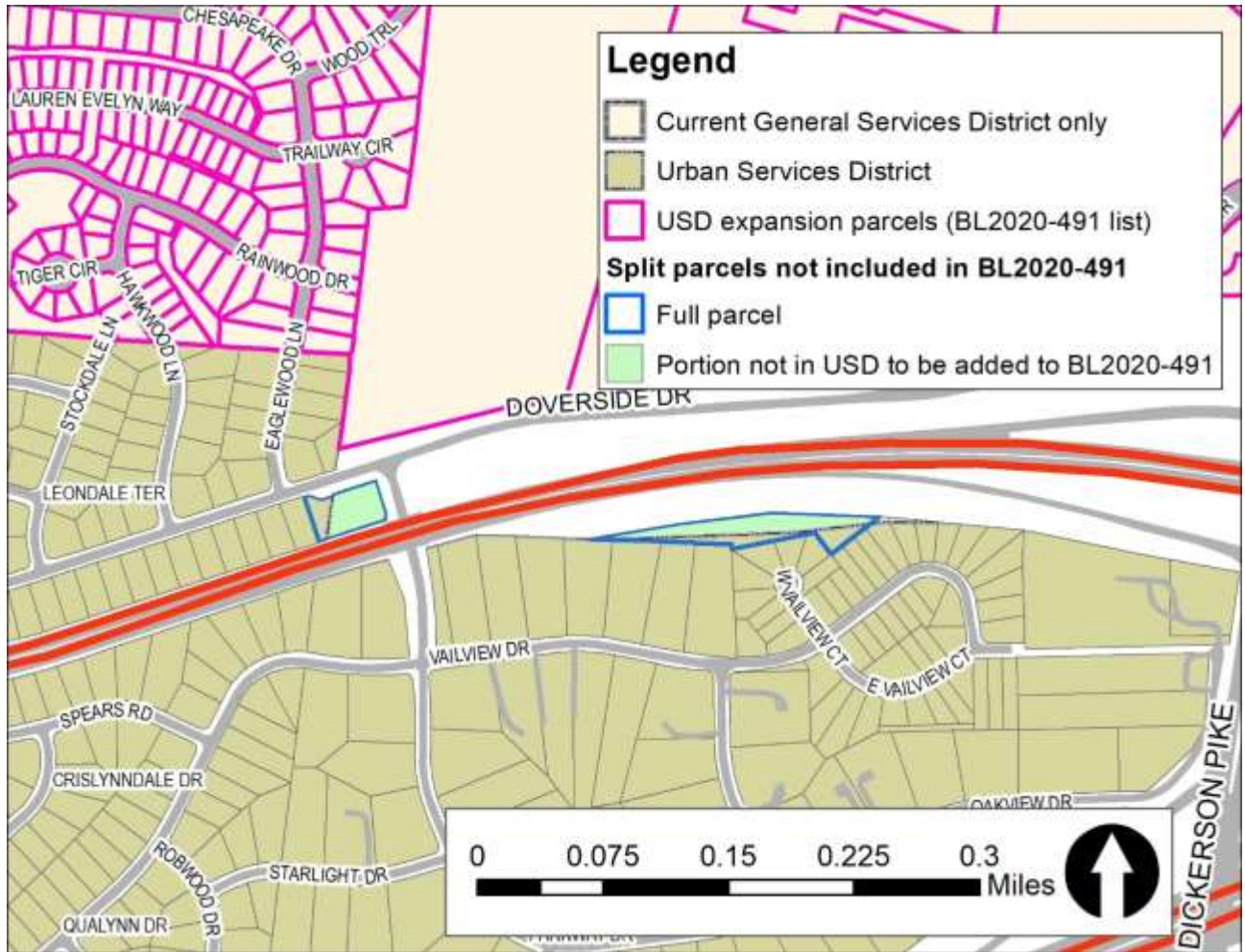
Based on standard mapping procedures, nearby right-of-way for Briley Parkway would also be included.





## Metro Planning Commission Meeting of 11/12/20

### EXHIBIT D: PARCELS NOT INCLUDED IN BL2020-491 RECOMMENDED TO BE ADDED



#### STAFF RECOMMENDATION

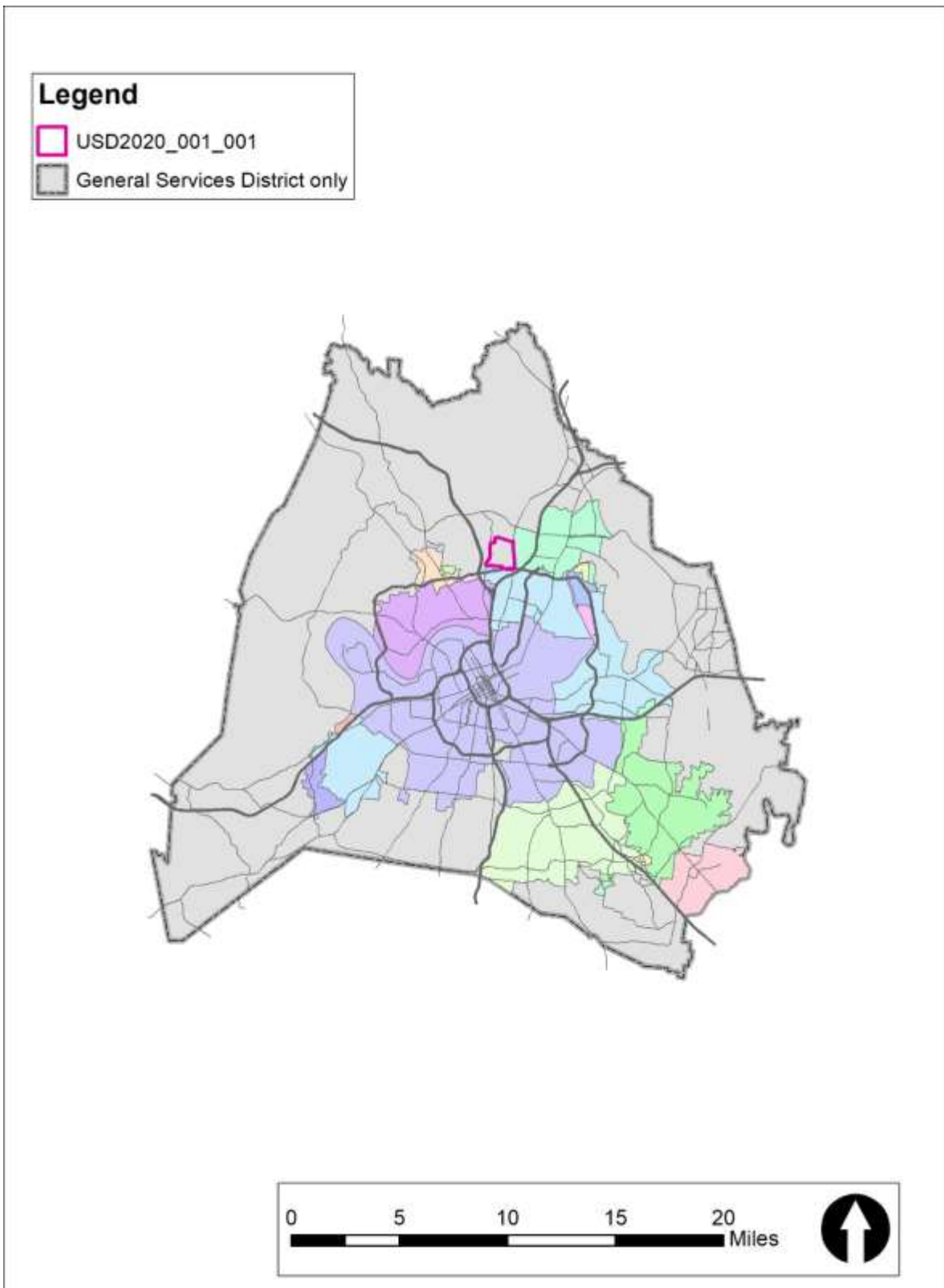
Staff recommends approval of the proposed expansion of Urban Services District, as it is consistent with the zoning and land use policies in these areas, and it will generate sufficient funds to pay for the services provided. Additionally, staff recommends including two additional properties not currently in the Councilmember's proposal.



## Metro Planning Commission Meeting of 11/12/20

### EXHIBIT E: EXISTING AND PROPOSED USD AREA

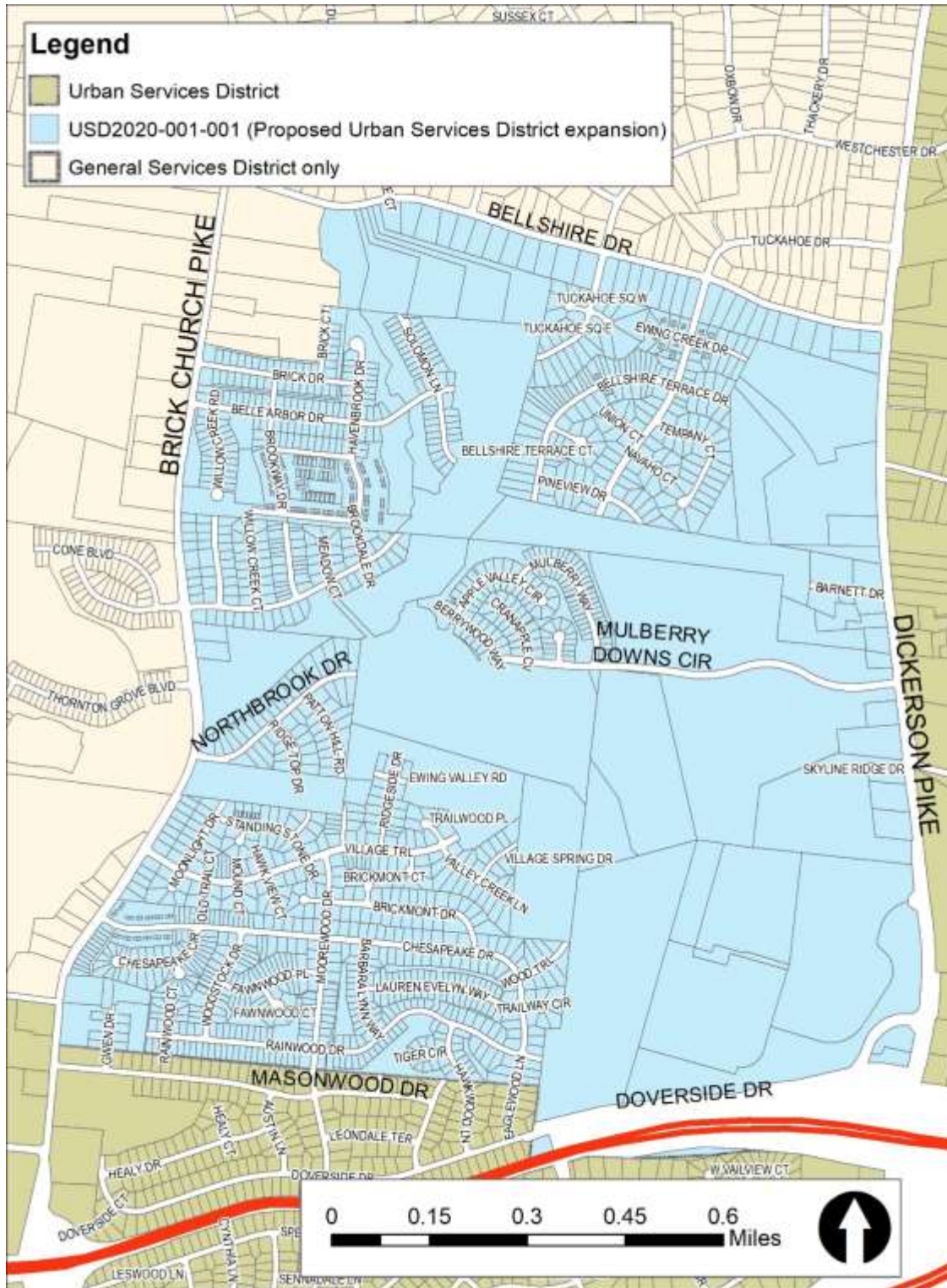
Colors represent additions to the USD over time.





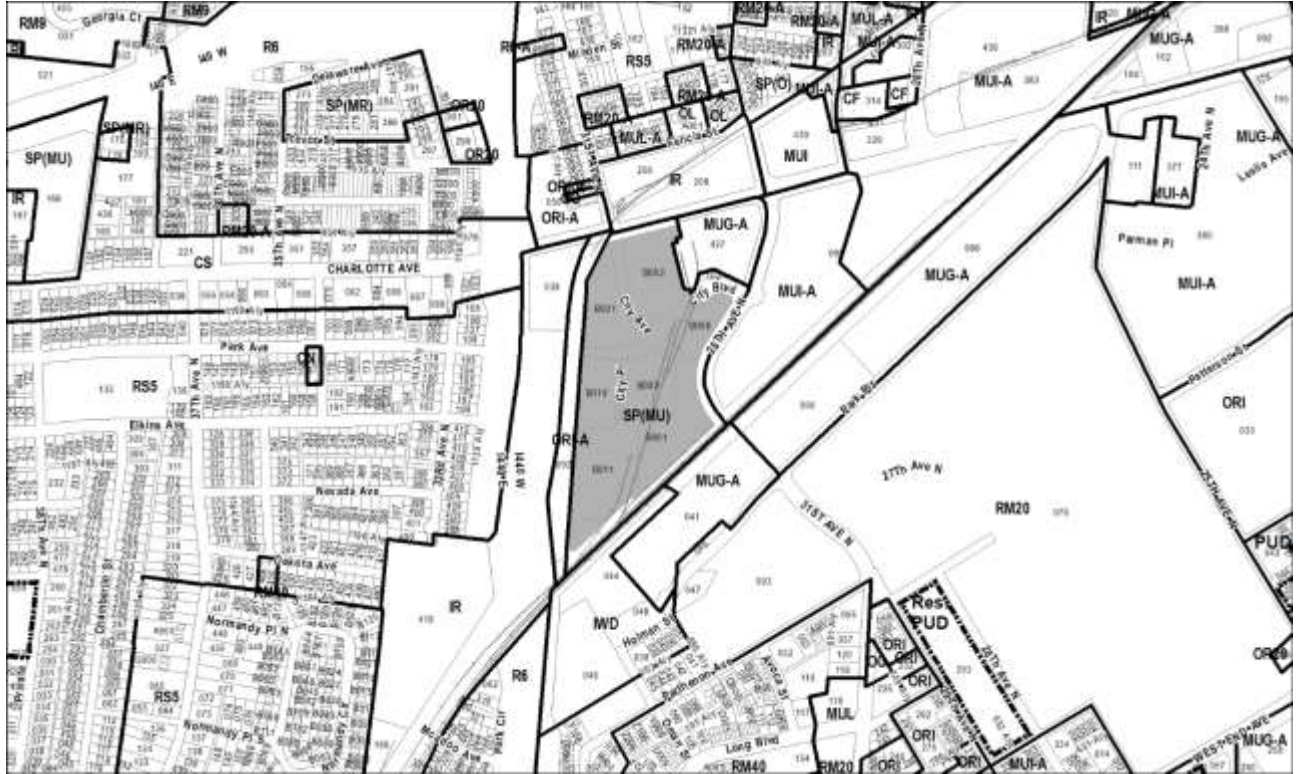
# Metro Planning Commission Meeting of 11/12/20

## EXHIBIT F: PARCEL VIEW OF EXPANSION AREA





## Metro Planning Commission Meeting of 11/12/20



### **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.

**Deferrals** This request was deferred from the September 24, 2020, October 8, 2020 and the October 22, 2020, Planning Commission meetings. No public hearing was held.

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

**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**

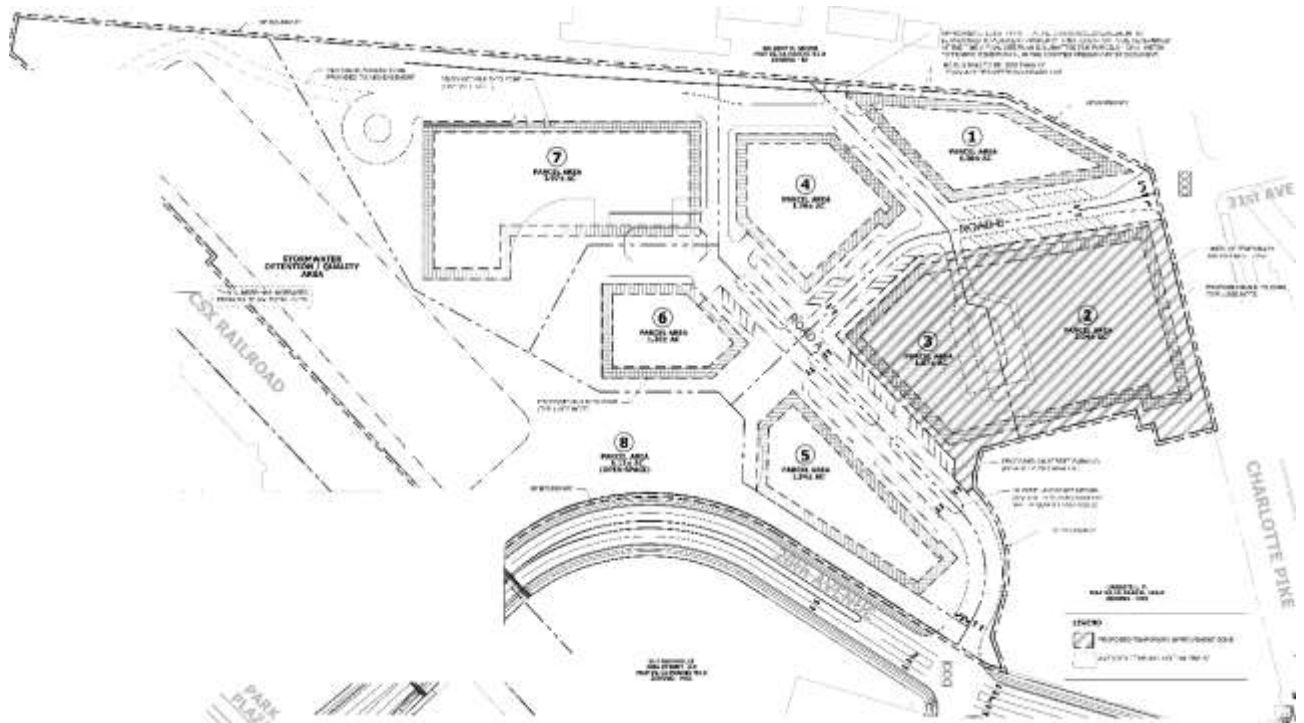
T5 Urban Mixed-Use Neighborhood (T5 MU) policy is intended to preserve and enhance urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern. 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 28<sup>th</sup> 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



# Metro Planning Commission Meeting of 11/12/20



**Proposed Site Plan**



## **Metro Planning Commission Meeting of 11/12/20**

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.

### **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. Permitted 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.



## Metro Planning Commission Meeting of 11/12/20

2. All applicable requirements specified in BL2011-891 and 2014-887 not specifically being amended under this application shall remain in effect.
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.





**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 11/12/20



### **2020Z-119PR-001**

Various Maps, Various Parcels

08, North Nashville

17 (Freddie O'Connell)



**Project No.** **Zone Change 2020Z-119PR-001**  
**Council Bill No.** BL2020-479  
**Council District** 19 – O’Connell  
**School District** 1 – Gentry  
**Requested by** Councilmember Freddie O’Connell, applicant; various property owners.

**Deferrals** This item was deferred from the October 22, 2020, Planning Commission meeting. No public hearing was held.

**Staff Reviewer** Elliott  
**Staff Recommendation** *Approve.*

**APPLICANT REQUEST**

**Zone change from MUN, MUN-A, MUL-A, MUG, OR20, CS, and CF to MUN-NS, MUN-A-NS, MUL-A-NS, MUG-NS, OR20-NS, CS-NS, and CF-NS.**

Zone Change

A request to rezone from Mixed Use Neighborhood (MUN), Mixed Use Neighborhood - Alternative (MUN-A), Mixed Use Limited - Alternative (MUL-A), Mixed Use General (MUG), Office/Residential (OR20), Commercial Service (CS) and Commercial Core Frame (CF) to Mixed Use Neighborhood - No Short Term Rentals (MUN-NS), Mixed Use Neighborhood - Alternative - No Short Term Rentals (MUN-A-NS), Mixed Use Limited - Alternative - No Short Term Rentals (MUL-A-NS), Mixed Use General - No Short Term Rental (MUG-NS), Office/Residential - No Short Term Rental (OR20-NS), Commercial Service - No Short Term Rental (CS-NS), and Commercial Core Frame - No Short Term Rental (CF-NS) zoning for various properties located between Rosa L. Parks Boulevard and 2nd Avenue North, from Hume Street, south to Jefferson Street, and located within the Germantown Historic Preservation District Overlay and the Phillips - Jackson Street Redevelopment District Overlay (68.61 acres).

**Proposed Zoning**

The proposed zoning districts prohibit Short Term Rental Property – Owner Occupied and Short Term Rental Property -Not-Owner Occupied uses from the district. They are otherwise identical to the existing zoning districts.

**NORTH NASHVILLE COMMUNITY PLAN**

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

T4 Urban-Open Space (OS) is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban,



## **Metro Planning Commission Meeting of 11/12/20**

T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

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

### **SITE AND CONTEXT**

The approximately 68-acre area is located in the Germantown Neighborhood of North Nashville. The boundary of the subject area is consistent with the boundary of the Historic Overlay District that was applied to the Historic Germantown Neighborhood in 2008 with specific properties selectively removed from the application area by the applicant. The area is a mixture of land uses; including a variety of residential, commercial, office, community and institutional, industrial, and auto parking land uses. The majority of the subject area has a mixed-use zoning district that allows for both residential and non-residential land uses.

### **ANALYSIS**

The application proposes to rezone the subject area to zoning districts that maintain all of the existing regulations and requirements with the exception that Owner Occupied and Not-Owner Occupied Short Term Rental becomes a prohibited land use. The proposal does not change the bulk standards or other building form requirements. The only difference between the existing zoning districts and the proposed zoning districts is the prohibition of Short Term Rentals.

The proposed rezoning is consistent with the intent of the Urban Mixed Use Policy to provide a diverse mix of residential, commercial, office, and light industrial land uses. This application aims to prevent the Short Term Rental land use from dominating the area and disrupting the diverse mixture of land uses that the policy intends for this area. Currently, a Short Term Rental permit may be applied for by-right in the existing zoning districts of this application. The proposed application would prohibit new short term rental permits in this area.

### **STAFF RECOMMENDATION**

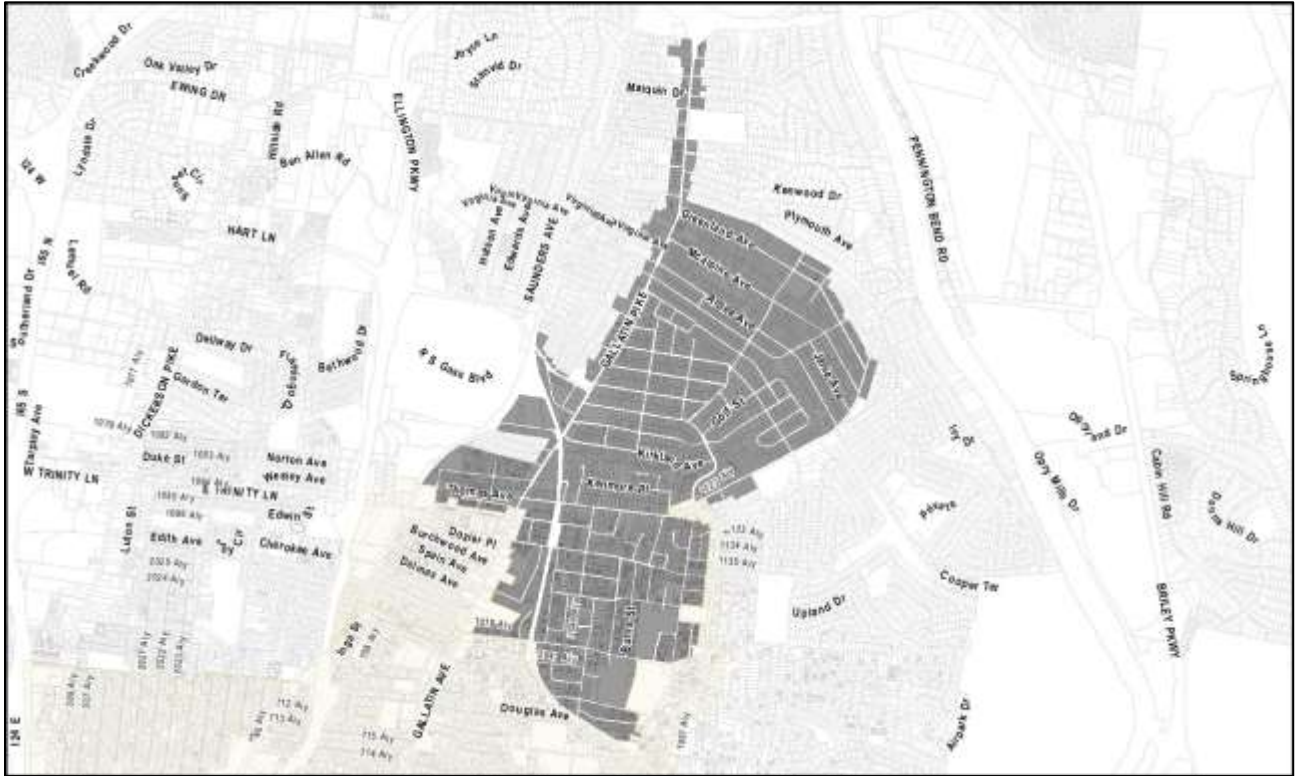
Staff recommends approval.



**SEE NEXT PAGE**



## Metro Planning Commission Meeting of 11/12/20



### **2020Z-120PR-001**

Various Maps, Various Parcels

5, East Nashville

5 (Sean Parker)

6 (Brett Withers)

7 (Emily Benedict)

8 (Nancy VanReece)



<b>Project No.</b>	<b>Zone Change 2020Z-120PR-001</b>
<b>Council Bill No.</b>	BL2020-516
<b>Council District</b>	5 - Parker, 6 -Withers, 7 - Benedict, 8 - VanReece
<b>School District</b>	3 - Masters
<b>Requested by</b>	Councilmember Sean Parker, Councilmember Brett Withers, Councilmember Emily Benedict, and Councilmember VanReece, applicants; various property owners.
<b>Staff Reviewer</b>	Rickoff
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Zone change to apply the Urban Zoning Overlay.**

Zone Change

A request to expand the Urban Zoning Overlay District for various properties located south of Briley Parkway and north of Douglas Avenue, generally along Gallatin Pike, from McGavock Pike westward to the CSX Railroad (1,093.36 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.

**EAST NASHVILLE COMMUNITY PLAN**

Existing Policies

The area proposed for application of the UZO includes properties located within numerous land use policies. The majority of the area is within the T4 Urban transect. Policies in the T4 Urban transect present in the UZO application area include: T4 Community Center, T4 Mixed Use Corridor, T4 Mixed Use Neighborhood, T4 Neighborhood Evolving, and T4 Neighborhood Maintenance. There are also properties within the UZO application area located within the Transition policy. Conservation policy, which recognizes the presence of streams, floodplains, slopes and other sensitive environmental features, is present throughout the UZO application area.



## Metro Planning Commission Meeting of 11/12/20

### ANALYSIS

The UZO district was originally adopted in 2000 and was created to improve the way development in older urban areas of Nashville is regulated. The zoning code in place at the time was primarily designed for development with a newer, more suburban development pattern. In many cases, application of the standards to older, existing urban areas of the county resulted in nonconformities or in new development that was inconsistent with the existing urban pattern. The UZO is intended to preserve and enhance urban developed areas, encourage reinvestment, and also to achieve community goals for creating more walkable neighborhoods with good connectivity for vehicles, pedestrians and transit. All of these goals are currently formally established in *NashvilleNext* and the individual community plans.

Since its adoption in 2000, the UZO has been expanded in some areas, including in 2019, when the UZO was applied to several hundred parcels adjacent to the southwestern boundary of the proposed request, near East Trinity Lane and Gallatin Pike. The UZO is an overlay; its application does not change the base zoning or existing entitlements on any property. The standards of the UZO vary by zoning district and, in the case of parking requirements, by use, but generally address the placement and size of buildings, and amount and location of parking.

The current request proposes application of the UZO to approximately 4,260 contiguous parcels in East Nashville, along both sides of Gallatin Pike. The properties included in the proposal span a range of zoning districts, from single-family or one and two-family residential to higher intensity commercial and industrial 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 or are within a Planned Unit Development overlay. The effects of the UZO on those properties are limited, as the Specific Plan or PUD will continue to govern the development of those properties.

In single-family or one and two-family residential districts, the primary effect of the UZO is a limitation on height. The UZO limits height to three stories in 45 feet, where the single-family and one and two-family zoning districts limit height to three stories without a specific limitation in feet. Additionally, pursuant to the standards of BL2016-493, the sidewalk ordinance that took effect in July 2017, the UZO serves as a trigger for sidewalks with single-family or one and two-family residential new construction.

For multi-family and non-residential uses, the effects of the UZO are more varied and depend on context. Generally, the UZO allows for alternative street setbacks and building height, subject to certain conditions, as well as for reduced parking requirements or adjustments to parking based on proximity to transit and complete sidewalk networks.

The area proposed for application of the UZO is a contiguous area adjacent to the existing boundary of the UZO to the south, east, and west. The majority of the area has an established development pattern of smaller lots with an interconnected street network. As redevelopment or infill development occurs, the standards of the UZO will support an urban 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 to occur in a context-sensitive manner without impact





## **Metro Planning Commission Meeting of 11/12/20**

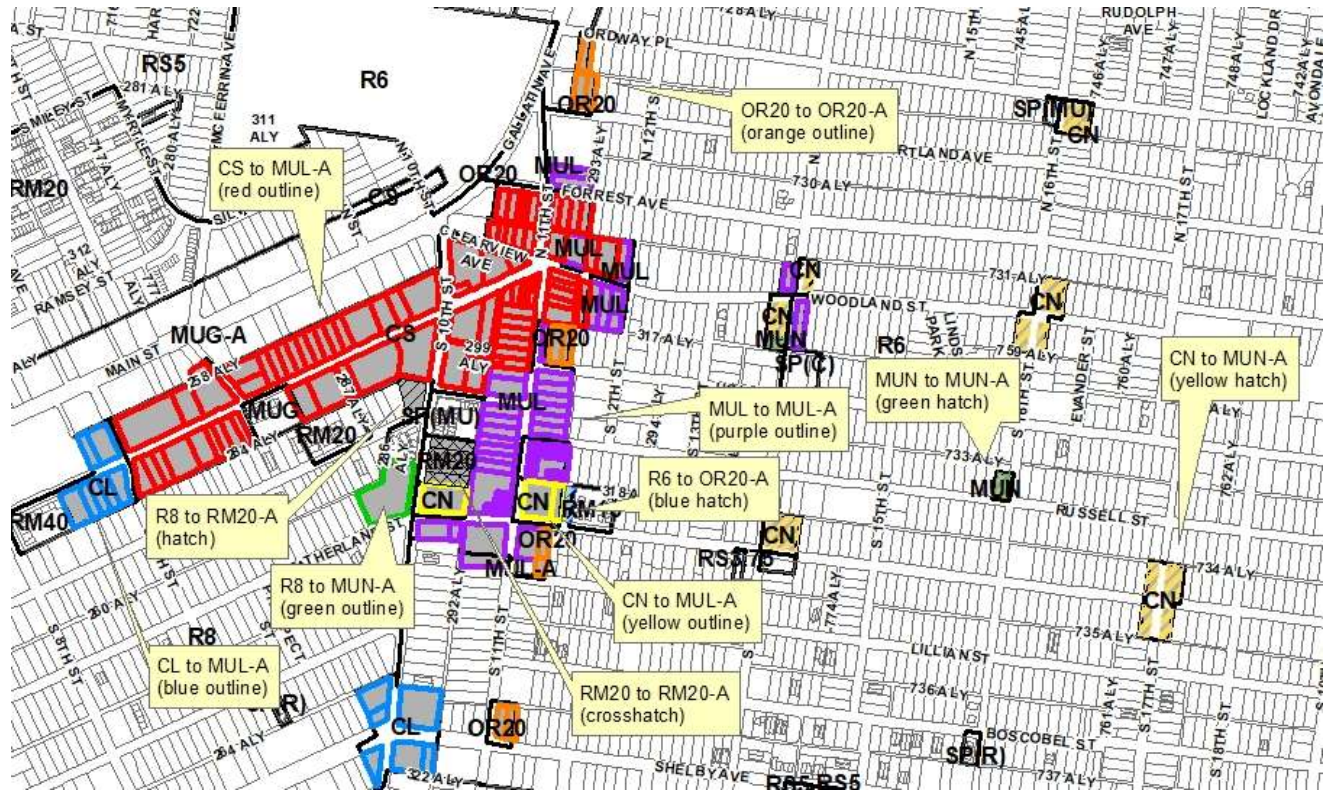
existing entitlements or base zoning. Application of the UZO will help to achieve a wide range of goals identified in *NashvilleNext* and in the community plans for this area, including enhanced pedestrian connectivity, activation of the streetscape in centers and along corridors, and support for existing and future transit service in the area.

### **STAFF RECOMMENDATION**

Staff recommends approval.



# Metro Planning Commission Meeting of 11/12/20



**2020Z-125PR-001**  
Various Maps, Various Parcels  
5 East Nashville  
06 (Brett Withers)



<b>Project No.</b>	<b>Zone Change 2020Z-125PR-001</b>
<b>Council Bill No.</b>	BL2020-521
<b>Council District</b>	06 – Withers
<b>School District</b>	5 - Buggs
<b>Requested by</b>	Councilmember Brett Withers, applicant; various owners.
<b>Staff Reviewer</b>	Napier
<b>Staff Recommendation</b>	<i>Approve.</i>

**APPLICANT REQUEST**

**Rezone from CS, CL, CN, MUL, CN, MUN, R8, OR20, R6 and RM20 to MUL-A, MUN-A, OR20-A, and RM20-A.**

Zone Change

A request to rezone from CS, CL, CN, MUL, MUN, R8, OR20, R6 and RM20 to MUL-A, MUN-A, OR20-A, and RM20-A zoning for various parcels located southeast of Main Street and no farther east than S 18th Street and partially located within Lockeland Springs - East End Neighborhood Conservation District Overlay, the Five Point Redevelopment District Overlay, a Planned Unit Development Overlay District and the Edgefield Historic Preservation District Overlay (42.39 acres).

**Existing Zoning**

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

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

Commercial Neighborhood (CN) is intended for very low intensity retail, office, and consumer service uses which provide for the recurring shopping needs of nearby residential areas.

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

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

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

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



## Metro Planning Commission Meeting of 11/12/20

Mixed Use Neighborhood (MUN) is intended for a low intensity mixture of residential, retail, and office uses.

Mixed Use Limited (MUL) Mixed Use Limited is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.

Five Points Redevelopment District (MDHA-FP) The Five Points Redevelopment District was established in 1991 for redevelopment activities in the Five Points Neighborhood. Nashville's redevelopment districts are established to ensure the use and long-term viability of the urban areas that they encompass. The Five Points Redevelopment District will expire at the end of 2020.

### **Proposed Zoning**

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

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

Office/Residential-Alternative (OR20-A) is intended for office and/or multi-family residential units at up to 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.

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

### **EAST NASHVILLE COMMUNITY PLAN**

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

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

T4 Urban Neighborhood Center (T4 NC) is intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk.



## **Metro Planning Commission Meeting of 11/12/20**

T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

### **ANALYSIS**

The Five Points Redevelopment District, which includes guidance on use, bulk and form, will cease to regulate the development in the area at the end of 2020. The intent of this rezone request is to place zone districts with similar standards of the Redevelopment District onto parcels located within the expiring district. The new zoning districts are reflective of the general goals and intent of the Redevelopment District. The alternative zone districts will create an urban form that activates the public realm through improved building placement and bulk design standards. As proposed, the requested zone districts are consistent with the land use policies for all the respective parcel locations.

Additionally, some of the existing zone districts are inconsistent with the land use policies and rezoning will bring them into consistency.

### **STAFF RECOMMENDATION**

Staff recommends approval.